

## Community and Environment Overview and Scrutiny Committee (OSC)

**Tackling congestion****To be considered by the Environment Task & Finish Group  
Draft Scoping Paper**

<b><u>Purpose of the Enquiry</u></b>	<ul style="list-style-type: none"> <li>To consider the Local Transport Plan (LTP) approach to tackling road congestion in Buckinghamshire,</li> <li>To establish whether the current methods and proposed LTP approach adequately address the real and perceived problems of residents and industry and make best use of available resources,</li> <li>To determine whether any changes to the approach or revision of priorities are required.</li> </ul>
<b><u>Why this review?</u></b>	<ul style="list-style-type: none"> <li>The OSC considered the draft LTP before its submission in July and considered that the issue of congestion was of paramount importance to the environment and economy of the County.</li> <li>The final LTP will be submitted to Government in March 2006. OSC members considered that an in depth review of congestion, to be concluded before Christmas 2005 would enable them to provide a light touch steer to policy improvement in a service which is highly regarded.</li> </ul>
<b><u>Key Issues to be considered</u></b>	<p><b><i>The key question the review will address is:</i></b>  <b>Does the draft LTP approach to tackling congestion on Buckinghamshire's roads address the real and perceived problems of residents and industry and use available resources in both tried and tested and innovative road management solutions?</b></p>
<b><u>Review Method</u></b>	<ul style="list-style-type: none"> <li>Environment Task and Finish (T&amp;F) Group working with Transportation officers</li> <li>Meetings with Cabinet Member, the two Highways Spokesmen and officers who have responsibility for areas under consideration.</li> <li>Site visits to problematic locations in urban and rural areas.</li> <li>Consider meetings with business and road user groups to speak to the member group and officers</li> <li>Consider relevant County Council policies.</li> <li>Consider data on congestions trends, hot spots and peak times.</li> <li>Consider whether approach addresses real existing and future problems and also informs public about incorrect perceptions.</li> <li>Examine national context and consider relevance to Bucks.</li> <li>T&amp; F report to OSC and Cabinet Member to inform the final draft of the LTP and related policy documents and work programmes.</li> </ul>
<b><u>Timetable</u></b>	<ul style="list-style-type: none"> <li>Draft Scoping and agree membership of working group: 28.09.05</li> <li>Preliminary meeting of T&amp;F group to agree chairmanship, discuss allocation of tasks, desk top assessment of documents, meetings and site visits: Early October</li> <li>Gather evidence: October and November</li> <li>October and November T&amp;F Chairman update reports to full OSC</li> <li>T&amp;F Group draft report with Officers: 24 – 30 November</li> <li>Report to 14 December OSC</li> <li>Cabinet Member receives final report: 16 December 2005 to consider whether findings and recommendations are reflected in revised LTP &amp;/or related policy or programmes.</li> </ul>

**Corporate  
Plan  
Context**

**Shared priorities:** Meeting local transport needs more effectively, Promoting the economic vitality of localities and Transforming our local environment

**Quality of life customer priorities:** Congestion and public = 3rd most important thing to improve after repairing roads and activities for teenagers.

**Local context:** Housing growth particularly in Aylesbury Vale will put additional pressure on road capacity with increased north-south flows.

**Council Aim 7:** Maintain a vibrant economy whilst protecting the environment

**7c. To support the motorist by reducing journey times and managing congestion, promoting the free and efficient movement of people and goods**

**Performance Targets**

- Increase the number of passenger journeys on buses
- Reduce car use on the school run by 4,500 journeys per day by 2008
- Maintain proportion of journeys into urban areas by car below the regional average of 68%
- Keep traffic moving by improving journey time reliability

**Medium Term Plan investment area:** Improving public transport

**2004/05 Performance:**

- Increased number of users on Quality Bus partnership routes
- 30% increase in people cycling to stations
- Increased walking in Aylesbury and High Wycombe
- Reduction in road works overruns
- 75% rural parishes now have at least minimum bus service
- 58% households in rural areas have access to hourly bus or train service in the parish

**Best Value Performance Indicators:**

BVPI 100. Traffic controls or road closures on traffic sensitive roads. In top 25% of County Councils but performance slipped between 2003/04 and 2004/05. 2005 –2008 annual targets at 2004/05 performance level.

BVPI 102. Number of bus passenger journeys. No comparative data for County Councils. Increasing from 7.7 million to 7.95 million journeys between 2003/04 and 2004/05. 2006/07 target to increase to 8.22 million journeys.