



**Buckinghamshire County Council  
Transport, Economy and Environment**

**Buckingham Transport Strategy**

**Consultation Report**

**Main consultation:  
November 2016 – January 2017**

**January 2017**



## Executive Summary

This report provides a summary of the analysis of the responses to the Buckingham Transport Strategy (BTS) main consultation undertaken between 18<sup>th</sup> November 2016 and 3<sup>rd</sup> January 2017. The analysis has helped to identify respondent's views on our policies and helped to inform a revised draft ATS.

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# Section 1: How we consulted

## How We Consulted

The survey consisted of 11 main questions, 5 multiple choice and 6 with comments, plus an additional 8 demographic questions to help us understand who was responding. This survey was able to be completed online and would work with tablets and smart phones to ensure it was very accessible. A small number of responses were made by email and have also been included within the analysis.

The survey was publicised using social media, emails to known stakeholders, through press releases and the 'My Bucks' newsletter. In addition, hard copies of the survey were made available at Aylesbury and Buckingham Libraries.

Within the demographic questions we asked respondents to state how they had heard about the survey so that we could analyse the effectiveness of the various methods of promotion that we used.

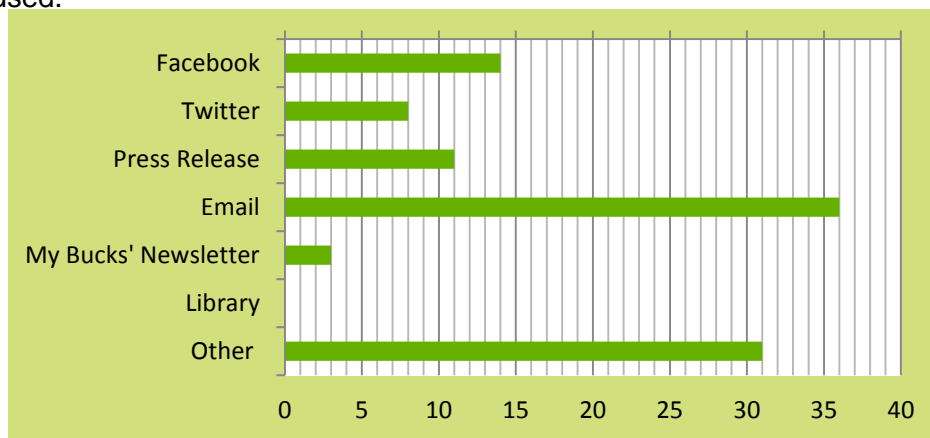


Figure 1– How respondents heard about the survey

In

it is clear that the majority of respondents heard about the survey by email, with the 'Other' being the next most common. 31 people selected 'other' and detailed a variety of other sources:

Most common responses to 'other'	Number of Respondents
Local Media – including posters, radio etc	7
Word of mouth	7
External Bodies	6
External website	3
BCC website	1
Councillor	1

Figure 2 – Most common responses to 'other'

We also asked that respondents state who they were responding on behalf of, either as an individual, or as a representative of a group or organisation. As evidenced by **Error! Reference source not found.** below, the majority of respondents were as individuals, followed by those representing an organisation, and Parish or Town Councillors.

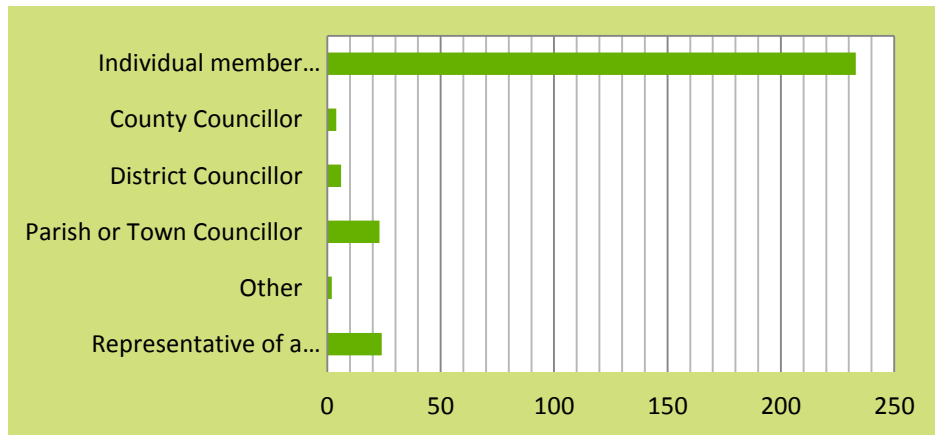


Figure 3– Chart of type of respondent

Those that represented a group or organisation that was not listed were invited to clarify who they responded as. Listed below are the various responses received:

