

Second Local Transport Plan (2006-2011)

EXECUTIVE SUMMARY

We have made excellent progress against both national and local targets and by the end of this year, will have completed well over 2000 schemes during the First Local Transport Plan (LTP) period. We are particularly proud to have been awarded 'Centre of Excellence' status for local transport delivery and for being the only transport authority to have been rated 'well above average' (the top rating) in all four Annual Progress Report assessments. However, we are not complacent and know that we need to do much more over the next 5 years.

Our second LTP describes our long-term 20-year vision for transport and sets out our transport policies, strategies and plans for action for the 5-year period between 2006 and 2011. As a corporate strategy document, it considers and has been shaped by local political priorities as well as national and regional influences, and details strategies, actions and recommendations for all of the County Council's services.

A major influence for Buckinghamshire will be the growth agenda, and the second LTP outlines our plans for accommodating, responding to, and dealing with the impacts of anticipated growth. Most significantly the document reflects and seeks to address the concerns of Buckinghamshire residents, many of who make journeys on the transport network each day. The structure of the document is given below;

- Part One: Our Vision for Transport
- Part Two: Our Transport Priorities
- Part Three: Our Plan for the future

Appendices: Area Action plans, Bus Strategy, Rights of Way Improvement Plan and Environmental Report

Our Vision (Part One)

This sets out our 20-year transport vision that aims to:

Deliver the strategic and local transport infrastructure and services to facilitate growth; sustain and develop the economy; and provide access for all; whilst balancing free, safe and efficient movement of people and goods with protection of the environment.

This vision is set firmly in a national, regional and local context, drawing upon the themes of the draft Community Plan and the objectives of the emerging Corporate Plan, to identify four clear transport themes and fourteen policy objectives that steer and influence our transport priorities.

Our Transport Priorities (Part Two)

We have identified five transport priorities that reflect the Department for Transport and Local Government Association's 'shared priority for transport' and the local priority for maintenance:

- *Enhancing Access*
- *Tackling Congestion*
- *Improving our Environment*
- *Improving Safety*
- *Maintaining and Managing the Transport Asset*

The **Enhancing Access** theme has the three objectives of:

- **Mainstreaming Accessibility** to ensure all Council and stakeholder services fully consider and address 'access to goods and services' in all their activities;
- **Identifying strategic priorities** such as people's ability (particularly young and older people) to access major centres;
- **Developing local accessibility action plans** by working with local communities to understand the barriers to accessibility and to identify solutions.

Our **Tackling Congestion** strategy aims to:

- **Keep traffic moving** by maximising the use of existing road infrastructure to increase travel capacity using a variety of means including Intelligent Traffic Systems and prioritising work on 'Congestion Management Corridors'.
- **Achieve modal shift** from the private car to more sustainable modes by providing and promoting high quality cycling, walking and public transport routes.
- **Manage demand and reduce the need to travel** by working closely with the District Councils to integrate land use and transport planning, including parking policies.
- **Increase or build new road capacity** by building new infrastructure.

Work on **Improving our Environment** will focus on three objectives;

- **Protecting the rural environment**
- **Addressing transport impacts in urban areas**
- **Improving local air quality** by working closely with other partners, especially the District Councils on designated Air Quality Management Areas.

There will be three major strands to our **Improving Safety** strategy.

- **Mainstreaming road safety** throughout all transportation schemes
- **Working with 'at risk' groups** especially the younger male, aged 17-40, and motorcyclists to develop work that tackles driving (and riding) behaviour.
- **Identifying and treating sites, routes or areas** with poor collision records, although we recognise many of these have already been treated. We will also be work more closely with the Highways Agency to address collision records on motorways and trunk roads.

Through our **Maintaining and Managing the Transport Asset** strategy we will;

- **Continue to identify and meet customer priorities** using feedback from a range of sources, including our highly regarded 'Highways on Call' service.
- **Maintain our roads and footways** to a very high standard, using nationally recognised technical assessment methods, and achieve value for money by linking maintenance schemes with other projects.
- **Meet wider policy objectives** to maximise the benefits of schemes by using specialist materials including low-noise surfacing and also higher quality materials.

Our Plan for the Future (Part Three)

This part of the LTP sets out the indicators and targets (currently totalling 32) that will be measured (supported by TRANstat, our innovative performance management system), and the major schemes and work programmes that will be tackled between 2006 and 2011.

Three major scheme bids will be submitted during the Second LTP period:

- A418 Aylesbury to Milton Keynes Strategic Route Improvements
- Urban Traffic Management and Control for Aylesbury
- Regional Coachway facility at Junction 4, M40, High Wycombe

Appendices to the document will include; the urban and local community Area Action Plans for the whole of the County that describe the key transport issues for each local community and identify the possible solutions the Council and its partners will work towards; Cross-Boundary Transport Strategies developed with neighbouring authorities; the Bus Strategy; Rights of Way Improvement Plan and Environmental Report (part of the Strategic Environmental Assessment).

What will the second LTP mean for Buckinghamshire?

Looking ahead to 2011 and the end of the second LTP period, we aim to have achieved the following main outcomes for each of our strategies;

Enhancing Accessibility

95% of non-car owning households in the County will be within 30 minutes of a local or regional town centre by a public transport service, operating at least 5 times a day.

Tackling Congestion

90% of all journeys on our Priority Congestion Management Corridors will be completed within a specified time period.

Improving Our Environment

Working with the District Councils to monitor pollution levels across the County, we will ensure that no more Air Quality Management Areas are declared for areas adjacent to our roads.

Improving Safety

We will have reduced the number of people killed and seriously injured (KSI) on all roads in Buckinghamshire to 260 by 2010 in line with the national KSI target.

Maintaining and Managing the Transport Asset

Our main roads and footways will be technically rated as being amongst the best maintained in the country (top quartile performance).

Conclusion

In summary, we have learned many important and valuable lessons during the First LTP. As a result we believe that the Second LTP represents a more targeted, realistic and crucially, customer-focused plan that has a clear view of the future whilst being responsive to everyday travel and transport needs.