Buckinghamshire County Council
Transport, Economy and Environment

Local Transport Plan 4

Draft for consultation

November 2015
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Summary

Transport is a big part of all of our lives. It affects us all: in good ways and bad ways. As Buckinghamshire’s economy and population grow, good transport will become even more important.

The Local Transport Plan 4 sets out how transport can play its part in realising the Council’s vision to make Buckinghamshire a great place to live and work. The Plan covers all types of transport and looks ahead to 2036:

Local Transport Plan 4 aims to make Buckinghamshire a great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country.

The policies set out below show how we hope this aim will become reality.

These policies set out our high-level approach to transport in Buckinghamshire. We will develop additional documents to support Local Transport Plan 4 and we provide more detail on some of them. Our funds are increasingly constrained so these policies will need to be implemented in partnership with Government, the district councils, communities and businesses. Innovative approaches will be required to try to maintain accessibility with less money. Section 4 explains how we will do this.
**Summary of our policies:**

<table>
<thead>
<tr>
<th>Policy 1: Managing demand for our services</th>
<th>We will work to deliver our services in the most efficient way; to reduce the need to travel; and to help reduce demand for Council services.</th>
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<tbody>
<tr>
<td>Policy 2: Beyond Buckinghamshire</td>
<td>We will work to improve the connectivity of Buckinghamshire’s transport network and stimulate economic growth, improve journey times and promote safer more sustainable travel.</td>
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<tr>
<td>Policy 3: Development management</td>
<td>We will keep Buckinghamshire thriving and attractive by getting the best deal from new development. Our dedicated Development Management Policy will help developers to ensure new development meets Buckinghamshire’s needs.</td>
</tr>
</tbody>
</table>
| Policy 4 and Policy 5: Maximising our rail network | We will work in partnership with key stakeholders to develop a reliable rail transport network that: provides effective access within the county; links us to the rest of the country; and is integrated with other modes of transport, including airports.  
We will work to ensure that HS2 is built with minimal disruption to residents and that the new line brings benefits to Buckinghamshire in the form of a new station in the north of the county and of high-quality restoration of construction sites. |
| Policy 6: Aviation                         | We will work with partners to improve connections with key airports, to maximise the potential for growth whilst protecting the county’s unique environment. We will work with partners to ensure the views of Buckinghamshire’s residents are represented: so aviation works for Buckinghamshire. |
| Policy 7: Reliable road travel            | We will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads. We will work to give Buckinghamshire’s people and businesses the certainty of journey times they need, on a network that has the capacity and connectivity for the growth we expect. |
| **Policy 8:** Maintaining our roads and other transport assets | We will take a rigorous, data driven, approach to understanding the condition and needs of the highways network. This will support the Council’s objectives and provide the best value. Decisions should be based on good evidence of: the condition of our highways (including from the public and Councillors); the costs benefits and risks of different ways of improving them; and how we can minimise disruption on our highway networks. |
| **Policy 9:** Freight | Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers, residents or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire. |
| **Policy 10:** Improving our environment | We will protect Buckinghamshire’s unique countryside and other special environments, working with partners to manage air quality, take advantage of opportunities to encourage more sustainable travel choices and reduce noise pollution. We will do this through the transport investments we promote, by managing the impact of new development, by promoting the use of Travel Plans, and by working with business and researchers to develop lower emission technologies. |
| **Policy 11:** Access to education | We will continue to encourage the development and implementation of school travel plans across all of the county’s schools. Our ‘Sustainable Modes of Transport Strategy’ for Schools (SMoTS) will help to provide access to good quality schools, colleges and training in a way that will be good for our children and the rest of the county. |
| **Policy 12:** Walking | Walking should be the best option for more of our short journeys. We will look to develop the walking network and encourage walking, to help ensure it becomes one of the most convenient ways to make short journeys. |
| **Policy 13:** Encouraging cycling | We will look to develop the cycling network through a combination of new infrastructure, maintenance and guidance. This will help cycling to become one of the most convenient and well used forms of transport for short journeys. |
| Policy 14: Car clubs and car sharing | We will work with partners to explore opportunities for car clubs and car sharing initiatives. This will provide an alternative to car ownership for some: encouraging people to consider other modes of transport; and helping people to access the opportunities Buckinghamshire has to offer. |
| Policy 15: Intelligent mobility and new technology | We will promote the research and development of intelligent transport technology in our county, becoming a ‘living laboratory’ for technology innovation and demonstration. |
| Policy 16: Total Transport: the bus network Buckinghamshire needs | We will work with partners to ensure public transport services best meet the county’s needs – now and in the future. |
| Policy 17: Road safety | We will work with partners to support road safety and reduce the risk of death or injury on the county’s highways through infrastructure improvements, road user training, promotion and education. We will promote a mix of engineering, education and enforcement activity focused on casualty reduction and prevention. We will use data to inform targeted education, training and promotional road safety initiatives, along with supporting national casualty reduction campaigns. |
| Policy 18: Tackling crime | People should feel safe to use public transport, walk, cycle and enjoy our town centres. We will continue to work with partners to improve security on our rail and bus networks; and make our streets and town centres feel safer. |
| Policy 19: Parking | We will help to ensure that Buckinghamshire has appropriate parking in the right places. The Buckinghamshire Countywide Parking Guidance is Buckinghamshire County Council’s policy on parking throughout the county in new developments. It sets out how much parking new developments should provide for bicycles, motorcycles, cars and blue badge holders. It also gives guidance on how this parking should be provided and managed. The Council will manage on-street parking, through parking restrictions and the enforcement of those restrictions, to make sure on-street parking works. |
Section 1: Introduction
What is this plan for?

Transport is a big part of all of our lives. It affects where we work, study and do business. It allows us to reach our families, friends, and the services we need to stay healthy and prosperous. It can also be a headache: impacting on our daily lives, homes, towns and unique countryside. As Buckinghamshire’s economy and population grow, these issues will become even more important.

The Local Transport Plan addresses these issues, setting out how transport can play its part in realising the Council’s vision to make Buckinghamshire a great place to live and work.

The Plan covers all types of transport across the county (and beyond). The transport challenges addressed by the Plan are complicated. It will take a long time to find the right solutions and the money to put the Plan in to action - so we need to plan ahead.

The Local Transport Plan looks ahead to 2036, in line with the different timescales on which Buckinghamshire’s local planning authorities are planning for growth across the county. Over that period things will change, so we will need to review and update this Plan.

With a growing county there is a huge amount that can be done to improve transport in Buckinghamshire. Equally, a wide range of people provide transport improvements. In many cases other organisations are best able - with appropriate support and empowerment - to do this. Indeed, transport provides us with an opportunity for innovation, developing new ways of working with communities and developing profitable new technologies with the high-value businesses in our county. Therefore, as set out in Section 4, this Plan will be put into action by a range of people, in a range of different ways.

How will this plan work?

The Local Transport Plan is divided into four sections. The rest of Section 1 explains what the Plan will do, provides a picture of Buckinghamshire today and how it is expected to change. Section 1 identifies the challenges the rest of the Plan aims to address. Section 2 sets out ‘big picture’ policies, for issues that affect the whole county. Section 3 sets out a range of policies for specific issues, such as policies for particular modes of transport. Section 4 describes the range of ways the Plan will be put into action.

The Local Transport Plan is the Council’s highest level transport policy. It is supported by more detailed documents, which provide further policy and guidance. Some of these will be produced by the Council and some by our partners. Some have already been produced and some are yet to be developed. The diagram below shows how these different documents fit together:
Section 4 discusses these documents in more detail but they are expected to include:

- A Development Management Policy to help developers ensure new development meets Buckinghamshire’s needs.
- Transport strategies for specific growth areas; likely to include Aylesbury and High Wycombe in the first instance.
- Guidance on specific issues, such as the Council’s adopted ‘Buckinghamshire Countywide Parking Guidance’.
- Plans which set out how we will put the Plan into action, such as the Buckinghamshire Thames Valley Local Enterprise Partnership Strategic Economic Plan and England’s Economic Heartland’s work.
What will this plan do?

The Local Transport Plan is designed to help realise the transport elements of Buckinghamshire County Council’s Strategic Plan. To help it do this the Plan has an aim and four objectives.

**Local Transport Plan Aim**

Local Transport Plan 4 aims to make Buckinghamshire a great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country.

**Local Transport Plan Objectives**

**Objective 1 – Connected Buckinghamshire** - Provide a well-connected, efficient and reliable transport network which links to key national and international destinations helping Buckinghamshire’s residents and economy to flourish while capitalising on external investment opportunities.

**Objective 2: Growing Buckinghamshire** - To secure good road, public transport, cycle and walking infrastructure and service provision, working in partnership with local businesses and the community through a range of initiatives and taking advantage of new and emerging technologies to meet the (current and future) needs of our residents as Buckinghamshire grows.

**Objective 3: Healthy, Safe and Sustainable Buckinghamshire** - Allow residents to improve their quality of life and health, by promoting smarter travel choices and access to opportunities that improve health. Ensure transport systems are safe and allow people to make the most of Buckinghamshire’s special environment.

**Objective 4: Empowered Buckinghamshire** - Allow people to access the educational, work and social opportunities they need to grow. Increase opportunities for residents to support themselves and their communities by enabling local transport solutions.
What is Buckinghamshire like today?