- Parish Councils
- Residents Associations / Local Groups
- Transport Organisations / Professionals
- Developers
- District Councils
- Buckinghamshire County Council

# Section 2: Who Responded

## Who Responded

This section provides an overview of who responded to the consultation. It considers the profile of the respondents in terms of:

- Age
- Ethnicity
- Working status
- Usual method of travel to their place of work or education

This information helps us to understand how we should use the information in other chapters, particularly where groups may be under or over-represented. There were 241 respondents to the online survey. We also received 17 email responses which did not include this level of information.

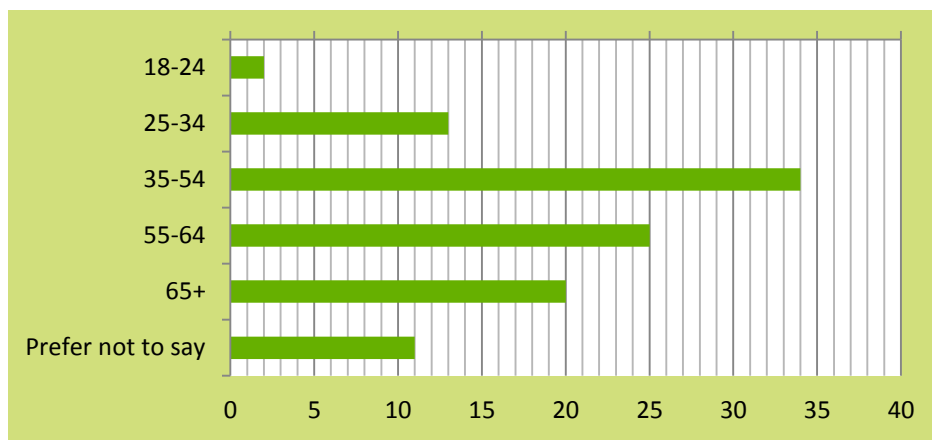


Figure 4 – Responses by age

The largest proportion of responses were from the 35-54 age category with 34 responses a 32% share of the total (note that 105 respondents included their age). The 65+ age group was also well represented, as were the 55-64. Unfortunately there was a low response from the 18-24 and 25-34 age groups with 15 responses, a 13% share of the total.

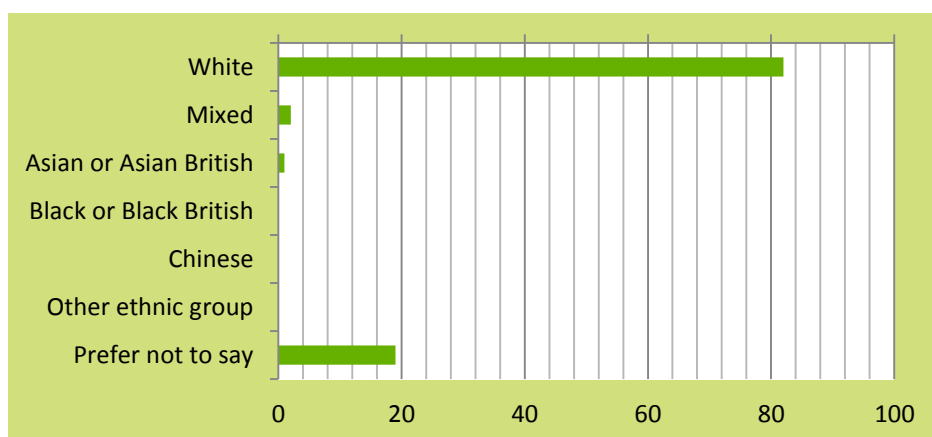


Figure 5 – Responses by ethnicity

78% of respondents stated they were white, which fits well for the Buckinghamshire profile as a whole, where 86% of people are white. Unfortunately, we received no responses from the Black, Black British or Chinese ethnic groups, however a number of people responded with 'prefer not to say' therefore it is unclear whether these would have fallen into a different category.

