Buckinghamshire County Council
Transport, Economy and Environment

Buckinghamshire's Local Transport Plan 4

March 2016 - 2036

Contents

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:

Policy 1: **Efficient and effective transport provision**	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.
Policy 2: **Travelling in Buckinghamshire and beyond: improving our connectivity**	We will work to improve the connectivity and reliability of Buckinghamshire's transport network, stimulate economic growth and promote safer more sustainable travel.
Policy 3: **Managing the impact of new developments**	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.
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 it brings benefits to Buckinghamshire: including a new East West Rail station in the north of the county and high-quality restoration of construction sites.
Policy 6**:** **Airports: Better links and mitigation**	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.

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: **The role of freight transport**	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: **Encouraging walking for shorter journeys**	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, car sharing and taxis**	We will work with partners to explore opportunities for car clubs, car sharing and taxi 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 work to ensure that new developments provide safe and suitable access. 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: **An effective approach to 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. It also 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 provides 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.

Live Policy	The Local Transport Plan looks ahead to 2036. Over that period things will change and our knowledge will develop. To help us respond we have identified parts of the Plan as being 'live policy'.
	These live policies may be updated and new versions published on our website when our understanding develops significantly.
	When you see the 'live policy' logo you may want to keep an eye on our website for any updates.
	(Updates may also be developed for other areas, but the 'live policy' logo helps to identify where updates are most likely.)

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.

Local Transport Plan 4
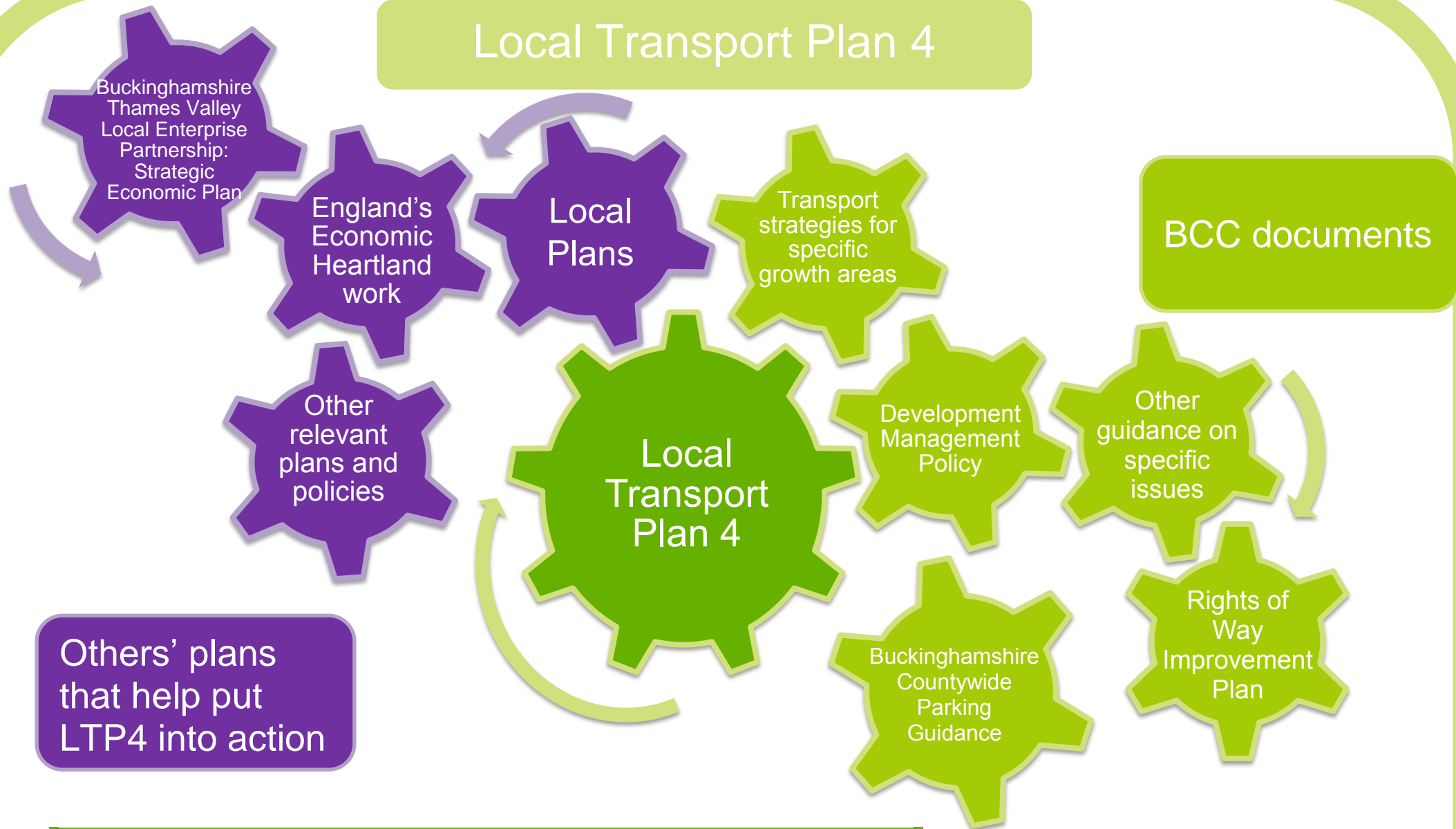
Buckinghamshire Thames Valley Local Enterprise Partnership: Strategic Economic Plan

England's Economic Heartland work

Local Plans

Transport strategies for specific growth areas

BCC documents

Other relevant plans and policies

Local Transport Plan 4

Development Management Policy

Other guidance on specific issues

Buckinghamshire Countywide Parking Guidance

Rights of Way Improvement Plan

Others' plans that help put LTP4 into action

Live Policy

This 'live policy' may be updated as we learn more about it, check our website for any updates.

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, the community and district councils 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 sustainable travel choices and access to opportunities that improve health.   Ensure transport systems are accessible by all, safe and allow people to make the most of Buckinghamshire whilst protecting its special environments.

Objective 4: Empowered Buckinghamshire - Allow everybody 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.

The table below shows how different policies contribute to the Local Transport Plan's objectives.

	Connected Buckinghamshire	Growing Buckinghamshire	Healthy, Safe and Sustainable Buckinghamshire	Empowered Buckinghamshire
Efficient and effective transport provision	✓	✓	✓	✓
Travelling in Buckinghamshire and beyond : improving our connectivity	✓	✓	✓	✓
Managing the impact of new developments	✓	✓	✓	✓
Maximising our rail network	✓	✓	✓	✓
Aviation	✓	✓		
Reliable road travel	✓	✓	✓	
Maintaining our roads and other transport assets	✓	✓	✓	
Freight	✓	✓	✓	
Improving our environment		✓	✓	
Access to education	✓	✓	✓	✓
Encouraging walking for shorter journeys	✓	✓	✓	✓
Encouraging cycling	✓	✓	✓	✓
Car clubs, car sharing and taxis	✓	✓	✓	✓
Intelligent mobility and new technology		✓	✓	
Total Transport: the bus network Bucks needs	✓	✓	✓	✓
Road Safety	✓	✓	✓	
Tackling crime	✓		✓	
Parking	✓	✓	✓	✓

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: of all 39 LEP' s the county has the 3rd highest proportion of (44%) of working age residents holding degree level qualifications, 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 around 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 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.