People
Buckinghamshire is home to approximately 505,000 people with a predominantly rural north and a more urban south, over a third of the population live in the main centres of Aylesbury and High Wycombe. The rest of the county is a mixture of unique market towns, villages and more rural areas. Buckinghamshire’s population age profile is similar to the UK overall. 25% of the population is under the age of 20 (against a UK average of 24%) and 17% is 65 years or over (against a UK average of 16%).

Although the county is relatively affluent and has low levels of unemployment compared to the national average, deprivation does exist across Buckinghamshire, with 3.6% of residents living in the 30% most deprived areas in the country. In deprived areas of Buckinghamshire life expectancy is up to eight years lower for men and five years lower for woman than elsewhere in the county.

Economy
Buckinghamshire is one of the most prosperous local economies in the country. Buckinghamshire’s total employment rose 7,800 in 2014 to reach a record high of 228,500. The county has the highest proportion of smaller companies employing fewer than five people in England. As well as a thriving small business sector, Buckinghamshire has several specialist business clusters including motorsport around Silverstone and media around Pinewood Studios. Currently the county has approximately 29,500 businesses and although this number is still increasing, the figure remains below pre-recession levels. Buckinghamshire’s employment rate of 78% is higher than the UK average (73%)\(^1\). Part time employment has grown and is higher than the UK average in Buckinghamshire. A comparatively high proportion of Buckinghamshire’s population is classified as economically active, at 81% of working age residents. Buckinghamshire residents are among the highest paid in Great Britain with a median full-time earning of £28,036 per annum, approximately 7% above the national average. Buckinghamshire has a well-educated population, the county has the 3rd highest proportion of (44%) of working age residents holding degree level qualifications of all 39 LEP’s only behind London (49%) and Oxford (46%).

Travel demand
In Buckinghamshire 87% of households have access to one or more cars; this is higher than the average for the South East (82%) and significantly higher than the national average of 74%. Since the 2001 census, there has been an increase in the ownership of vehicles with more households owning four or more cars and a decrease in those owning only one car. In Buckinghamshire 13% of households don’t have access to a car compared with 27% nationally, reflecting the economic affluence and rural nature of much of the county. The majority of journeys to work in Buckinghamshire are made by car. Approximately 70% of people travel to work by

\(^1\) Taken from ONS annual population survey
car, significantly higher than the national average of 63%. There is a slight variance between Buckinghamshire’s rural and urban areas, with cars accounting for 71% and 69% of journeys to work, respectively.

The split of modes of transport used was fairly consistent between the 2001 and 2011 census. There are more journeys to work due to a combination of factors, including more people being in employment. Driving to work by car has increased by 8% since 2001; however, there has also been an increase in use of other transport modes for journeys to work with use of public transport seeing a significant increase of 35% and a moderate increase in cycling and walking of 6%. Currently, the South East region has a higher percentage of people travelling to work by sustainable transport than Buckinghamshire at 18% and 14% respectively. Buckinghamshire has the third lowest rates of cycling in the South East, with only 12.5% of people cycling at least once a week (compared to an average of 16.9% across the south-east of England). The rates are highest in Chiltern and Aylesbury Vale, at 14-15%, with South Bucks and Wycombe at 10-11%.

In general, Buckinghamshire is a net exporter of labour, with more people leaving the county for work than enter it. On an average day 78% of work trips (85,809) in and out of Buckinghamshire are generated by residents of Buckinghamshire travelling to work outside of the county, one of the main reasons for this is the significant employment opportunities within Greater London which forms a significant ‘pull’ factor from Buckinghamshire. 50% of all journeys are undertaken by Buckinghamshire residents travelling within the county for work, 78% of which are undertaken by Buckinghamshire residents living and working within the same district. In Aylesbury and Wycombe 48% and 46% (respectively) of journeys are within the same district. These figures highlight a range of travel patterns, with significant movements within, into and out of the county.

**Transport network**

The ‘Beyond Buckinghamshire: wider links’ section below includes a map that summarises some of Buckinghamshire’s key transport links (and some of the challenges associated with them).
How is Buckinghamshire changing?

People
Buckinghamshire’s population is projected to increase by nearly 5% to 531,400 between 2011 and 2026. The greatest percentage increase will be the proportion of people aged 65 and above, which is expected to increase from 17% to 22% of the county population, slightly higher than the rate for the South East. This represents an additional 32,900 people aged 65 and over, rising from 84,900 to 117,800. The number of people aged 90 and over is expected to more than double by 2026. The increase in the older people’s population will be most pronounced in Aylesbury Vale (a projected increase of 57%) The children and young people’s population (age 0-19) is likely to increase by approximately 5% with the biggest increases in High Wycombe (5.7%) and Chiltern (6%). It is projected that the proportion of the population classified as adult (age 20-64) will reduce by approximately 5%, although it is thought this will be much greater in South Buckinghamshire (-11%). It is predicted that by 2026, 69% of the population in Buckinghamshire will live in either Aylesbury or High Wycombe. To accommodate population growth, there are emerging plans to build around 50,000 more houses across Buckinghamshire.

Economy
By 2021, unemployment in Buckinghamshire is predicted to fall to 9,400, or 3.3%, just over half the peak at the start of the decade and below pre-recession levels. The number of jobs in Buckinghamshire is predicted to rise to 279,000, an increase of 32,000; this includes 4,500 more self-employed people. Almost half will be in professional and scientific services (up 15,000). Employment in the following sectors is also expected to grow: residential care (up 1,700); health (up 1,600); and education (up 1,900). The largest falls in employment will be in manufacturing (down 1,700) and defence (down 900) (Business First Report, 2012). Aylesbury Vale was identified as one of the new wave of Government Enterprise Zones in the Autumn Statement 2015.

Major transport developments
There are a number of potential major transport developments proposed in Buckinghamshire. These will have a big impact on travel in Buckinghamshire and on the county more generally. If progressed, Phase One of HS2 will have a huge impact on Buckinghamshire, as it runs for approximately 60kms from the Colne Valley in south Buckinghamshire to Turweston and Mixbury in north Buckinghamshire. The expansion of Heathrow, with the introduction of a third runway, was recommended by the Airports Commission in 2015 and is currently awaiting a response from Government. The proposed construction of a Western Rail Access to Heathrow will also impact on the county. The completion of Crossrail, scheduled for 2018, will transform connections from the south of the county through London. The Western Section of the East West Rail project would provide train services between Milton Keynes and London Marylebone, via Aylesbury. Highways England is planning a range of improvements, including its M40 ‘Smart Motorway’ scheme and is investigating the possibility of an Oxford – Cambridge Expressway, which would cross the county. Housing and employment developments will also have a significant impact on our transport networks.
Section 2: Big picture policies
Efficient and effective transport provision

As demand for transport changes, the county grows and pressures on public funds increase, it will become ever more important that the Council manages demand for its services effectively. It will be important that we take this opportunity through the period of the Local Transport Plan, as the Council has increasingly limited resources and must focus on services for which we have a statutory duty. We will need to change the way we deliver many of the services that the Council provides to help people get around, working with everybody in the county to discover if communities could deliver services better, for example, and what could be done in a more efficient way. If we succeed in this new approach, we can also reduce the demand for other Council services and further save public money. For example, easy access to good food, healthcare and social activities reduce the likelihood of illness. Improving accessibility around the county with the help of communities and enterprises could reduce people’s need for health and social care.

Policy 1 – Managing demand for our services – We will work to deliver our services in the most efficient way: to reduce the need to travel; and to help reduce demand for Council services.

To manage demand for our services we will work with partners to:

- Decide the best way to use our limited resources.
- Understand what other people might be able to deliver better: communities, private companies or others may have better ways to deliver some services.
- Identify what could be done in a more efficient way, for example using new technology or by providing services online.

We will have to work closely with residents and businesses to help them understand the options, and build support as we work to develop innovative, effective and efficient mobility for the county.
Beyond Buckinghamshire: wider links

The map below summarises some of Buckinghamshire’s key transport links, within the county and further afield. These are some of the key connections that will allow us to grow and thrive.

It also identifies some of the key challenges on our networks, and in some cases solutions to them that are being considered. The map reflects the issues we are currently aware of. As the county changes and we do more work examining these issues our understanding will develop. New issues may be identified, and others may changes or become less important.

Policy 2 – Beyond Buckinghamshire – We will work to improve the connectivity of Buckinghamshire’s transport network and stimulate economic growth, improve journey times and promote safer more sustainable travel.