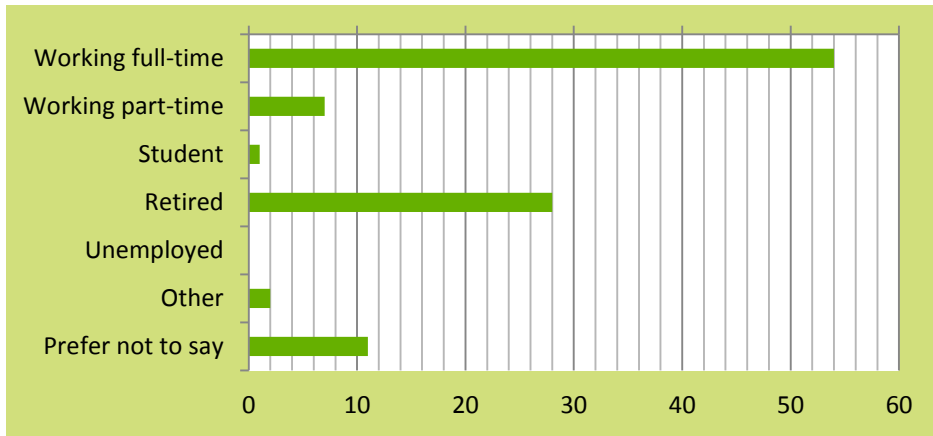


Figure 6 – Responses by current work status

Of the 241 responses, 103 included information on their current work status. 52% of respondents were in full time employment whereas 6% worked part time. Therefore, over 58% were in some form of employment. When we compare our results to the 2011 census we received a disproportionate number of responses from retired people. According to the 2011 census, 18% of residents in Buckinghamshire are retired, whereas 27% of respondents were retired. 1 student took part in the consultation (less than 2%) of total responses and there were no respondents who were unemployed.

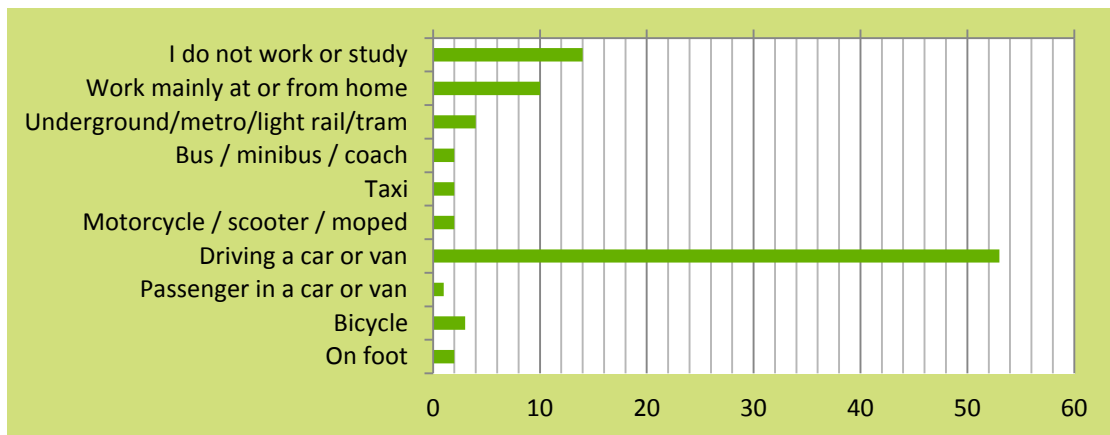


Figure 7 – Responses by method of travel to work

A total of 101 people responded to this question. 24 (24%) said that they don't work/study or they normally work at home and as such did not state a mode of transport. Of the respondents who selected a mode of transport to work, 76% indicated that the car/van was their usual mode of transport, which is above the county average of 69% taken from 2011 census data. The next most popular mode of transport is the rail category with 6%.

Whilst there are (inevitably) some biases in who responded, the response was in some ways more representative than is often the case in exercises like this: being slightly more representative in terms of age and ethnicity. Some ethnic minority groups and younger people were less well represented. It is important that we consider these groups and how the data may not reflect their needs as closely as others as we move through this report.



