

The Aylesbury Vale Rest of District Transport Strategy:

- Is a draft officer report and has not been formally adopted by the Council.
- Draws on existing strategy and policy to demonstrate that the Local Development Framework is deliverable and that land use and transport policy are integrated.
- Is a precursor to LTP3 which will advance the strategy for Buckingham much further, with consultation and stakeholder engagement in this process planned for the near future.

As such the document contains no new policy.

A highway improvement scheme from Tingewick bypass to the edge of Milton Keynes is identified and this already features in the LTP2. BCC are actively seeking funding for this, and until such funding is secured will be unable to programme any scheme.

The growth to be accommodated in Aylesbury Vale including Buckingham is referenced throughout the document, and this consideration will feature heavily in the development of the LTP3 and our transport strategies for the next 20 years. The transport proposals featured are from our LTP2 which was produced before significant growth in Aylesbury Vale was made certain, and it is inevitable that there will be a lag between identifying the scale and precise location of growth and the transport schemes and interventions required to deliver this sustainably. Aylesbury Vale District Council are yet to consult on their allocated sites for growth in Buckingham, and until more is known on where this growth will be BCC are not in the position to produce a more detailed town transport strategy. Proposals for key junctions such as the A421/A413 highlighted, can only be confirmed when the precise location of growth in Buckingham is known.

The strategy does however state that: “Central to the transport strategy for Buckingham will be improvements to the walking and cycling environment in the town, as well as passenger transport provision in the town and between the town, outlying villages and other urban centres. These modes will be promoted and travel planning techniques used to encourage their take up.”

In terms of parking provision in the town this is a matter for AVDC to address in their role as the parking authority, although BCC will support them in any way they can.

Given the concerns over environmental impact and funding availability for any new bypass schemes in Buckingham, the further investigation into the downgrading of the A413 north of Buckingham and A422 towards Brackley are potential options in any package of measures to relieve the impact of traffic on sensitive town centre area. Coupled with efforts to encourage more sustainable modes, a downgrading which would see through traffic discouraged from these routes and onto the A421 for east-west movements around the town, and the southern A413 and eastern A422 for north-south links could help divert traffic flows away from the town centre. This is already reflected in the congestion section of our LTP2, where neither the A413 north of Buckingham and A422 west of Buckingham are defined as strategic inter urban corridors, and so are already routes of less strategic importance.

Further investigation of downgrading does not mean these roads will not be maintained to a high standard, but rather BCC will look at further means to encourage through traffic off these routes.

BCC would like to assure the Town Council that they have read with interest their 'Buckingham Plan', and look forward to engaging with them on the matters raised in both this, and our own strategic documents in the next 12 months whilst we develop LTP3.