Section 4 explains more about how we will work to address these issues. This will involve working with a wide range of partners including the England’s Economic Heartland alliance, other authorities in and around Buckinghamshire, Buckinghamshire Thames Valley Local Economic Partnership, businesses, and central Government.
OUR KEY TRANSPORT LINKS

NORTH – SOUTH CONNECTIVITY
- Improving the A355 between Amersham and Beaconsfield, to reduce congestion and improve journey times on this key connection to the M40
- East West Rail – the Western Section will provide train services between Milton Keynes and London Marylebone, via Aylesbury
- Improving north – south road links
- Improving the A404/A404(M) between High Wycombe and Maidenhead

EAST – WEST CONNECTIVITY
- Improving the A421/A428 to create an Expressway between Oxford, Milton Keynes and Cambridge, through Buckinghamshire
- East West Rail – the Western Section will provide train services from Princes Risborough, Aylesbury and Oxford to Milton Keynes via Winslow
- Improving access to the M40 at High Wycombe and Bicester

CONNECTIVITY TO HEATHROW AIRPORT
- Crossrail – will provide Buckinghamshire residents rail links to Heathrow from Iver, Langley and Taplow
- Western Rail Access to Heathrow – will reduce journey times between the UK’s hub airport, the Thames Valley and all points west
- Possible expansion of Heathrow – improving onward connections

CONNECTIVITY TO LUTON AIRPORT

CONNECTIVITY TO LONDON
- Improving road conditions on the south west section of the M25 and enhancing access to Heathrow
- Crossrail – will create direct rail links to (and through) London from Iver, Langley and Taplow
- Improving the A404/A404(M) between High Wycombe and Maidenhead

NB These issues / solutions are all connected. They are divided up here simply to make the map easier to use.
Managing the impact of new developments

Buckinghamshire is a rapidly growing county and its economy is one of the strongest in the country. As it grows our challenge is to help it remain a thriving and attractive place to live and work. The Council’s Strategic Plan explains that we will need to secure road, rail, bus, walking, cycling and other essential infrastructure to meet the current and future needs of our residents. The Council also aims to be proactive in protecting the county’s unique countryside and setting standards of excellence in growth, including exceptional standards of sustainable development design.

Growth offers opportunities for Buckinghamshire. To make the most of these opportunities and ensure Buckinghamshire remains thriving and attractive, it is important that growth happens in the right way. The Council is preparing a dedicated Development Management Policy, setting out a range of policies to inform new development and ensure it meets Buckinghamshire’s needs.

Policy 3 - Development management - We will keep Buckinghamshire thriving and attractive by getting the best deal from new development. Our dedicated Development Management Policy will help developers to ensure new development meets Buckinghamshire’s needs.

This will help us to fulfil the Council’s Strategic Plan commitment to work with partners to:

- Get the best deal for Buckinghamshire from economic growth and development.
- Continue to invest in the maintenance and improvement of the county’s existing roads and footpaths
- Maximise external investment in the county’s infrastructure, including high speed broadband, East-West Rail, road links in the county, and other public services
- Create the right conditions for firms to flourish and succeed
- Continue to protect the Green Belt, AONB, Rights of Way and Green Spaces

The initial consultation we undertook to inform the development of Local Transport Plan 4 showed a desire for developers to address the impacts of new development.

The Development Management Policy will inform the Council’s advice to district councils when we are consulted on the transport impacts of planning applications as the highway authority. By using the Development Management policy from the first stages of planning their development, developers will be able to ensure their development plays its part in making Buckinghamshire thrive. By showing clearly what is required from the start it will also give developers more certainty, helping appropriate developments to progress. Developers (and anybody else with an interest) should refer to the dedicated Development Management Policy.
Section 3: Policies for specific issues
Maximising our rail network

The County Council has no statutory role in the provision of rail services, except as a consultee. However, we do have an important role to play in ensuring Buckinghamshire gets the best from the rail network; and we often work with national agencies to explore, design and contribute funding to improvement projects that will benefit Buckinghamshire. This includes helping to make rail part of an integrated and sustainable transport network that brings Buckinghamshire together and links us to the rest of the country.

Policy 4 – Maximising our rail network - We will work in partnership with key stakeholders to develop a reliable rail transport network that: provides effective access within the county; links us to the rest of the country; and is integrated with other modes of transport, including airports.

We aim to:

- Grow Buckinghamshire’s economy through the provision of a reliable network with good capacity.
- Provide improved connectivity between Buckinghamshire and key destinations within and outside the region. These include Greater London, key airports, Oxford, Northamptonshire, Milton Keynes, and the north and west of England.
- Provide improved connectivity north-south within Buckinghamshire and between neighbouring counties.
- Provide improved integration between modes, to promote a seamless, reliable and punctual journey.
- Promote attractive onward links by sustainable modes of transport, such as walking and cycling.

To achieve this we will:

- Work with the rail industry (and other stakeholders) to improve our stations and support rail partnerships to get the best out of the existing transport network. This is expected to include encouraging improved services, new transport connections, better access for all travellers and improved passenger information.
- Promote the integration of transport services through common branding, ticketing and network coordination. New technology and intelligent transport systems are likely to play an increasing part in this.
- Assist operators and key stakeholders in marketing the rail network, for example through ‘two for one’ promotions for rail travellers at tourist venues.
- Work with other rail industry stakeholders and community to develop new solutions and promote integration within Buckinghamshire County Council’s policies, to help integrate the railway into Buckinghamshire’s wider transport network.
- Encourage development in locations that support the use of rail (and other relatively sustainable modes).
High Speed 2

High Speed 2 is a Government-proposed new north-south railway line. It will link London with the Midlands and the north of England. The proposed route lies across Buckinghamshire and its construction period lasts through much of the Plan’s duration. We are working with HS2 Ltd to secure the best mitigation, help ensure that the construction of the line has as little disruption on residents as possible and that construction sites are restored in a way that brings an improvement to the local area.

At the time of writing this Plan, no stations are currently planned in Buckinghamshire. We believe that there is a case for a new station in north of the county, on the East-West Rail line. This would provide a connection for businesses and residents in the north of Buckinghamshire to key business centres in the UK and could also be used to bring HS2 workers into the area. It would also provide a connection between HS2 and East-West Rail, creating further ridership for the new line.

**Policy 5 – Maximising our rail network** - We will work to ensure that HS2 is built with minimal disruption to residents and that the new line brings benefits to Buckinghamshire in the form of a new station in the north of the county and of high-quality restoration of construction sites.
CASE STUDY 1: East – West Rail

East to west rail travel in Buckinghamshire is difficult. With no direct east to west route, rail journeys across the county often mean interchanging in London, making travel long and inconvenient. This makes people less inclined to travel by train and causes more road traffic, as well as reducing links between potential business partners.

The proposed East West Rail route would be a strategic rail route linking East Anglia with Central, Southern and Western England. The western section of the line would be the first to open and would improve connectivity between Reading, Oxford, Bicester, Aylesbury, Milton Keynes, High Wycombe and Princes Risborough. Further stages would extend the line to link with Cambridge and provide a connection between key centres of scientific research.

Rates of economic growth in Oxfordshire, Buckinghamshire and Bedfordshire have lagged well behind the national average. East West Rail would help to stimulate sustainable economic growth and redress this balance. It would support the England’s Economic Heartland alliance and the Buckinghamshire Thames Valley Local Economic Partnership’s Strategic Economic Plan. An assessment of the economic impact of the western section of East West Rail by Arup, an independent engineering and consultancy firm, shows that the scheme could boost the regional economy by £72.7 million a year with a £33.2 million boost to UK tax receipts.
**Airports: Better links and mitigation**

Airport development is seen as a matter of great significance, at both a national and local level. The aviation sector contributes around £18 billion a year to the UK economy. It directly employs around 220,000 people and indirectly supports many more jobs. Nearby airports at Heathrow and Luton provide significant aviation related employment opportunities for Buckinghamshire. They also link us with important international business and leisure opportunities. Good connections with these airports are vital for Buckinghamshire to thrive.

The potential expansion of Heathrow Airport could provide significant economic benefits to the surrounding area, including Buckinghamshire. The proposed development is forecast to result in a substantial increase in employment at and around the airport, generating up to 77,000 jobs by 2030. This will present an important economic opportunity to Buckinghamshire, particularly if the county is provided with good multi-modal transport connections with Heathrow.

To ensure Buckinghamshire is well connected to Heathrow Airport, London Luton Airport and other international gateways, we will look to:

- Work with neighbouring local authorities and infrastructure providers to develop reliable and efficient connections to these major national and international gateways.
- Work with train and coach operators to provide efficient access to these major destinations.
- Work with partners to help to reduce congestion on key roads, such as A413, A4010, A355 and M40.

To make the most of the opportunities that existing and expanded airports present and ensure that Buckinghamshire remains thriving and attractive, it is important that they are managed in the right way. Airports can have a significant impact on us and our unique environments. The ‘Protecting Buckinghamshire’s environment’ sub-section below explains how we will work with partners to minimise these impacts and the ‘Representing Buckinghamshire’s’ sub-section below expands on some of the ways we will work to put this policy into action.

**Policy 6 - Aviation** - We will work with partners to improve connections with key airports, to maximise the potential for growth whilst protecting the county’s unique environment. We will work with partners to ensure the views of Buckinghamshire’s residents are represented: so aviation works for Buckinghamshire.
Protecting Buckinghamshire’s environment
The impact of airports on the local environment (including that from surface access to the airport for people and goods) needs to be carefully considered and taken into consideration when assessing the costs and benefits of major aviation schemes. To protect Buckinghamshire’s special environment we will work with partners to:

- Minimise potential adverse environmental impacts of airport expansion in partnership with central Government, the aviation industry, providers of surface access transport infrastructure and services, neighbouring local authorities, and other relevant stakeholders;
- Encourage travel to airports using sustainable modes of transport (such as rail and coach travel), working in partnership with transport infrastructure and service providers.
- Ensure Buckinghamshire’s views are represented in responses to airport expansion proposal, particularly at Heathrow.

Representing Buckinghamshire
At major national or international airports a number of regular consultation processes exist to ensure that the views of communities, businesses and stakeholders in the area impacted by airports are considered when changes are proposed. Buckinghamshire County Council will work with partners to the represent views of Buckinghamshire’s people and businesses in appropriate processes. These are likely to include:

- **Airport Surface Access Strategies**
  Central Government recommends that Airport Surface Access Strategies set out:
  - Targets for increasing the proportion of journeys by public transport for both airport workers and passengers;
  - The strategy to achieve these targets; and
  - A system to monitor the implementation of the strategy.
  We will work with airport operators, providers of surface access transport infrastructure and services, neighbouring local authorities, and other relevant stakeholders to represent Buckinghamshire in the strategies of nearby airports.