# Section 3: How we analysed the responses

## Response analysis – categorisation

In order to properly analyse the responses we received, the comments they made were allocated to various categories which are listed in the table below. Within these categories, comments were also assessed as positive (e.g. agreeing with proposals, making constructive comments or giving suggestions), negative (e.g. negative about a proposal, area or issue) or neutral. Dividing the comments into these groups allowed us to see what people said about different issues, where they agreed and where they disagreed. You will see these categories used later in the report, i.e. in the ‘What people said’ section.

Category	Definition
Roads	Comments relating to traffic, potholes, specific roads or road layout
Parking	Comments relating to parking availability and cost
Buses & Trains	Comments on bus and train services, lack of services or potential services
Cycling & Walking	Any comments on improving cycling or walking, or the walking and cycling environment
Connectivity	Wider links, links to services, integrated transport and smart ticketing
Environment	Comments relating to protecting wildlife, landscapes, historic character and noise and air pollution (including CO2) etc.
Growth	Comments on developers, house building or the impact of growth
Economy	Any comments regarding budgets, resources and cost. Both of services or to the public
Structure & Processes	Comments on our own processes and structure of the plan
Alternative Transport	Canals, aviation, equestrian etc
General	Other comments that did not fit into any of the main themes such as: home to school transport, freight and HS2
Unallocated	Any comments which could not be related to the question posed or the BTS as a whole.

Figure 8 – List of Analysis Categories

# Section 4: What people said

## Objectives

Consultees completing the online survey were asked whether they agreed with the objectives in the draft Buckingham Transport Strategy.

The results of this question are provided in the diagram below:

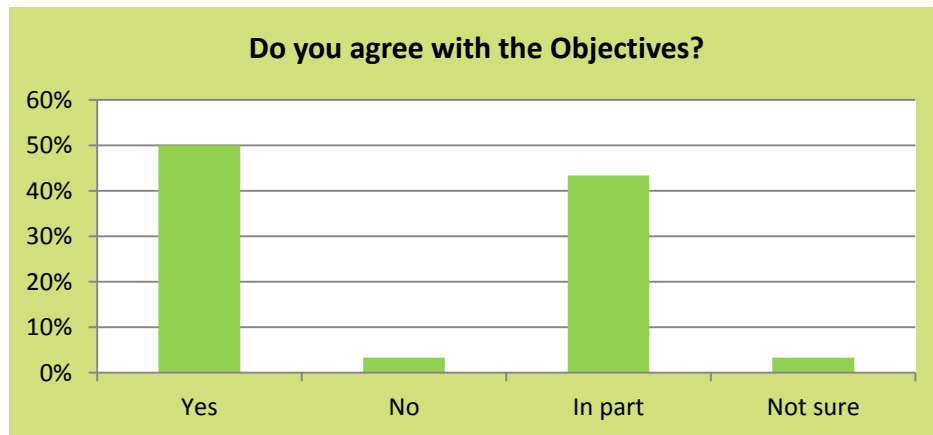


Figure 9 – Percentage of Respondents to Question 1

Feedback showed that people agreed with the high level objectives (50%). Those who disagreed made up a very small percentage (1%), the same as those who responded by answering 'not sure' (1%). 43% of all respondents answered 'in part'.

These statistics demonstrate that most people either agreed with the objectives or did so in part.

Because there were less respondents to the BTS than the Aylesbury Transport Strategy (ATS), the comments on the objectives were less diverse. However in spite of this, not many of the comments actually related to the objectives. Of those that did comment specifically on the objectives, most agreed with them in general but felt that some issues were overlooked. Those comments there were negative were more associated with ensuring Lace Hill is not cut off.