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[1] Taken from ONS annual population survey

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 'Travelling in Buckinghamshire and beyond: improving our connectivity' 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 12% to 566,000 between 2011 and 2026. The greatest increase will be the proportion of people aged 65 and above, which is expected to increase from 17% to 22% of the county's population, slightly higher than the rate for the whole South East. This represents an additional 39,849 people aged 65 and over, rising from 84,151 to 124,000. The number of people aged 90 and over is expected to more than double by 2026. The increase in the older population will be most pronounced in Aylesbury Vale (a projected increase of 69%). The number of children and young people (aged 0-19) is likely to increase by approximately 11%, with the biggest increases in Chiltern (29%) and then jointly Aylesbury Vale and South Bucks (14%). 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 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 effect on Buckinghamshire, as it runs for approximately 60kms from the Colne Valley in south Buckinghamshire to Westbury & Turweston 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. Policy 6 'Aviation' explores how this could affect Buckinghamshire. The proposed construction of a Western Rail Access to Heathrow will also impact on the county. Crossrail, which is scheduled to be completed by 2019, will transform connections from the south of the county through London. The East West Rail project will provide train services between Milton Keynes, Oxford, London Marylebone, and Aylesbury. Highways England is planning a range of improvements, including: its M4 'Smart Motorway' scheme; investigating the possibility of an Oxford – Cambridge Expressway (using the A421 and A428), which would cross the county; and exploring transport issues around the South-West Quadrant of the M25. Housing and employment developments will also have a significant impact on our transport networks

Buckinghamshire County Council is also working with the district councils to understand what growth will be proposed in their local plans. The Buckinghamshire 'Housing and Economic Development Needs Assessment 2015: Consultation Draft: January 2016' assessed that Buckinghamshire will need 50,000 new dwellings over the 20-year period 2013-33, equivalent to an average of 2,500 dwellings per year. It splits this figure by district: 21,300 in Aylesbury Vale; 7,300 in Chiltern; 7,800 in South Bucks; and 15,100 in Wycombe. This level of growth will have a big impact on Buckinghamshire and its transport networks. There is also likely to be growth pressure from neighbouring local authorities, which we need to consider the impact of. The map below sets out known possible growth locations within Buckinghamshire and possible pressures from our neighbours. Further studies will identify the impacts of the proposed Local Plan growth and proposed changes to Buckinghamshire's transport networks.

Possible main growth locations
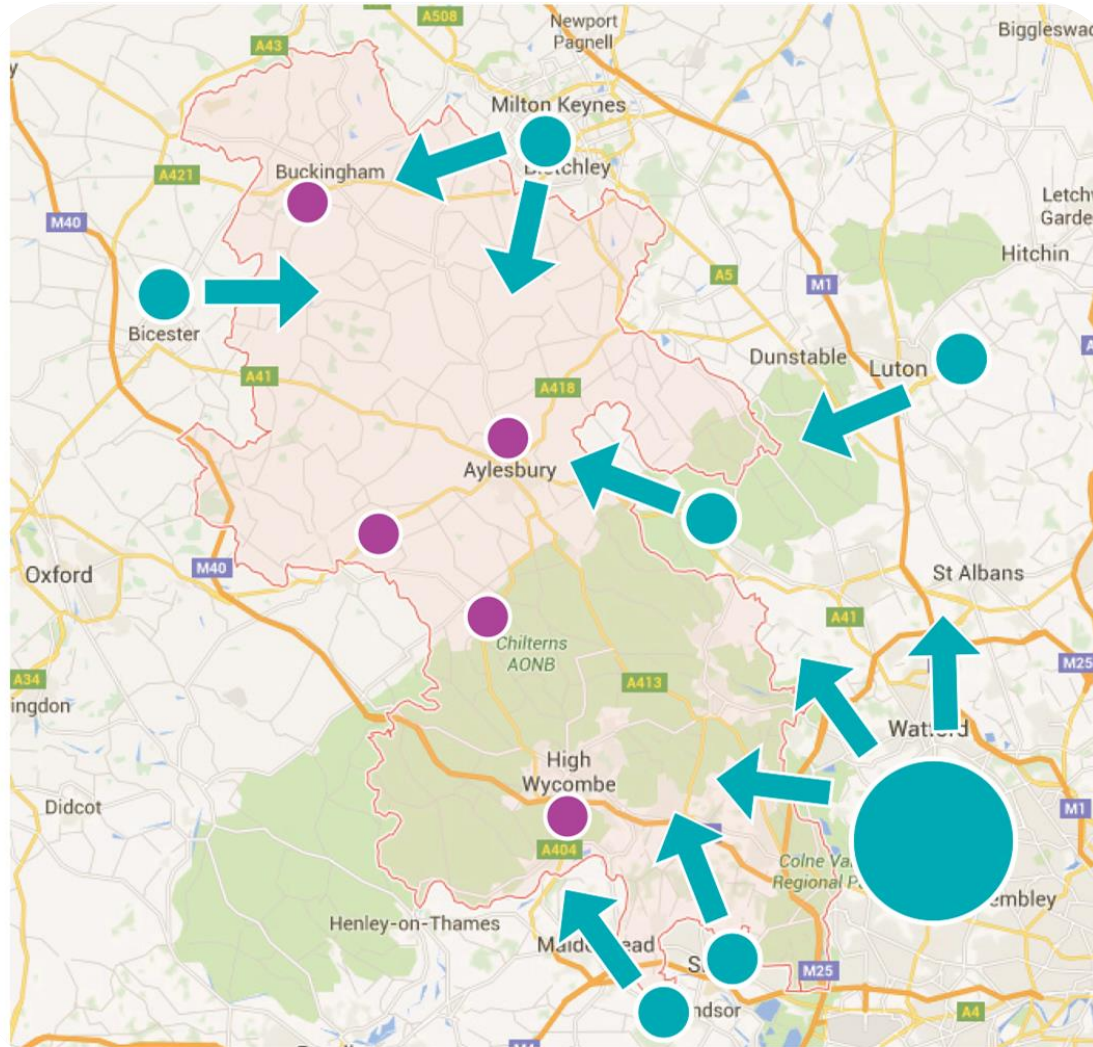
Possible Main Growth Locations in Buckinghamshire

→ Aylesbury
→ Buckingham
→ Haddenham
→ Princes Risborough
→ High Wycombe

Possible pressure from our neighbours

→ Milton Keynes
→ Luton
→ Slough
→ Tring
→ London
→ Bicester/Oxford
→ Royal Borough of Windsor and Maidenhead

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 – Efficient and effective transport provision– 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, businesses, district councils and other stakeholders to help them understand the options, and build support as we work to develop innovative, effective and efficient mobility for the county.

Buckinghamshire and beyond: improving our connections

The maps below summarise some of Buckinghamshire's key connectivity issues, within the county and further afield. They also identify some key options we currently know of to improve our connectivity.

These maps reflect what we know now. As the county changes and we do more work examining these issues our understanding will develop (particularly in terms of identifying options). New issues may be identified, and others may change or become less important.

Policy 2 –Travelling in Buckinghamshire and beyond: improving our connectivity – We will work to improve the connectivity and reliability of Buckinghamshire's transport network, stimulate economic growth and promote safer more sustainable travel.

Section 1 explained the growth expected in Buckinghamshire. It is important that we understand how this growth will influence Buckinghamshire's transport networks.