- **Airport Masterplans**
  These are in place at all major airports. We will work with the airport operators and other key stakeholders to identify opportunities to inform any future plans for Heathrow or other relevant airports.

- **Airport Transport Forums**
Reliable road travel

Reliable road connections are important to growing Buckinghamshire’s economy. Residents and businesses value knowing when they will arrive at their destination or when their delivery will arrive. The graph below shows that we have been relatively successful at operating the roads for which we are responsible and at minimising growth in congestion over recent years. However, we know that Buckinghamshire still faces significant challenges. The towns and villages in our relatively rural county are connected by a complex road network that often provides their only transport link, so the effective operation of these roads is essential.

We aim to have a road network in the county that provides residents and businesses with a reasonable certainty of journey time and which has the capacity and connectivity for the growth we expect.

This involves a complex set of challenges, both in terms of planning and finance. For example, seeking to improve road journey time reliability or increasing capacity by building new roads or expanding existing ones is expensive and often just relocates the congestion. We will work closely with Highways England and neighbouring transport authorities to ensure that any improvements to the strategic road network (the motorways and major A roads managed by Highways England) do not worsen congestion on local feeder roads for which we are responsible.

![Average speeds on local A-roads during the morning peak (mph) 2010-15 (Source: DfT)](chart)

Policy 7 – Reliable road travel – We will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads. We will work to give Buckinghamshire’s people and businesses the certainty of journey times they need, on a network that has the capacity and connectivity for the growth we expect.
To provide a reliable road network we will:

- Work to ensure that road journey times are reliable throughout the county.
- Develop robust business cases for reducing congestion in areas and corridors that are most severely affected by delays.
- Work with developers and district councils to ensure that new developments are integrated with the existing road network and that potential congestion caused by the site is properly managed and mitigated (including through Section 278 and Section 106 agreements). See also the ‘Managing the impact of new developments’ section above.
- Encourage Highways England’s investment programme to develop and enhance strategic roads that help Buckinghamshire thrive, as part of an integrated plan to ensure such schemes do not result in strain and delays on our feeder roads.
- Work with partners, including Buckinghamshire Thames Valley Local Enterprise Partnership, England’s Economic Heartland and other organisations, to identify opportunities for improvements.
- Support the use of innovative technology. This could include semi-autonomous and autonomous vehicle technology, to enable vehicles to drive safely (so reducing delays caused by accidents) and in a way that maximises highway capacity. The ‘Total Transport’ policy (below) also discusses how this applies to public transport.
Maintaining our roads and other transport assets

Buckinghamshire County Council’s 3,200 kilometres of highway infrastructure is financially its most valuable asset, valued at £4.2billion. It provides a transportation network for both businesses and individuals. It supports many of the objectives set out in the County Council’s Strategic Plan (2015-17):

- Improved Condition of Roads and Footpaths
- Improved Road and Rail Connectivity
- Protecting our High Quality Natural Environment
- The Creation of More Jobs for Local People
- Buckinghamshire Communities are Safe Places to Live

Maintaining our roads, footpaths, cyclepaths and other highways infrastructure (such as bridges, streetlights and signs) is important to ensure they remain safe and accessible to users. Well maintained roads and footpaths deliver wide ranging benefits in supporting businesses, developing Buckinghamshire’s economy, and enabling residents and visitors to enjoy its attractions and leisure facilities, including shopping.

The initial “Snapshot” consultation confirmed that maintaining existing roads is a high priority for residents of Buckinghamshire. This theme attracted the highest number of comments from respondents. The comments generally support an approach which responds to local concerns but also uses technical assessments of road condition to prioritise investment. A general consensus amongst respondents is the need for an overarching road maintenance plan which deals primarily with larger maintenance schemes, but also ensures that local views can be taken into consideration, particularly where safety is concerned.

**Policy 8 - Maintaining our roads and other transport assets** – We will take a rigorous, data driven, approach to understanding the condition and needs of the highways network. This will support the Council’s objectives and provide the best value. Decisions should be based on good evidence of: the condition of our highways (including from the public and Councillors); the costs benefits and risks of different ways of improving them; and how we can minimise disruption on our highway networks.
The County Council's Highway Services are delivered through Transport for Buckinghamshire (TfB) - a partnership between the County Council and its service provider Ringway Jacobs. Maintaining our roads, footpaths, cyclepaths and other highways infrastructure has three main parts:

1. **Planned maintenance**: larger and longer term investments, designed to improve the way we manage our highway infrastructure.

   Our Highways Infrastructure Asset Management Policy will identify the best way to undertake planned maintenance. It will consist of a Policy, a Strategy and a number of more detailed plans. Its risk-based approach will identify the best way to meet the Council’s objectives and use our limited resources effectively providing best value for residents. The Framework will also be used to inform the setting of budgets and targets to ensure that budgets align with the County Council’s aspirations. The Framework’s performance will be monitored and reviewed regularly so we can continue to improve the way we work.

   For locally important assets that don’t have a strategic role, such as local access roads, the County Council follows its “Think Councillor” approach. As part of the prioritisation process a meeting will be offered to each Member, to discuss the priorities for all roads in their division, to inform the prioritisation of schemes directly.

2. **Routine maintenance**: works such as grass cutting and gully emptying are planned on a cyclical basis. These works are undertaken according to a timetable designed to balance their benefits, costs and risks.

   We will continue to work to improve the way we do this. We will use a rigorous, data driven, approach that considers the risks and benefits of different ways of improving our highway network. This may involve building on successful work to enable communities to get more involved. We also seek ways to work which minimise disruption on the network, maximise opportunities for collaborative working between works programmes and offer the opportunity to integrate larger and smaller scale works.

3. **Reactive maintenance**: when defects are identified through routine safety inspections or reports from members of the public.

   These defects are categorised according to the risk they pose to highway users and are prioritised accordingly for reactive repairs.
The role of freight transport

Managing freight transport is a vital part of keeping Buckinghamshire thriving and attractive. Our businesses rely on efficient freight transport. As consumers we increasingly demand quick, easy and cheap access to a huge range of goods which requires efficient freight transport. If not managed well, large freight vehicles can affect our unique environment, our quality of life and the safety of our roads. It is important that the Council, communities, businesses, developers and the haulage industry work together to ensure freight works for Buckinghamshire.

Policy 9 - Freight - Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers, residents or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire.

To make freight work for Buckinghamshire the Council plans to prepare a new dedicated Freight Strategy to support Local Transport Plan 4. When produced this will replace the freight strategy published to support Local Transport Plan 3.

The new freight strategy is likely to include:

- Identifying the most appropriate routes for large freight vehicles.
- Maximising opportunities to get freight off of our roads, when rail or water freight are options.
- Identifying opportunities to ensure freight is planned for:
  - In new developments (see also the policy on ‘Managing the impact of new developments’ above).
  - In plans made by the Council and district authorities (such as our Minerals and Waste plans, or the district authorities’ Local Plans).
  - In investments in our transport networks (such as new roads or improved junctions).
- Highlighting where communities, businesses, developers and the haulage industry can work together to make freight work for Buckinghamshire. This could include making data on the most appropriate routes for large freight vehicles available as ‘open data’ to help providers make better routing information available to hauliers.
- Ensuring that freight management measures do not just move problems on to other areas.
Improving our environment

Buckinghamshire’s unique environment is important to our residents and for attracting visitors. The Chilterns Area of Outstanding Natural Beauty (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. 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). In addition, the county has a number of locally designated special environments. It is important that we protect these unique environments, which are a key part of what makes Buckinghamshire special, from immediate and longer term threats. Also important are the environments we live and work in on a day-to-day basis: our towns, villages and more rural areas.

Transport affects all of these places and it is important that we minimise the impact it has on them.

Air quality:

Air quality in Buckinghamshire is generally good compared to the National Air Quality Standard. However, air quality problems can result from a variety of sources, including traffic and industrial activity. Air Quality Management Areas (AQMAs) have been declared in each of Buckinghamshire’s four districts. The M40 throughout Wycombe and South Bucks districts has been designated as an AQMA. As have the sections of the M4 and M25 that pass through South Bucks district. AQMAs have also been declared in Aylesbury and Chesham.

AQMAs in surrounding areas, such as Greater London or Oxford, are comparatively large and cover entire urban areas. The AQMAs within Buckinghamshire are focused around major transport routes, or road junctions within urban areas. Other areas of High Wycombe and Marlow suffer from poor air quality which may eventually lead to the declaration of an AQMA. Nitrogen dioxide (NO2) is the main pollutant responsible for Buckinghamshire’s existing AQMAs. The main source of nitrogen dioxide is road traffic, so the way we manage transport has an important part to play in improving air quality in these AQMAs.
Reducing emissions in our county:
Buckinghamshire has one of the highest levels of emissions per head in the South East. This is likely to relate to the county’s relative affluence (which tends to support higher levels of energy use) and semi-rural nature (with high levels of car use and above average journey distances). Although overall Buckinghamshire has reduced its transport related carbon footprint year on year we want to continue our success. Other policies in this Plan will contribute to this: our innovative mobility policy supports the development of lower emission vehicles by business, while other policies aim to reduce car use and so reduce emissions. In the initial snapshot consultation held to inform this Plan, many members of the public expressed a wish to make walking and cycling more attractive. Examples of how we currently do this include our improvements to cycling and walking networks. The separate policies in this document on walking, cycling, as well as car clubs and lift-sharing provide more information on how we are responding going forward.

Noise pollution:
Transport can cause significant levels of noise pollution, especially near major developments, main roads and industry. Noise pollution can affect our quality of life, health and our special environments. In Buckinghamshire, the most significant sources of noise include our more urban areas, major motorways, railway lines and airports. Other more localised sources of noise also exist. Transport can play a big part in reducing noise pollution. This can be through the inclusion of noise reducing materials or barriers when required in highway improvements; encouraging quieter modes of transport; managing traffic effectively; encouraging the use of Travel Plans; or managing the transport impacts of new development. The other policies set out in this Plan provide more information on how we put this policy into practice.

Policy 10 – Improving our environment – We will protect Buckinghamshire’s unique countryside and other special environments, working with partners to manage air quality, take advantage of opportunities to encourage more sustainable travel choices and reduce noise pollution. We will do this through the transport investments we promote, by managing the impact of new development, by promoting the use of Travel Plans, and by working with business and researchers to develop lower emission technologies.
Access to education

Access to education is crucial for Buckinghamshire to thrive. Access to good quality schools, colleges and other training will help our residents learn the skills they need to make the most of the opportunities we have. However, travel to education also presents challenges. School transport costs the Council £10 million a year through direct transport costs, overheads and the cost of issuing passes - even with the fares we collect taken into account. School transport is also big contributor to congestion at peak times.

The use of cars for the school run has an impact on childhood obesity. In Buckinghamshire 11% of reception year pupils were deemed overweight and 7% were obese (2013/14 figures). In Year 6, the figures jump to 13% and 14% respectively. Within the South East area Buckinghamshire has the sixth highest levels of obesity amongst reception year children and fourth highest amongst children in year six.

Travelling independently is an important learning experience, and improved educational attainment has been linked to increased activity, for example through walking, cycling or travelling by public bus (which involves walking for part of the journey).

To help us promote sustainable travel among school pupils, we are updating our Sustainable Modes of Transport Strategy for Schools. This strategy sets out how we will work and support others to meet these objectives and encourage sustainable school transport. Schools will be encouraged to undertake new initiatives and activities to help promote safe and sustainable travel for journeys to school to sustain their travel plan, with the appropriate level of support from us. This should help to generate enthusiasm and interest in sustainable travel from a young age and could also help us reduce the costs of school travel.

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2 Our current strategy can be found at: [http://www.schooltravelplanning.com/Schools/Sustainable-Modes-of-Travel-Strategy.aspx](http://www.schooltravelplanning.com/Schools/Sustainable-Modes-of-Travel-Strategy.aspx)
Bus travel to education is considered further, alongside other bus services, in the ‘Total Transport: the bus network Buckinghamshire needs’ policy section.

**Policy 11 – Access to education** - We will continue to encourage the development and implementation of school travel plans across all of the county’s schools. Our ‘Sustainable Modes of Transport Strategy’ for Schools (SMoTS) will help to provide access to good quality schools, colleges and training in a way that will be good for our children and the rest of the county.
CASE STUDY 2: School bus safety presentations

Following reports of safety issues on school buses, Bucks Fire and Rescue worked with Buckinghamshire County Council and its provider Amey (Client Transport) to produce a presentation to help pupils understand the dangers of distraction, general road safety and the consequences of inappropriate behaviour whilst travelling on buses. It was piloted at two schools, in consultation with the various stakeholders and students. The final initiative was offered to all secondary schools.

The presentation is delivered by Watch Commanders and Fire Officers, to Year 7, 8 and 9 students. They talk about the dangers involved with buses and what could happen as a result of misbehaviour, showing them various pieces of equipment - including a body-bag. Since the presentation has been delivered, there have been fewer incidents reported on school buses and students are now reporting problems they encounter themselves. Cottesloe School has also worked directly with Arriva to obtain discounted tickets for three 6th Form students to travel on the 150 bus service, so they can monitor and report unacceptable behaviour.

This kind of partnership working has a huge impact, improving the behaviour and safety of pupils. The success of this work was recognised with a Modeshift National Sustainable Travel Award in 2015.
Encouraging walking for shorter journeys

Walking has a range of benefits for people, the economy and the environment. Walking is a healthy and sustainable form of transport. It is particularly appropriate for short distance journeys where it provides a convenient alternative to car use, with traffic congestion and economic benefits. Measures to encourage people to switch to walking can provide very high benefits, compared to their costs (when measured using WebTAG, the Department for Transport’s method for evaluating transport investments in the ‘Soft measures – hard facts’ report3). Increasing walking’s share of short distance journeys, where it is a good option, would have big benefits for Buckinghamshire.

In Buckinghamshire, Department for Transport statistics show that only 27% of people walk for longer than 30 minutes three times per week, which is slightly lower than the national average and less than the recommended health guidelines. If more of these short journeys could be made on foot it would reduce congestion, improve our health and help protect Buckinghamshire’s unique environment by reducing journeys by car.

To encourage walking as a form of travelling for short journeys in particular, we will look to:

- Promote walking in schools and with employers. We will work in partnership with the health sector, through a range of travel planning interventions. See also the separate policy on ‘Access to education’ above.
- Promote projects with walking elements such as ‘walk to work’ days and Buckinghamshire’s ‘Simply Walk’ programme.
- Promote walking in urban areas, focusing on sections of the network where traffic congestion is a problem.
- Provide information on walking routes and the benefits of walking, using a range of promotional materials such as leaflets and electronic information.
- Work with local planning authorities to ensure that new developments include suitable pedestrian routes. See also the separate policy on ‘Managing the impact of new developments’ above.

Policy 12 - Walking – Walking should be the best option for more of our short journeys. We will look to develop the walking network and encourage walking, to help ensure it becomes one of the most convenient ways to make short journeys.

Work with public transport operators to integrate walking into longer and multi-modal journeys

Walking can provide an important link in multi-leg journeys, for example to, from and between bus and train services. Journeys that combine walking with public transport and cycling can be a realistic alternative to a solo journey by car and can result in a range of

health, environment and economic benefits. Improved walking links to, from and between public transport, and supporting information highlighting opportunities for such door-to-door journeys can help to deliver these benefits. To encourage walking as part of multi-leg journeys we will look to work with public transport operators to:

- Improve walking routes between bus and train services, and key destinations, such employment, work and leisure.
- Improve the quality and availability of information on walking.
- Encourage the enhancement and development of station travel plans; to encourage the use of walking to and from stations.
- Provide better signage at train stations and bus hubs, to guide people between services and to key destinations.

**Improving facilities for pedestrian, particularly in town centres and along key walking routes**

To encourage walking, particularly for short journeys to areas of employment, education and leisure, it is important that pedestrian facilities are of a high standard. Town centres should be designed to encourage people to walk, to make use of their facilities and support the local economy. Good quality, direct, routes between key locations provide an alternative to driving cars for short journeys and can increase footfall in local businesses.

Improving walking conditions could involve working with partners to:

- Improve infrastructure for pedestrians in town centres
- Where possible, provide wide footpaths to cater for all users
- Provide safe crossings at busy locations
- Improve lighting where this makes people feel safer
- Ensure footpaths are well maintained and free from vegetation.

**Support the implementation of the Rights of Way Improvement Plan**

The 3,800 kilometre network of public rights of way in Buckinghamshire is a valuable transport asset for the county, which can help encourage active travel, including walking, and is an attraction to tourists. The Right of Way Improvement Plan was introduced in 2008. It set out a 10 year plan for the Council to identify its priorities, actions and approach to developing the network. We will continue to support the delivery of the Plan by developing an integrated approach to sustainable transport, leisure, tourism and land management to ensure that the rights of way within Buckinghamshire are enjoyed by all.
CASE STUDY 3: Simply Walk

Simply Walk is a programme of volunteer led walks for adults (particularly aimed at older people and those who find getting out walking more of a challenge) with the aim of helping people become more physically active. It is a highly valued programme, both by walkers and volunteers, as something enjoyable to be involved in, offering physical, mental, social and emotional benefits.

The walks run throughout the year with over 500 walkers taking part every week, on more than 60 walks across the county. Between 1st April 2014 and 31st March 2015:

- A total of 2261 participants took part in walks (a 6% increase on the previous year)
- All together participants walked a total of 32,799 times (a 15% increase)

Below are some quotes from walkers:

“I have made a number of new friends and look forward to our twice weekly walks. I also feel much fitter and far less breathless. I would not have the confidence to walk alone in either ‘Park’ so these walks have made a huge change to my life. Once again thank you. I have only just started to walk and feel that I have made new friends. It is also lovely to be able to do an activity that does not require one to pay a fee.

“I thoroughly enjoy the weekly walks. As I only moved to the area six months ago it has been so good for me to meet new friends and to discover the different places around Winslow. Thank you.”

“My husband and I started walking with Simply Walk 10 years ago when I retired; unfortunately he now has a condition which has put a stop to his walking. Simply walk allows me to have a break from caring and I thoroughly would recommend this activity to anyone it allows you to stay reasonably healthy, and give one another interest.”