Section 4 explains more about how we will work to address these issues. This will involve working with a wide range of partners including England's Economic Heartland alliance, other authorities in and around Buckinghamshire, Buckinghamshire Thames Valley Local Economic Partnership, businesses, central Government, developers and the public.
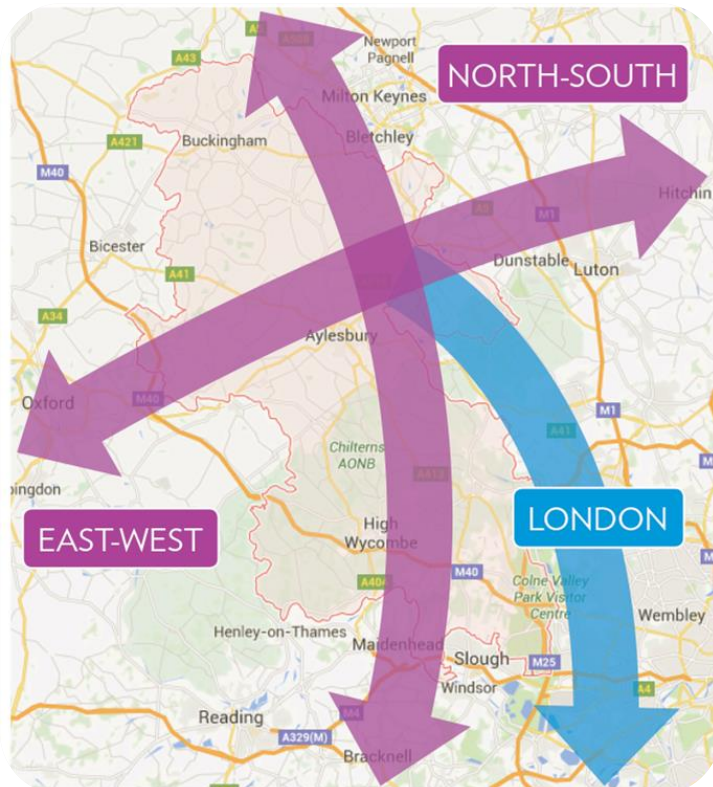
Live Policy | This 'live policy' may be updated as we learn more about it, check our website for any updates.
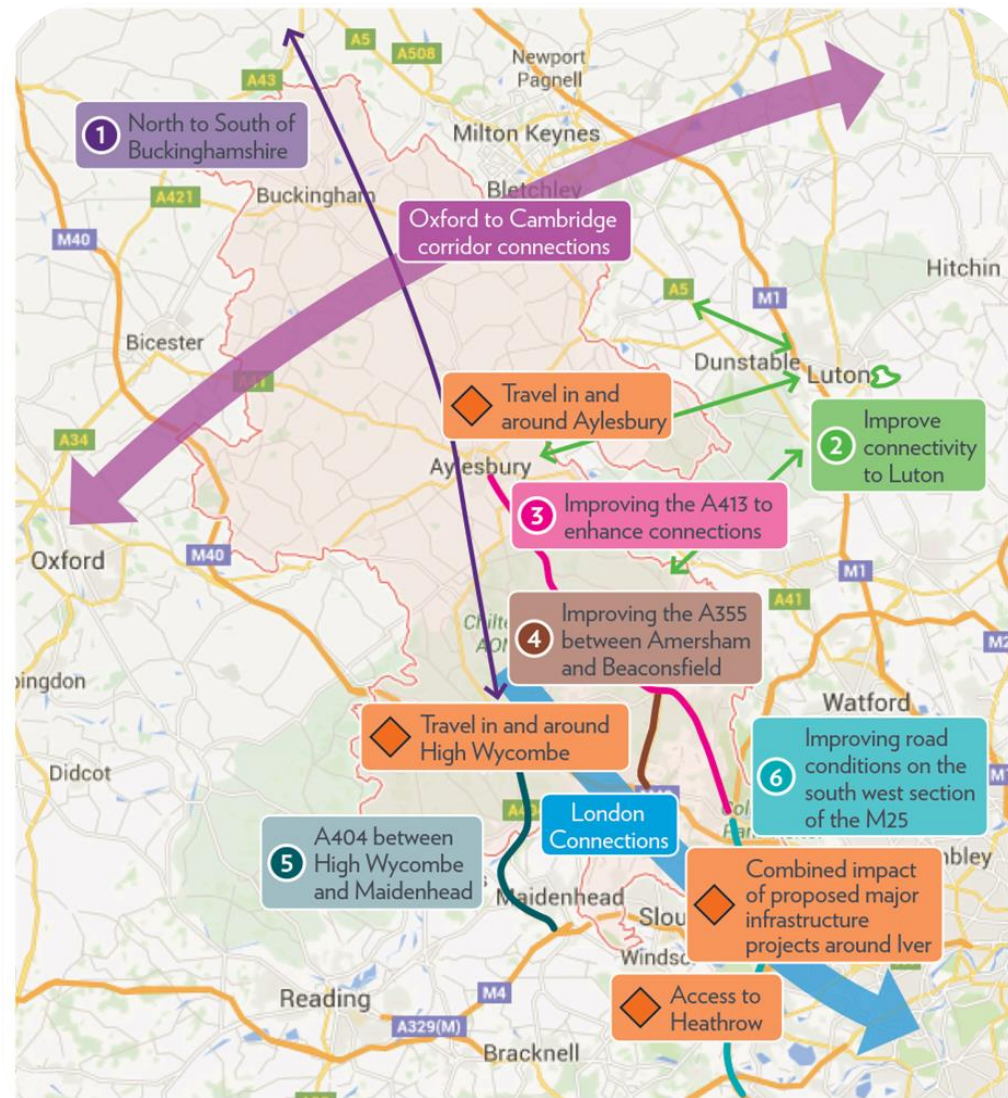
What connectivity challenges does Buckinghamshire face?

Beyond Buckinghamshire

NORTH-SOUTH

EAST-WEST

LONDON

The following page explains more about these challenges and how we can address them to improve our connectivity.

Travelling in Buckinghamshire

1. North to South of Buckinghamshire
Oxford to Cambridge corridor connections
Travel in and around Aylesbury
3. Improving the A413 to enhance connections
2. Improve connectivity to Luton
4. Improving the A355 between Amersham and Beaconsfield
Travel in and around High Wycombe
6. Improving road conditions on the south west section of the M25
5. A404 between High Wycombe and Maidenhead
London Connections
Combined impact of proposed major infrastructure projects around Iver
Access to Heathrow

These issues / solutions are all connected. They are divided up here simply to make the map easier to use

How can we improve our connectivity?

North – South Connectivity ① ③ ④ ⑤ ⑧

→ Improving the A355 between Amersham and Beaconsfield, to reduce congestion and improve journey times on this 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
→ Improving the A413 to enhance connections within the County and to growth areas beyond

East – West Connectivity ⑦ ⑧

→ Create an Expressway between Oxford, Milton Keynes and Cambridge through Buckinghamshire. Highways England is undertaking a study
→ East West Rail – the Western Section will provide train services between Oxford and Milton Keynes, via Aylesbury and Princes Risborough, with an ambition to connect with Cambridge in the future
→ Improving access to the M40 at High Wycombe and Bicester