And from a walk leader:

“I have been a walk leader for 11 years and it is one of the most satisfying things I do. I always feel better after a walk as do all the walkers. We all enjoy the social aspect after the walk over a cup of coffee.”
Encouraging cycling
Cycling can offer a good alternative to driving for many trips. This can help to reduce congestion and support economic growth: allowing Buckinghamshire to grow and thrive. It can also deliver a range of wider social benefits: reducing parking issues, protecting our unique environment and improving access to education, employment and services. As an active mode of transport it can also make us healthier and happier.

To develop a high quality network we will work with our partners to:

- Analyse the network – identifying well used routes and existing and future desire lines, taking account of development plans.
- Work with local planning authorities and the development industry to secure appropriate cycling infrastructure within and to new development sites. See also the separate policy on ‘Managing the impact of new developments’ above.
- Prioritise the provision of cycle connections to key destinations such as major employment sites, public transport interchanges and places of education, thereby delivering schemes which have the greatest impact on increasing cycling.
- Work with communities – we will continue to consult with local cycling groups and Buckinghamshire’s communities, to encourage more proactive, locally led, schemes.
- Seek funding from a range of sources to develop the cycling network further.

Policy 13 – Encouraging cycling - We will look to develop the cycling network through a combination of new infrastructure, maintenance and guidance. This will help cycling to become one of the most convenient and well used forms of transport for short journeys.

Monitoring and maintaining the network
A well maintained network is required to encourage cycling as a realistic choice for short distance journeys. The quality of road and cycle path surfaces can make a huge difference to cyclists’ experiences and safety. We will continue to actively seek opportunities for investment to improve our roads and cycle ways, particularly those which our monitoring show to be well used. We will:

- Continue to monitor the current network to identify areas for improvement and target investment. We will engage with local volunteers to help identify the best value for money opportunities for regular maintenance of routes.
- Work with national and local organisations and stakeholders to attract investment and identify opportunities to increase funding for the maintenance of routes. We will look to prioritise investment at busy locations such as town centres, work places and leisure facilities, seeking funding from sponsors such as businesses to support an investment.
- We will work to ensure new developments contribute appropriately (see also ‘Managing the impact of new developments’).
Improving safety for cyclists

Safety is very important in encouraging people to cycle and must be considered fully and at the beginning of the network design process. See also the separate policy on ‘Managing the impact of new developments’ above.

To ensure our cycling network is as safe as possible for all users we will look to:

- Provide guidance and share best practice, to ensure that the cycling network is as safe and secure as possible.
- Roads should be designed to create an environment that is safe for all users, and to encourage cycling.

Promoting the use of cycling

Promotional and educational initiatives which encourage people to try out alternatives to the private car are valuable and cost-effective complements to improving the physical infrastructure. A report published by CTC, the national cycling charity, states that promotional initiatives are particularly cost-effective in terms of reducing congestion, yielding on average £10 of benefits for every £1 spent. To further increase the use of active travel modes in Buckinghamshire, we will look to:

- Work with local schools and employers to promote and increase cycling through travel plans and awareness initiatives.
- Work with the local community on personalised travel plans to promote cycling as a form of transport.
- Increase public confidence in cycling and provide better access to bikes for the most vulnerable of users.

Cycling as a tool to improve the health and wellbeing of Buckinghamshire’s residents

Cycling, as an active form of travel, can play a significant role in addressing a range of key health issues in Buckinghamshire - including inactivity leading to obesity. Cycling can help adults and children meet the Department for Health’s recommended amount of physical activity and reduce levels of obesity and associated ill health. Cycling can also help tackle health inequality issues through increased access to healthcare services, employment, leisure facilities and other services.

To encourage the use of cycling and keep Buckinghamshire healthy we will look to:

- Work with local and national stakeholders, particularly partners from the health sector, to develop and fund a range of cycling promotional and awareness raising measures.
- Work with health care providers to improve connectivity within the current network, including the promotion of cycling for short journeys.
CASE STUDY 4: Beaconsfield cycle network

This project is an example of locally led planning – encouraging community groups to audit their local cycling and walking infrastructure and identify what improvements are needed. Utilising local knowledge and resources helps to ensure the right outcomes are delivered for local people.

Seven schools in Beaconsfield identified that there was a demand for safer cycle routes, so that more families could cycle to and from school. Representatives from these schools and local cycling enthusiasts set up the Beaconsfield Cycle Paths Action Group (BCP) to improve cycle access to schools. However this soon expanded into a town-wide cycle network covering key locations such as the rail station and other amenities.

This understanding of what is needed helped to secure funding to start making the group’s vision a reality. Buckinghamshire County Council, Sustrans and Chiltern Railways worked closely with Beaconsfield Cycle Paths on the Local Sustainable Transport Fund ‘Access to Stations’ bid to ensure that all of the local aspirations were included in the cycling plans (strategy) for the town. Around £500,000 was successfully secured to start implementing the cycle network and there has already been an increase in sustainable travel. There has been a 14% reduction in car use to the Rail Station and 4% more are cycling.

The excellent scheme has set a precedent to show what can be achieved. We hope to build on this success in Beaconsfield and elsewhere.
Car clubs and lift sharing

What are they?

Car clubs provide people with access to a modern car when they need it, on a pay-as-you-use basis. Lift-sharing uses technologies to match up people making similar trips to share lifts, reducing the number of cars on the road and saving them money. For some people these provide an alternative to owning a car, or to owning more than one car. They also open up a wide range of opportunities for the 13% of Buckinghamshire’s households that don’t have a car. As technology develops opportunities for car clubs and lift sharing are likely to grow.

This can have a number of benefits including:

- Enabling people to access employment, healthcare, education, leisure facilities and other opportunities.
- Helping to reduce number of cars on the network, with consequent benefits to the economy, health and environment.
- Reducing the demand for parking spaces in our residential areas.
- Making people consider whether they need to arrange a car to make a journey or can travel by another means.

Policy 14 - Car clubs and car sharing – We will work with partners to explore opportunities for car clubs and car sharing initiatives. This will provide an alternative to car ownership for some: encouraging people to consider other modes of transport; and helping people to access the opportunities Buckinghamshire has to offer.

Working with developers

To promote the use of car clubs in new developments we will look to

- Work with the local planning authorities to secure planning agreements which enable the integration of car clubs into appropriate new developments.
- Encourage travel plans which make the most of car club opportunities within new developments.
- Work in partnership with developers to promote the benefits of (and provide guidance for the implementation of) car clubs.

Working with partners to promote the use of car clubs

Integrating car clubs into the public transport network has the potential to increase the proportion of journeys made by sustainable modes of transport, by providing people with an option of using public transport for sections of a journey and a car for others.
We will look to

- Work with public transport operators to identify the potential to provide incentives like discounted fares for car club members.
- Explore opportunities for integrated transport initiatives e.g. smart cards covering public transport and car clubs.
- Encourage employers to commission workplace travel plans to identify options to reduce car dependency and promote schemes such as car clubs and car sharing.
- Promote car sharing initiatives and look at incentives for car sharing e.g. car share parking spaces.

**Supporting community transport based local car clubs**

Car clubs can make an important contribution to accessibility throughout the county; particularly in rural locations where some journeys would be difficult or impossible without access to a car. A well-managed car club in a rural community can help to overcome issues such as social exclusion. However, the needs of a rural car club are different and would require a joined-up approach, to ensure any such scheme complements existing public transport services. This can include:

- The identification of a 'local champion' to promote car clubs.
- Community run or led car clubs.
- Exploring partnership opportunities with train operators, bus companies and community transport groups to develop an integrated rural transport approach.
CASE STUDY 5: Nottingham Car Club Scheme

Nottingham provides a good example of how a small car club can offer an alternative way of accessing a car. The City of Nottingham, with a population of 300,000, is bigger than the major towns of Aylesbury and High Wycombe. However; the towns’ combined population of approximately 345,000 offers a similar market for a car club scheme.

Nottingham City Council has been operating a car club programme since May 2014, through City Car Club. Initially it offered eight vehicles for hire within the city centre. Within the last year, 221 members have joined the project with members travelling more than 43,000 miles. Whilst the project has been designed for both business and residential use, around 60% of City Car Club members in Nottingham are corporate customers.

Nottingham City Councillor Nick McDonald, portfolio holder for growth, jobs and transport, said:

“We know that for many people a car is their preferred travel option. City Car Club offers residents and businesses an option to use more sustainable cars in a flexible way to help reduce congestion and CO2 emissions.”

In November 2014, the council was awarded £37,000 by the Department for Transport (DfT) via Carplus to help further develop Nottingham’s integrated transport network. The additional funding awarded by the DfT has enabled the council to add more vehicles and hire sites to its City Car Club programme, including one new location dedicated to Nottingham’s first electric car share vehicle. The City Car Club programme has expanded from eight locations and nine vehicles to 11 locations and 12 vehicles.

The ‘City card’, the council's integrated smart ticket, offers train, tram, bus and bike travel. It can now also be upgraded to access City Car Club vehicles too. This means Citycard users can get off the bus or tram and straight into a City Car Club hire car, providing an effective and integrated multi-modal network.
Intelligent mobility and new technology

Intelligent Mobility aims to put the needs of people at the centre of the transport system, with a broader and longer-term perspective than one simply focused on specific transport modes or infrastructure. The digital economy is transforming not only our expectations as consumers but also the way it is possible to conduct our lives. The nature of travel demand may well change in future, either through people changing the mode of travel they use or changing the type of trips they make (for example, will weekly trips to large supermarkets remain popular as internet shopping gains in popularity?). Our county’s population will benefit from the growing transport and employment offer of Intelligent Mobility, while at the same time there is an opportunity for our county’s businesses to develop measures that will be commercially attractive on a wider scale.