Connectivity to Heathrow Airport ⑨ ⑩

→ 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 ②

Connectivity to London ⑤ ⑥ ⑨

→ 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
→ Including connections with future development like Old Oak Common and Crossrail 2
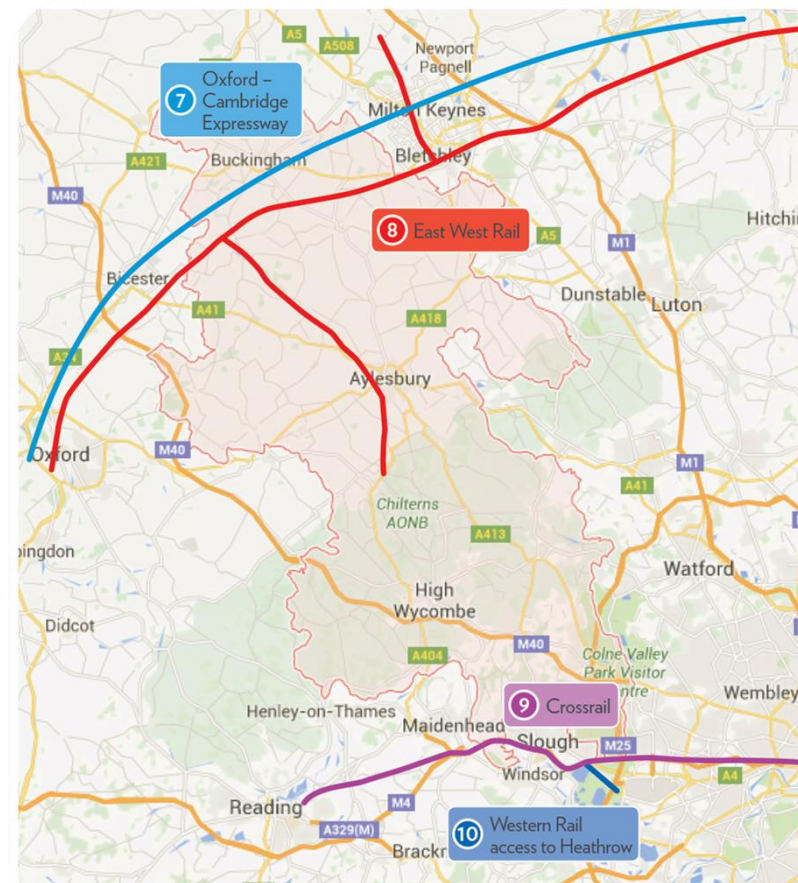
NB These issues / solutions are all connected. They are divided up here simply to make the map easier to use.

Connectivity to Key Locations ◆

→ Travel in and around Aylesbury
→ Travel in and around High Wycombe
→ Access to Heathrow
→ Combined impact of proposed major infrastructure projects around Iver

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 - Managing the impact of new developments - 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.
- Maximise external investment in the county's infrastructure: including high speed broadband, East West Rail, highways, footways, cycle-ways, rights of way, the strategic road network managed by Highways England and rail infrastructure managed by Network Rail and train operating companies, and by other public services
- Create the right conditions for firms to flourish and succeed

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. It will also help the public to understand how we engage with proposals for development.

Once adopted, the Council will consider the implications of planning applications against the dedicated Development Management Policies to ensure: developments are well connected to walking, cycling and public transport networks; they have safe and suitable access; have appropriate parking for cars, bicycles and motorcycles; and the impacts of development are appropriately mitigated so that their effects are not severe.

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. Rail plays an increasingly important role, particularly for journeys to work. More people are travelling by train and the increase in funding for new rail schemes nationally provides opportunities to enhance the rail network in the County.

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 in Buckinghamshire, and to national and international destinations. This should 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 links to and from stations 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.
- Make Buckinghamshire's voice heard in rail industry reviews and consultations, including those led by Network Rail on issues like the West Midlands and Chilterns Route Study (which will help to define aspirations for the route) and Department for Transport franchise replacement processes.
- Continue to work as an active member of the East West Rail Consortium. Supporting the earliest possible delivery of East West Rail services. East West Rail will support economic growth, new housing and jobs. It connects Aylesbury to Milton

Keynes, provides a new station at Winslow, and improves service capacity between Aylesbury and Princes Risborough. Case Study 1 below provides more information about this scheme.

- Promote the integration of transport services through common branding, ticketing and network coordination. New technology, smart ticketing 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, developers and communities to develop new solutions and help integrate the railway into Buckinghamshire's wider transport network. This would include: advocating the inclusion of bus services in rail franchises; seeking better walking and cycling links to train stations; and exploring opportunities for improved parking for cars, bicycles and motorcycles (particularly likely where there are developments nearby or improvements to services).
- Make public transport accessible to as many people as possible, considering the needs of disabled people and others with specific needs. This can include physical measures but also things like information for users or training for staff.
- Support development in locations that encourage the use of rail (and other relatively sustainable modes).

High Speed 2

High Speed 2 (HS2) 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 HS2 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 at Steeple Claydon, funded by HS2. 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. This would not provide a connection between the two lines.

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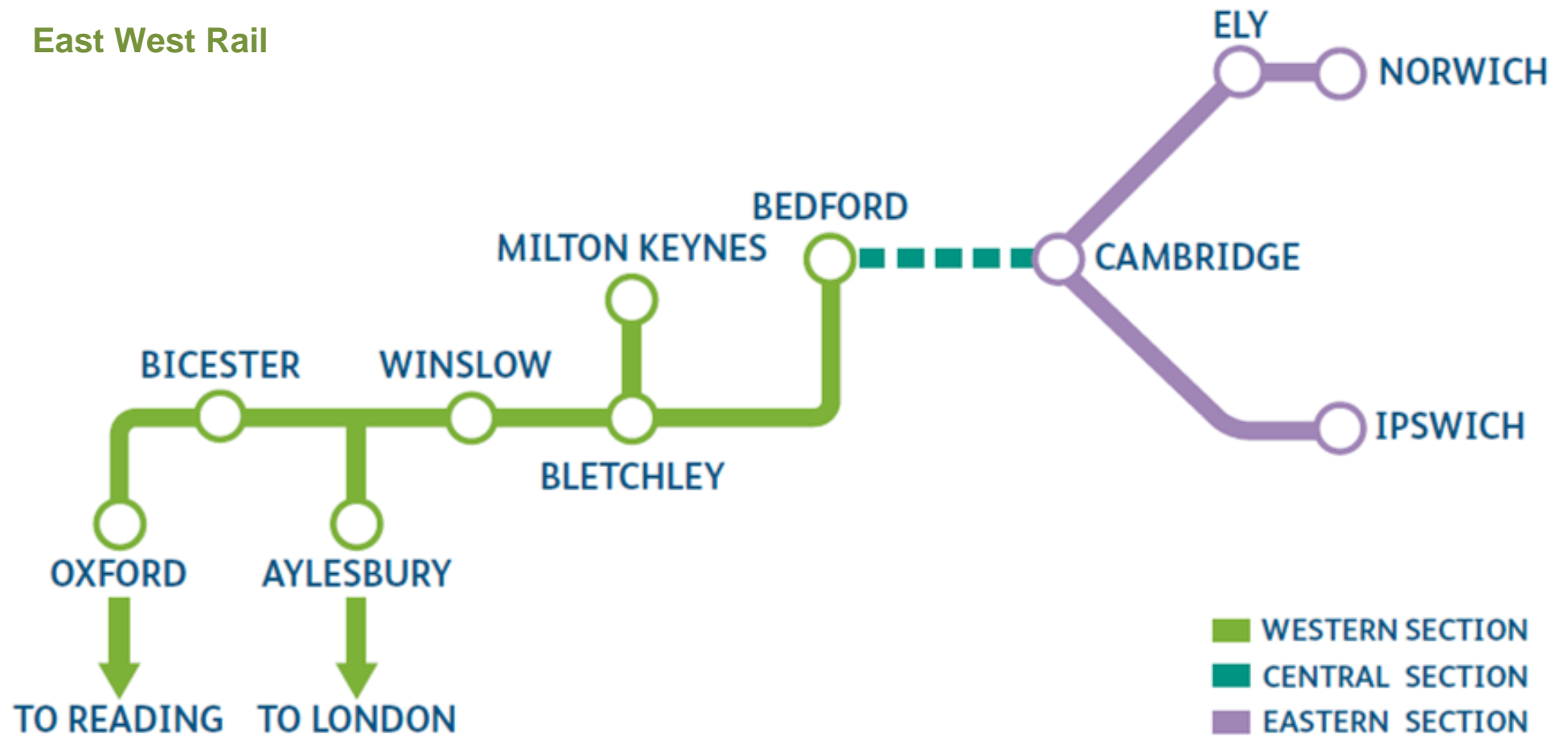
CASE STUDY 1: East West Rail

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. The project is estimated to support the development of around 120,000 homes and a similar number of jobs. 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.