Intelligent Mobility projects use data and cutting-edge technology to deliver:

- Understanding of the needs, preferences and behaviours of people and businesses.
- The exploitation of data.
- Capitalising on advances in technology in areas such as the electric vehicles, sensors and autonomous systems.
- Transport networks operating reliably at optimal capacity with seamless interchange.
- A vibrant commercial market that encourages business innovation in the delivery of transport services and can learn from experience beyond the transport world.

Policy 15 - Intelligent mobility and new technology - We will promote the research and development of intelligent transport technology in our county, becoming a ‘living laboratory’ for technology innovation and demonstration.

Current status

Semi-autonomous vehicles - technology such as cruise control - and alternative fuels are elements of future transport technology that are well known and are in use today in motor vehicles on the market. Much of this new technology has been developed by companies drawing on the high level skills and high levels of innovation on offer in Buckinghamshire. Buckinghamshire, along with its neighbours Northamptonshire and Oxfordshire, has a strong tradition of motoring innovation, with Silverstone Park and the Silverstone circuit being globally-recognised centres of business development and motor racing respectively. Research and
development on autonomous vehicles is taking place in clusters in and around our county and we are making available the ‘big data’ collected by our automatic traffic counts and ticketing systems to software and app developers.

Access to this data will be increasingly dependent on high-speed broadband being accessible throughout the county. We have teamed up with BTVLEP, Hertfordshire and BT to increase fibre broadband coverage in our two counties. We aim to have county-wide fibre coverage of at least 90% by the end of March 2016, with further enhancements to be announced in due course.

**Future opportunities**

The opportunities are huge and constantly changing. This section sets out some the things we are currently aware of.

Buckinghamshire is a consortium partner in the £3.5 million oneTRANSPORT project, which was awarded in 2015 and is part-funded by Innovate UK as part of its Integrated Transport initiative. The aim of the project is to improve travel experiences by facilitating access to better quality multi-modal transport information. oneTRANSPORT will pioneer a new approach to the use of open data platforms, encouraging a fairer, more open market place. ‘Internet of Things’ technology (the network of physical objects or ‘things’ embedded with electronics, software, sensors, and network connectivity, which enables these objects to collect and exchange data) will act as an enabler for data sharing in the public and private sectors and will consequently enable the development of smarter transport networks.

Rural transport, transport for elderly people and transport for disabled people are three areas for which smarter transport may provide more efficient and effective transport than is offered by some tendered, off-peak subsidised bus services. In the shorter-term, this may enable a traveller in an isolated area to notify Buckinghamshire’s transport network of their journey by telephone, website or app. The smarter transport system would identify the optimum way of the traveller making the journey. The options could include using shared taxi services, voluntary-run community transport, hospital transport, car sharing and any other published services that are suitable. The end-user would then book the journey using the smarter transport system.

In the longer-term, technology will further change the nature of the need to travel. Connectivity for those in isolated areas could also be provided by fully autonomous vehicles or other innovative personal rapid transit. 3-D printing technology will reduce the need for deliveries by van and remote medical monitoring technology will avoid the need to travel for hospital appointments.

The benefits from this will be substantial, extending well beyond achieving greater efficiency for the County Council. In a world of intelligent mobility we move to reduce everyday transport costs and so benefit those for whom transport costs are traditionally a drain on their finances. Finally, providing wider transport connections for disabled people, elderly people and others in isolated areas, especially at peak time, will open up wider opportunities for employment, social life and networking. Buckinghamshire can combine its Paralympic tradition of healthcare for disabled people with its traditions of transport innovation and development, to develop improved connectivity for its isolated communities and promote new high-value business in the county.
Total Transport: the bus network Buckinghamshire needs

Why buses are important:

Buses and community transport play an important part in helping Buckinghamshire to thrive, creating opportunities for all and protecting our unique environment. They help people get to work, to school and to Buckinghamshire’s businesses. They allow many people to access the services they need to live healthy and productive lives. They help families and friends get together. By giving some people the opportunity to leave their cars at home they also free up space on our roads.

The Council invests around £24 million a year in supporting public transport services. This includes providing home to school services, services for adult social care, funding concessionary fares, and supporting buses which aren’t currently viable on a commercial basis. We also work with partners to:

- Ensure developments provide the right public transport (see also the ‘Managing the impact of new developments’ section)
- Help improve public transport information (see case study below)
- Provide bus priority measures (such as bus lanes) on our roads
- Improve public transport interchanges (such as bus stops)

As the demand for transport changes, the county grows and funding from central Government reduces, we need to make sure our public transport is in the best shape to continue to meet Buckinghamshire’s needs. It is important that we make the most of new opportunities provided by technology and the increasing power being given to our communities. We need a ‘Total Transport’ approach that looks at all of these issues.

**Policy 16 - Total Transport: the bus network Buckinghamshire needs** - We will work with partners to ensure public transport services best meet the county’s needs – now and in the future.
How we will use this policy:
To put this policy into action and create the bus network Buckinghamshire needs the Council is doing three things:

- Establishing an ‘Integrated Transport Hub’ – bringing the teams in the Council that deal with public transport together in one team. This will allow us to work more efficiently and help us to identify new ways of providing public transport.
- An Improvement Plan to implement ‘quick wins’ that improve the way we work in the short term.
- Pilot studies, with local communities and other stakeholders, to try out new ways of providing transport services.

We will also continue to work with partners, on the four areas of work summarised in the bullet points towards the start of this section, as opportunities arise.
CASE STUDY 6: Public transport information and promotion

Bus service information tells potential public transport users about the services available and provides them with confidence that buses will get them to their destination. Promotion goes a stage further and aims to provide compelling reasons and sometimes incentives to choose public transport.

Our key role is to provide comprehensive, consistent and up to date information for the public. We provide information at the roadside, online, in printed format and via social media. We also work in partnership with bus operators to help them co-ordinate their promotional work and to access external funding. We provide comprehensive national and regional journey planning via the Traveline online portal and we have a Real Time Passenger Information systems provided in partnership with bus operators. We fund the software and roadside infrastructure while bus operators fund on-bus tracking equipment.

The Total Transport project described above will help us to take the next step. Allowing greater integration of school transport, community transport, health sector, bus and rail information.

In the future we will continue to provide and co-ordinate information by improving the RPTI and Traveline systems but reduce costs through greater use of web, apps and social media. Information will need to be regularly updated, effectively implemented and available to potential providers. This will encourage new and innovative approaches to information and marketing of public transport. We also work with operators to share resources and identify efficiencies.
Road safety

National context

In spite of a good record of road safety, over 20,000 people are killed or seriously injured on British roads each year. The social and economic cost of this is estimated to be in the region of £15 billion a year.

In 2011, within the DfT document ‘Strategic Framework for Road Safety’, the Government shifted focus onto localism, so that wherever possible local authorities have the freedom to assess their priorities and make decisions on road safety. Whilst this allows us to do what is right for Buckinghamshire it does present a bigger challenge at a time when our budgets are increasingly stretched.

National evidence highlights that since 2010 the number of Killed and Seriously Injured (KSI) road users has fallen at a much slower rate than previously seen, and in 2014 KSI casualties actually increased by 5% nationally and 6% in Buckinghamshire (compared to 2013). Whilst today’s casualty figures are still significantly below those of a decade ago, Government projections of road casualties in Great Britain show that one third of a million people will be killed or seriously injured in the period 2011-2030, with an estimated prevention value of £110 billion.

Local challenges

The consequences of road traffic collisions impact on local communities and, apart from the human suffering, can ultimately cause network disruption that affects local economy. The cost of collisions in Buckinghamshire over the past 5 years is in excess of £21.5m. Speeding vehicles and inconsiderate driving behaviour have an effect on perceived and actual levels of road safety that can discourage people from walking and cycling, especially where there is little or no footway provision.

Road collisions have wide range of costs, with the average cost per injury collision (including an allowance for damage only) being in the region of £100,000. A large proportion of this cost is met by the NHS by way of emergency and long term medical care. The Council (through Transport for Buckinghamshire, our partnership with Ringway Jacobs to provide highway services) uses robust methods to select and prioritise sites and routes for road safety improvements, using reported collision data provided by the Police.

In addition we evaluate the schemes that we implement, in terms of casualty savings, in order to ensure that public money is being used effectively and delivering best value to our residents and users of our network.

Road safety is an emotive subject and people’s perception of how “dangerous” a road is and how many collisions are happening is often very different to what the data shows. Whilst the concerns of our residents and road users is very important to us, we have a statutory duty to the people who have already been injured in collisions on our roads, to investigate the causes and where appropriate implement measures to prevent future incidents. We will be evidence-led and use injury collision data provided by the Police to identify those people most at risk of being involved in a road traffic collision, and target interventions appropriately.
Policy 17 - Road safety - We will work with partners to support road safety and reduce the risk of death or injury on the county’s highways through infrastructure improvements, road user training, promotion and education. We will promote a mix of engineering, education and enforcement activity focused on casualty reduction and prevention. We will use data to inform targeted education, training and promotional road safety initiatives, along with supporting national casualty reduction campaigns.