East West Rail

ELY

NORWICH

BEDFORD

MILTON KEYNES

CAMBRIDGE

BICESTER

WINSLOW

BLETCHLEY

IPSWICH

OXFORD

AYLESBURY

TO READING

TO LONDON

WESTERN SECTION
CENTRAL SECTION
EASTERN SECTION

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, appropriate infrastructure and related facilities 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 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. Any expanded airport will need to be designed in the best way for Buckinghamshire, and provide appropriate infrastructure and other mitigation measures. The 'Protecting Buckinghamshire's environment' sub-section below explains how we will work with partners to minimise these impacts and the 'Representing Buckinghamshire' sub-section below expands on some of the ways we will work to put this policy into action.

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 manage congestion on key roads, such as A413, A4010, A355, M25 and M40.

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.

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 compared to south-east England as a whole. 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.

This involves a complex set of challenges, both in terms of planning and finance. We will work closely with Highways England and neighbouring transport authorities to influence changes to the strategic road network and 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.
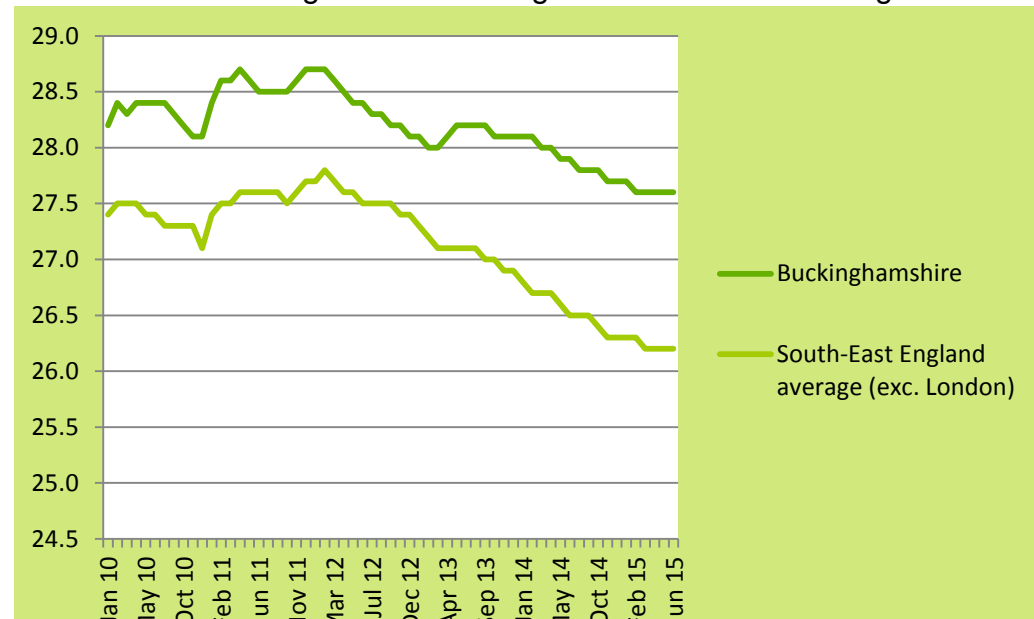
Average speeds on local A-roads during the morning peak (mph) 2010-15 (Source: DfT)

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.

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' Policy 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.
- Continue to work with bus operators to improve journey time reliability and capacity, including through Punctuality Improvement Partnerships where appropriate.
- 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.
- Develop more detailed documents to help put this policy (and the Plan as a whole) into action. See Section 1 for more information on these documents.
- Develop transport schemes which increase opportunities for sustainable travel to reduce demand for car trips.

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 footways.
- 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, footways, cycle paths, rights of way 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 footways 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. Well maintained roads also encourage an active lifestyle, by providing well maintained walking and cycling routes.

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, footways, cycle paths, rights of way 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.

Up to date information on current and planned highway maintenance schemes is available on our website.

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. The national infrastructure schemes which are proposed in Buckinghamshire: Crossrail, HS2, Western Access to Heathrow and East West Rail will all generate significant freight movements. It is important that the Council, communities, businesses, developers, infrastructure scheme promoters 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 appropriately managed:
    - 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.
- Managing the freight impact of infrastructure projects and other development (during construction and operation).

Improving our environment

Protecting Buckinghamshire's unique environment is important to our residents and a key component of the Council's Strategic Plan. It also attracts visitors and makes sustainable travel more appealing. The Chilterns Area of Outstanding Natural Beauty (AONB) lies across the centre of Buckinghamshire covering about a quarter of the county. 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 and historically significant. These include both national (such as Sites of Special Scientific Interest and National Nature Reserves) and international designations (such as the Special Areas of Conservation designated under the EC Habitats Directive). 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. The way transport schemes develop can provide real opportunities for our environment: by providing green spaces, new routes or habitats. High quality green spaces (or 'green infrastructure') can also help to improve transport, by making walking and cycling more attractive. Transport affects all of these places and it is important that we evaluate and mitigate the impact it has on them.

Air quality:

Air quality in Buckinghamshire is generally good compared to the National Air Quality Standard. 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. South Bucks District Council is also monitoring air quality on the A335 in Farnham, in response to its concerns about traffic there.

CO$_2$ emissions in Bucks from transport
(1000s of tonnes)

Year	Emissions
2005	1,563
2006	1,560
2007	1,578
2008	1,489
2009	1,428
2010	1,443
2011	1,382
2012	1,401
2013	1,381

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
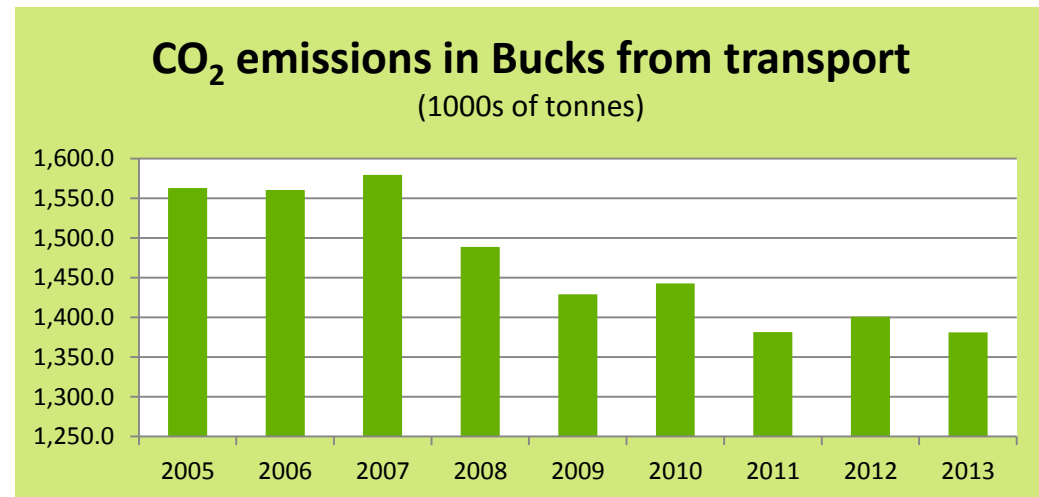
High Wycombe and Marlow suffer from poor air quality which may eventually lead to the declaration of an AQMA. Nitrogen dioxide (NO2) is the main pollutant responsible for Buckinghamshire's existing AQMAs. The main source of nitrogen dioxide is road traffic, so the way we manage transport has an important part to play in improving air quality in these AQMAs. We will continue to work with the Bucks Air Quality Management Group to address these issues.

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 this 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 car 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 and transport schemes, by promoting the use of Travel Plans, and by working with business and researchers to develop lower emission technologies.

Environmental assessments: technical note

The production of this plan has been informed by a Strategic Environmental Assessment and Habitats Regulations Assessment, to help ensure it is developed in a way that will protect Buckinghamshire's unique countryside and other special environments. Copies of these documents are published alongside this Plan.

These assessments have helped to shape the whole plan. The Habitats Regulations Assessment also suggested the inclusion of the text below. It sets out when further assessments would be needed, if certain types of schemes identified in Policies 2, 4, 8, 9, 12, 13 or 16 are put into practice.

A. *Any development that would be likely to have a significant effect on a European site either alone or in combination with other plans or projects would not be in accordance with the local transport plan and would not, therefore, have the benefit of the presumption in favour accorded via s.38 of the 2004 act at application stage;*

and

B. *Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under part 6 of the habitats regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66.*

We will use this guidance to inform the implementation of any relevant schemes.

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. Travel to places of education by car is also big contributor to congestion at peak times.

Studies have suggested that there may be a correlation between the use of cars for the school run and childhood obesity. Walking or cycling to school can also be part of a more active lifestyle. Studies have also suggested that there may be a correlation between educational attainment and physical activity. Travelling independently can be an important learning experience too.

To help us promote sustainable travel among school pupils, we are updating our Sustainable Modes of Transport Strategy for Schools.[2] 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, help reduce congestion and could help us reduce the costs of school travel.

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 benefit children and young people as well as the rest of the county.

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[2] Our current strategy can be found at: http://www.schooltravelplanning.com/Schools/Sustainable-Modes-of-Travel-Strategy.aspx

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 for 'Contribution to sustainable travel – team'.

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 (perhaps up to two miles) where it provides a convenient alternative to car use, and helps to reduce traffic congestion with resultant economic benefits. Measures to encourage people to switch to walking can provide very high benefits, compared to their costs (using the Department for Transport's method for evaluating transport investments in the 'Soft measures – hard facts' report[3]). 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 where traffic congestion is a problem or there are barriers to walking.
- 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 are accessible by walking and new or upgraded routes are provided where appropriate. 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

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[3] Available from http://www.erpho.org.uk/viewResource.aspx?id=21632.

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 pedestrians, 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. High quality green spaces (or 'green infrastructure') can also provide great walking routes, with added health and environmental benefits.

Improving walking conditions could involve working with partners to:

- Improve the infrastructure and environment for pedestrians in town centres. This could include improving specific routes and broader town centre improvements.
- Ensure footways are well maintained and free from vegetation.
- Make walking work for all users, for example by providing wider footways or places to rest where appropriate.
- Support environments that make pedestrians feel safe. This could include crossings at busy locations, pedestrianised areas or broader town centre improvements. Improving lighting, layout or other conditions can also help make people feel safer.

Support the implementation of the Rights of Way Improvement Plan

The 3,300 kilometre network of public rights of way in Buckinghamshire is a valuable transport asset for the county. It can help encourage active travel, including walking and cycling. It promotes healthier lifestyles and is an attraction for tourists. The Rights 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. This will ensure that the rights of way network within Buckinghamshire can continue to be enjoyed by all – for travel and leisure.

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; improving air quality; and improving access to education, employment and services. As an active mode of transport it can also make us healthier and happier. Similar to walking, it can be used as an alternative to car use for shorter journeys (up to around five miles) as well as for longer leisure trips.

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 like major employment sites, town centres, public transport interchanges and places of education. This will deliver schemes which have the greatest potential for increasing cycling.
- Work with communities –consulting with local cycling groups and communities, to encourage proactive, locally led, schemes.
- Seek funding from a range of sources to develop the cycling network further, improving routes and connecting more places.

Policy 13 – Encouraging cycling - We will look to develop the cycling network through a combination of new infrastructure, maintenance and promotion. We will support initiatives to help cycling 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, cycle path and bridleway surfaces can make a huge difference to cyclists' experiences and safety. We will continue to actively seek opportunities for investment to improve our roads, cycle ways and bridleways, particularly those which our monitoring shows 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 organisations and stakeholders to attract investment and identify opportunities to increase funding, for creating and maintaining 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. High quality green spaces (or 'green infrastructure') can also provide great cycling routes, with added health and environmental benefits.

- 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. This includes feeling safe from crime (see Policy 18), as well as feeling safe on the highway. See also Policy 3: '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 schools and employers to promote cycling through travel plans, awareness raising and training (like Bikeability).
- 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 in the current network, including promoting cycling for short journeys

CASE STUDY 3: 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. This soon expanded into a town-wide cycle network covering key locations such as the rail station and other amenities.

This understanding of what was needed helped to secure funding to start making make 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 people are cycling.

This excellent scheme has set a precedent to show what can be achieved. We hope to build on this success in Beaconsfield and elsewhere.

Access to Stations - Beaconsfield
Proposed Cycle Route Network
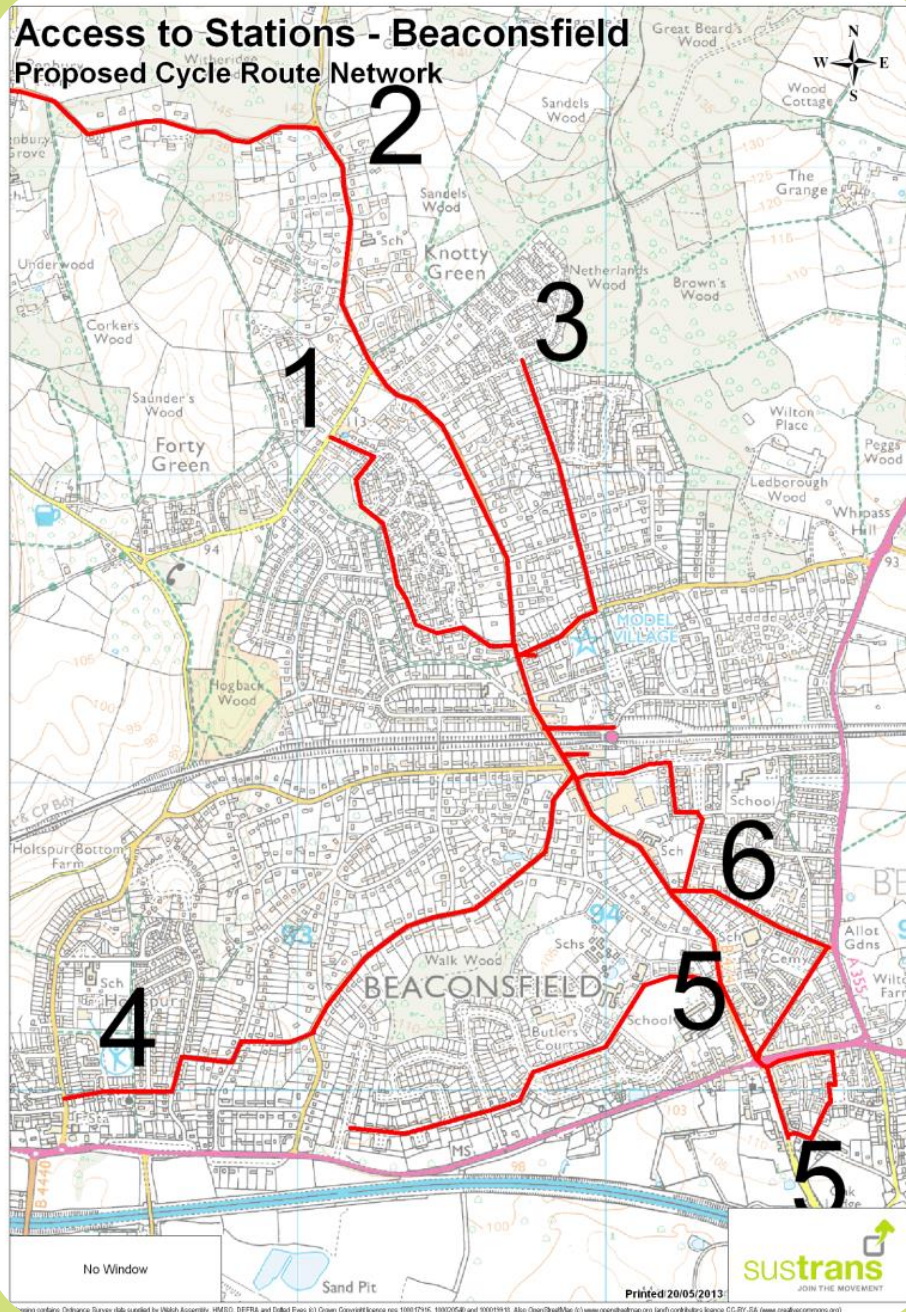
Car clubs, car sharing and taxis