Statistics and proposals

There were 1,122 reported injury collisions in Buckinghamshire in 2014, resulting in 21 people being killed and 215 being seriously injured. The graph below shows that despite a significant downward trend between 1999 and 2008, certainly since 2010 there has been very little progress, with the trend line flattening out and an increase in 2014.

However, traffic volumes in 2014 were 2.4% higher than in 2013; the largest growth in overall traffic since 1996. It is likely that some of the increase in fatalities and casualties relates to an upward trend in motor vehicle traffic, which may have been fuelled by the improving economy.
The following factors are important considerations in our road safety strategy:

**Car occupants continue to be the highest casualty group** – They represent 69% of all road casualties in Buckinghamshire.

**Motorcyclist casualties** – Motorcyclists represent 23% of all KSI casualties on the county’s roads, despite only representing 4.5% of road users.

**People driving for work** – In Buckinghamshire 22% of collisions involve someone who is driving as part of their job. As a major employer in the county, as well as the Highway Authority, it is important that we promote road safety within our own organisation as well as to the public.

**Elderly drivers are significantly more likely to be killed or seriously injured when they are involved in a collision** - A rise in the population aged over 65, coupled with living in a largely rural county means a greater number of older people may be driving on our roads. Between 2011 and 2014 collisions which involve drivers over 65 being killed and seriously injured have more than doubled, from 19 in 2011 to 39 in 2014.

**Poor road user behaviour** - 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.

**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. People need to pay particular attention to more vulnerable road users: typically pedestrians and cyclists, but in a rural county there are also equestrians to be mindful of.
Fear of crime and transport

One of the things that can put people off of using public transport, walking or cycling is fear of crime. This fear of crime is normally higher than the actual level of crime. This means that reducing fear of crime involves changing perceptions, as well as reducing crime. The highest fear of crime relates to offences like anti-social behaviour, more urban areas and large groups of people.

Overall, the British Transport Police has recorded a fall in crime on the national rail network. Offences have fallen 8% in 2014/15 and theft of passenger property has fallen 16%. Buckinghamshire’s stations have seen an overall decline in crime at stations but an increase in crime on trains. We will work with partners to address crime on the rail network. Our work on bicycle theft provides a good example of this. Bicycle theft is the most common crime at stations, at Buckinghamshire’s main stations there were 279 reported bicycle thefts in 2014/15. We have been working with rail operators and the British Transport Police to improve bike storage facilities, CCTV and lighting. This should reduce bicycle crime, reducing the fear of bicycle crime and encouraging more people to cycle.

Unfortunately, there are no reliable sources of data on crime on public bus transport. However, we are aware that it is a significant concern for some. We will work with partners to address fear of crime on the bus network. As well as specific fear of crime measures, improving passenger information, growing passenger numbers and increasing the reliability of services all contribute to making people feel safer on buses.

Our streets and town centres are also an important part of making public transport, walking and cycling feel safe and attractive. As we improve our streets and town centres, and when new developments are built it is important that they provide as visibly safe an environment as possible. See also the ‘Managing the impact of new developments’ section above. Changing perceptions of safety is also important. We will investigate how we can help to educate the public through our work, for example by helping share data on crime on transport to reduce perceptions of crime.

Policy 18 - Tackling crime – People should feel safe to use public transport, walk, cycle and enjoy our town centres. We will continue to work with partners to improve security on our rail and bus networks; and make our streets and town centres feel safer.
An effective approach to parking

Why parking is important:

Parking has a huge influence on Buckinghamshire’s people and places. Too little parking could hold back our economy, or cause people to park inappropriately. Too much parking takes up space that could be used more productively and makes places difficult to get around. Good provision for cyclists and motorcyclists is vital to encourage travel by these modes. Suitable and sufficient disabled parking for blue badge users is important to support mobility and independence. It is also important that people don’t park in the wrong places. Inappropriate parking can cause congestion, compromise safety and threaten the beautiful places that make Buckinghamshire special. Staying in parking spaces for longer than is permitted stops other people from accessing services and visiting Buckinghamshire’s businesses.

Making sure new developments provide the right parking will be vital to ensure Buckinghamshire grows and stays a special place to live and work. Clear and appropriate guidance is required to help make sure developments do provide the right parking. The Council has adopted a ‘Buckinghamshire Countywide Parking Guidance’ document. It can be accessed on Buckinghamshire County Council’s website: [http://www.transportforbucks.net/Strategy/Accompanying-Strategies/Parking-Strategy.aspx](http://www.transportforbucks.net/Strategy/Accompanying-Strategies/Parking-Strategy.aspx).

The Council is responsible for enforcing ‘on-street’ parking restrictions. Parking may be restricted to keep our roads safe and reduce congestion. District authorities are responsible for enforcement in most public ‘off-street’ car parks. The Council’s approach to enforcing on-street parking restrictions is set out on our website (at: [http://www.transportforbucks.net/Parking/Policy.aspx](http://www.transportforbucks.net/Parking/Policy.aspx)).

Policy 19 - Parking – We will help to ensure that Buckinghamshire has appropriate parking in the right places.

The Buckinghamshire Countywide Parking Guidance is Buckinghamshire County Council’s policy on parking throughout the county in new developments. It sets out how much parking new developments should provide for bicycles, motorcycles, cars and blue badge holders. It also gives guidance on how this parking should be provided and managed.

The Council will manage on-street parking, through parking restrictions and the enforcement of those restrictions, to make sure on-street parking works for Buckinghamshire.
How we will use this policy:

The Buckinghamshire Countywide Parking Guidance will inform the Council’s advice to planning authorities in its capacity as Highway Authority, helping them to make appropriate planning decisions on parking matters. The Council worked closely with Buckinghamshire’s district councils throughout the preparation of this Guidance. We hope the district councils will feel able to pursue the adoption of the Guidance in their own policies too.

The Guidance is designed to be applied to new planning applications for new developments. The Council will use it to inform its advice to planning authorities on applications for new development. The standards and advice it provides may also be helpful to those who wish to make improvements to their existing parking. Parking plays an important part in the overall design of a new development. Therefore, our policy on parking is closely related to our policy on development management. This policy should be read alongside the ‘Managing the impact of new developments’ section above, which provides more guidance on this issue. New developments may be required to implement (or contribute to) appropriate restrictions.

This policy will help to guide the way we enforce on-street parking restrictions, and how we consider new parking restrictions. These activities should contribute to LTP4’s objectives, and the underlying priorities of the Council. The initial snapshot consultation undertaken to inform this Plan asked people where parking enforcement sat in their transport priorities. Respondents were asked to allocate points to a number of transport issues, to show how important they were for them. The responses we received highlighted the importance of parking enforcement to the people and businesses of Buckinghamshire. Support was fairly balanced between the options for maintaining the current level of enforcement and for increasing enforcement activity. A number of comments noted the value of visible enforcement. This suggests that investigating the scope for funding more enforcement may be appropriate as the Council considers the way it enforces restrictions.

As we gain more experience with using the Countywide Parking Guidance in practice we may wish to amend, or eventually replace, it. Our approach to enforcement is also likely to develop through experience, new opportunities, changes in land use and changes in parking behaviour. This policy applies to any subsequent amended or replacement parking guidance and / or other policies adopted by the Council.
Section 4:

Putting the plan into action
The policies in this LTP provide a high-level approach to the development of transport in Buckinghamshire over coming years. Further detail is required on what this approach means for key growth areas and specific issues. We are developing countywide policies and guidance for a number of the themes in our LTP. For example, we have published our new Countywide Parking Guidance, we are developing dedicated Development Management Policy and we will shortly be developing a Freight Strategy. We will also develop a number of Area Strategies addressing in further detail our strategic transport approach to key growth areas in our county. The policies in the Local Transport Plan will also inform the development of our Countywide Infrastructure Delivery Plan, in partnership with the districts, the LEP and other stakeholders. Importantly, the Local Transport Plan is a live document: its detail can be revisited and revised with any changes to our approach.

We have increasing constraints on our funds as a County Council and our ability to use funding of our own to do more than we are statutorily obliged to do is increasingly limited. The policies in this Local Transport Plan need to be implemented by Buckinghamshire County Council in partnership with central Government, with the district councils, with the communities in our county and with the businesses in our county in an innovative way, broadly maintaining accessibility with lower funding. Therefore we shall look to develop and seek funding for capital programmes through such channels as

- Local Enterprise Partnership funding bids
- Bids for Department for Transport funding for specific measures, such as cycle safety
- Bids for grant funding offered by the European Union (such as H2020, Interreg and Civitas) and associated bodies
- Schemes delivered by developer and funding from developers via Section 106 and Community Infrastructure Levy funding, in collaboration with district councils
- Bids for funding for innovation in transport (as with the oneTRANSPORT initiative) via Innovate UK etc.
- Bids from private trusts and grant bodies with an environmental remit, which support applications from Local Authorities
- Introducing new transport measures (for example, high quality cycle lanes) at the time of highway maintenance or capital projects by other bodies, such as Thames Water
- Combining our projects with other initiatives, for example using sustainable transport to promote public health
- Opportunities for strategic funding from the England’s Economic Heartland tri-counties body
- Opportunities from national transport schemes, such as East-West Rail and HS2 amelioration
- Future funding opportunities from Government or the private sector.
Contact details:

If you have questions about the Local Transport Plan 4, have ideas or would like more information you can contact us on:

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