What are they?

Car clubs provide people with access to a modern car when they need it, on a pay-as-you-use basis. Car sharing matches up people making similar trips to share lifts, reducing the number of cars on the road and saving them money. Taxis and private hire vehicles also have an important role to play in an efficient transport system, extending the reach of public transport and allowing users to make occasional journeys by car. 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 are likely to grow further still.

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.
- Making people consider whether they need a car to make a journey or they can travel by other means.

> **Policy 14 -** Car clubs, car sharing and taxis – We will work with partners to explore opportunities for car clubs, car sharing and taxi 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 the production, implementation and monitoring of 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 and car sharing.
- To make appropriate provision for taxis and private hire vehicles (where appropriate) in developments.

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. More urban areas provide a lot of potential users for a car club, which can help to make them effective. However, they can also offer real benefits in rural areas where many journeys are hard without 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 4: 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; Aylesbury and High Wycombe's 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 C02 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 'Citycard', 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 live 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 people will benefit from the growing transport and employment opportunities of Intelligent Mobility, while there is an opportunity for our county's businesses to reach a much bigger market. Part of putting the needs of people at the centre of these changes will be ensuring there are opportunities for all – so people aren't excluded from their benefits. This will involve developing systems that work for a wide range of people and helping people to gain more confidence using new technologies.

Intelligent Mobility projects use data (like traffic counts or bus timings) and cutting-edge technology to deliver:

- An understanding of the needs, preferences and behaviours of people and businesses.

- Data sharing – so information can be used by a range of providers.

- Innovation in mobility, in areas such as electric vehicles, sensors and autonomous systems.

- Accessing services online, instead of moving people or goods around.

- Greater reliability of transport networks so that they operate 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 and alternative fuels are elements of transport technology that are relatively well known, and are in use in motor vehicles on the market today. Much of this new technology has been developed by companies drawing on the high level skills and high levels of innovation on offer in places like 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. 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 possibilities 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 helping people to access to better quality multi-modal transport information. oneTRANSPORT will pioneer a new way to make transport data available to anyone who wants to develop better travel information. '

In the longer-term, fully autonomous vehicles and innovative personal rapid transit could become widespread. 3-D printing technology could reduce the need for deliveries by van and remote medical monitoring technology could avoid the need to travel for hospital appointments. Developments in airspace regulation could allow unmanned aircraft (known as drones) to deliver goods.

The benefits from this will be substantial, particularly in areas where transport is particularly difficult. Finally, providing wider transport connections for disabled people, elderly people and people in isolated areas 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 are located near good public transport or provide the right public transport (see also the 'Managing the impact of new developments' section).
- Help improve public transport information (see case study below).
- Improve the way we pay for public transport, for example through smart ticketing or fares.
- Provide bus priority measures (such as bus lanes) on our roads.
- Improve public transport infrastructure (such as bus stops).
- Make public transport accessible to as many people as possible, considering the needs of disabled people and others with specific needs. This can include physical measures but also cover information for users and/or training for staff.

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.

|		
	Live Policy	This 'live policy' may be updated as we learn more about it, check our website for any updates.

CASE STUDY 5: 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 (RTPI) system 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.
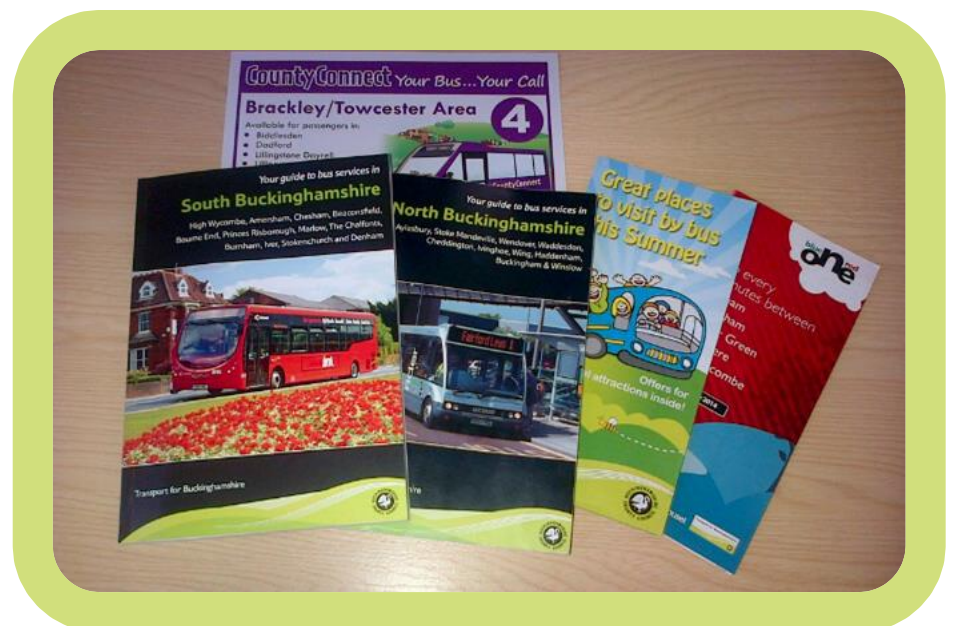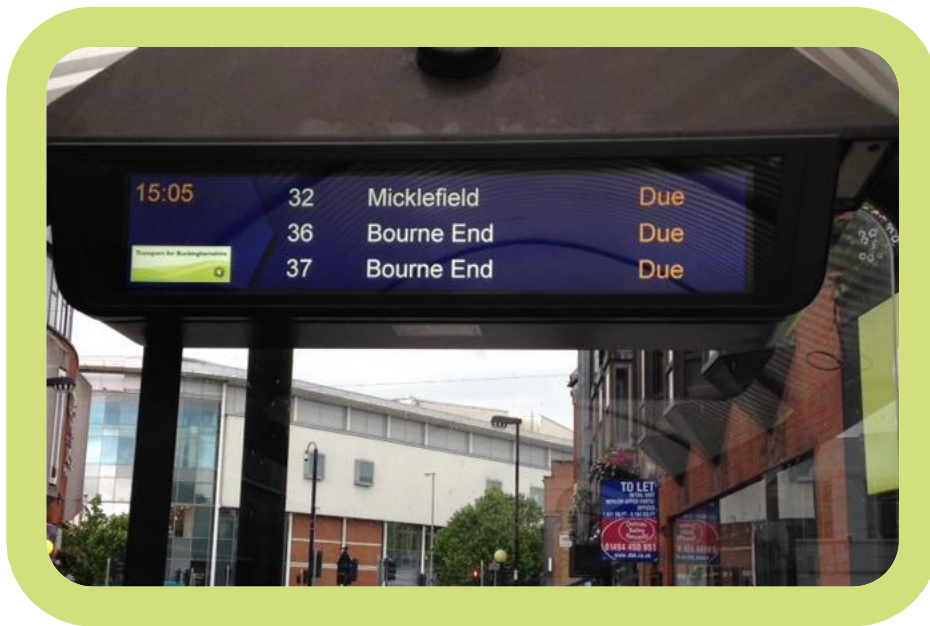
Road safety

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 a 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) 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 work to ensure that new developments provide safe and suitable access. 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.

KSI Casualties in Buckinghamshire
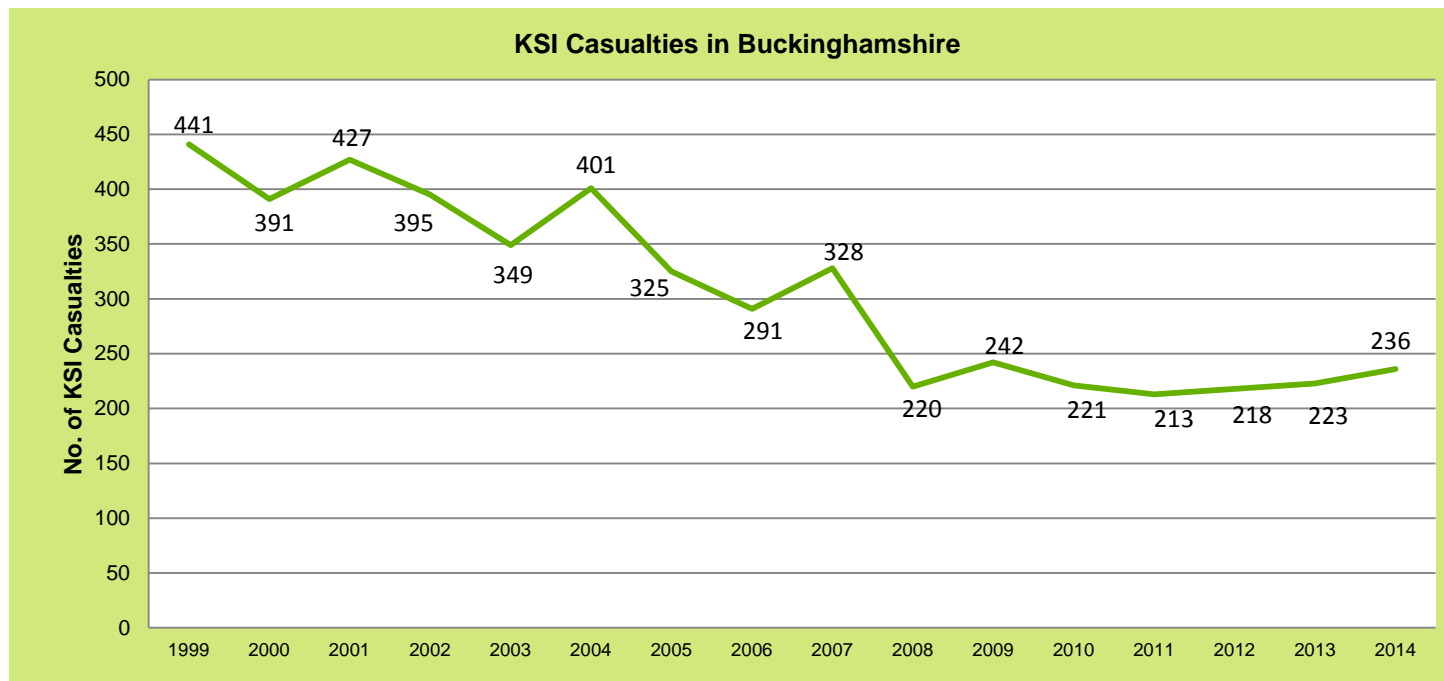
The following factors are important considerations in our road safety strategy:

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.

Roads and infrastructure – The design and layout of our roads are an important part of how safe they are. Junctions are particularly important as they are where vehicles come into conflict most. New and improved infrastructure should be safe and suitable (and meet the appropriate design and safety standards).

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, as well as the fear of bicycle crime, and encourage 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, undertake maintenance works, 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 as 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 appropriate 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 level of 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.

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).

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. At the time of writing, Wycombe District Council has already adopted the Guidance and other districts are planning to consult on adopting parking guidance as part of their local plan

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. The response 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 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 Plan provide a high-level approach to the development of transport in Buckinghamshire over the 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 and we are developing a dedicated Development Management Policy. We will also develop a number of Area Strategies addressing in further detail our strategic transport approach to key growth areas in our county. Producing these area strategies will involve continuing our close cooperation with Buckinghamshire's district councils, and continuing to work to understand people's, key stakeholder groups' and businesses' needs. 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. These documents will combine to explain the details of how we put the plan into practice. Importantly, the Local Transport Plan is a live document, its detail can be revisited and revised as we learn more about our developing transport needs.

We have increasing constraints on our funds. Our ability to use funding of our own to do more than we are statutorily obliged to is increasingly limited. The policies in this Plan need to be implemented by Buckinghamshire County Council in partnership with central Government, with district councils, with communities and with businesses in an innovative way, broadly maintaining accessibility with lower funding. Therefore we shall look to fund 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 developers 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.

- Bids from private trusts and grant bodies with an environmental remit, which support applications from Local Authorities.

- Introducing new transport measures (e.g. quality cycle lanes) at the time of highway maintenance or capital investment.

- 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-county body.

- Opportunities from national transport schemes, such as East West Rail and HS2 amelioration.

- Future funding opportunities from Government or the private sector.

Aspirations for making travel better in Bucks:

Working with these partners and developing the more detailed documents that will support the Plan will help us to understand what specific schemes will be needed to help put the Plan into action.

The map below sets out aspirations for possible transport schemes in the future. There are many potential options for improving transport across the county. The map below focuses on aspirations that have emerged from ongoing work with partners including the England's Economic Heartland Alliance, Buckinghamshire Thames Valley Local Economic Partnership, Buckinghamshire's district councils and neighbouring local authorities.

 It shows the kinds of improvements that could help meet Buckinghamshire's needs in the future. As our understanding develops our aspirations will develop too. As 'live' content we may update this map online as we learn more.

As we learn more it may emerge that these are not the most appropriate options for improving transport in Buckinghamshire. Any transport scheme would have to be developed through appropriate processes, including appropriate environmental assessments.

Many of the options shown on the map, if developed, would be promoted by other organisations. Buckinghamshire County Council will continue to work with partners to make transport schemes in Buckinghamshire work for its people and places.

	Live content	This 'live' content may be updated as we learn more about it, check our website for any updates.

Aspirations for making travel better in Bucks:

- M40 Corridor
- M40
- M4
- A329(M)
- A404 Link
- A404(M)
- M25 SW Quadrant Study
- M25
- Heathrow Expansion
- Access to Heathrow
- Access to CrossRail
- Mitigation of proposed Major Infrastructure around Iver
- Iver Link
- Old Oak Common Access
- A355 Improvement Project
- High Wycombe Town Centre
- North - South Connectivity
- Chiltern Line Upgrade
- P.Risborough Link
- Aylesbury Outer Ring Road
- A41 Upgrade
- HS2 / EWR / A421 Interchange
- East West Rail
- Oxford to Cambridge Expressway
- Buckingham Link Providing link to Silverstone & North
- A418 Eastern Access / A5 to M1
- Improved access to Luton Airport
- East West Rail Providing link to Bedford / Cambridge & East Anglia

Contact details:

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

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