Comments include:

*“The objectives should include an aspiration to improve pedestrian and cycle routes throughout Buckingham town”*

*“I understand you want to ease traffic in town, but by doing so you are surrounding the newly built Lace Hill estate with high capacity streets, making it even more dangerous to walk anywhere. This is unacceptable especially when you have numerous families with older children relying on walking to the schools in Buckingham.”*

*“Dualling the A421 bypass is not an acceptable solution. It would only serve to further separate town centre from residential development on Lace Hill (and potentially) Gawcott Fields. The best long term solution is to reroute the bypass from the Bletchley Road roundabout to Tingewick bypass. There is no mention of the Oxford-Cambridge expressway - which would have a major impact on traffic modelling. Fully support the objective of a western link between A422 and A421.*

## Question 4: Key Transport Issues

Consultees who completed our online survey were asked to order the following key transport issues according to priority:

- Highway Network
- Public Transport
- Cycling
- Walking
- Car Parking

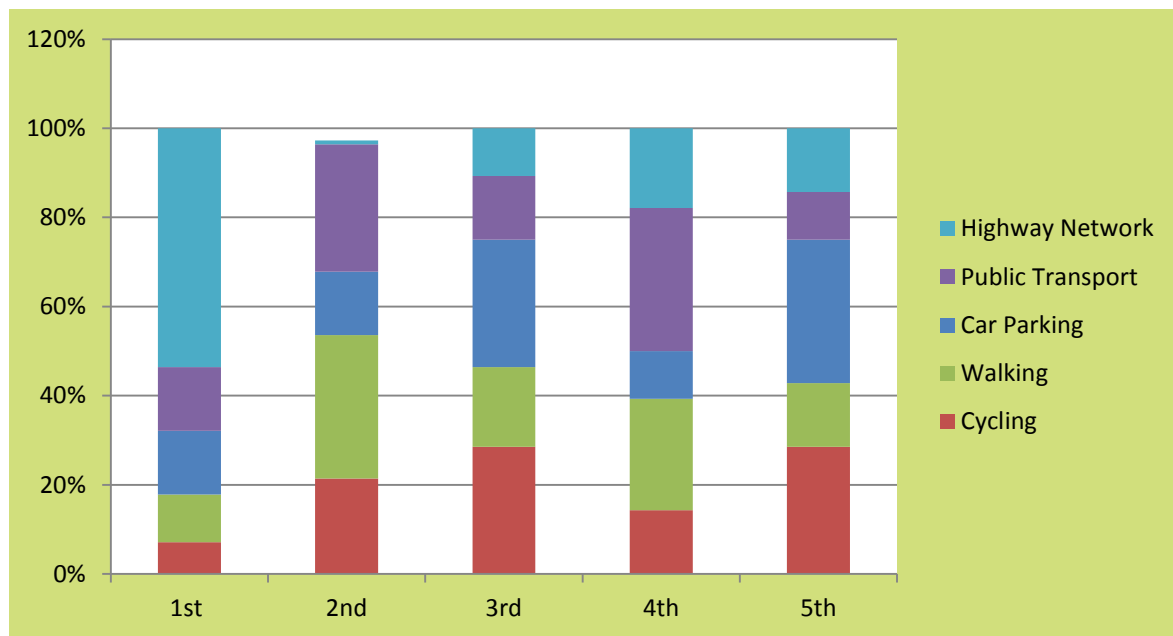


Figure 10 – Percentage of Respondents to Question 4

As you can see from the graph above, the majority (53%) put the Highway Network as their top priority followed by public transport and walking. The other transport issues are fairly well balanced, but the scoring places Public Transport in 2<sup>nd</sup>, Walking in 3<sup>rd</sup>, Car Parking in 4<sup>th</sup> and Cycling in 5<sup>th</sup>. This shows that although walking is higher on people's priorities, active travel is not a high priority for residents overall. This fits with the data nationwide whereby the car is the most popular form of transport. It is this attitude of placing active travel lowest amongst priorities that we hope to address with the Buckingham Transport Strategy as cycling and walking will be encouraged through new infrastructure and promotion.

Comments on these priorities are wide ranging because there were so few, but a couple do centre on cycling and walking in Buckingham.

*"The statement "Buckingham is a compact town, and the topology lends itself to walking/cycling" is not true there are significant gradients throughout the town."*

*"Create more opportunities for walking and cycling, not for high speed travel in areas where a lot of children are walking every single day!"*

## Questions 5 - 10: Transport Proposals

Questions 5 - 10 of the online survey asked people to leave feedback on the proposed transport improvements identified for Buckingham. These were divided into three main areas, Highway, Public Transport and Walking / Cycling. Consultees were asked if they agreed with the improvements in each sector and then invited to comment on the proposals.

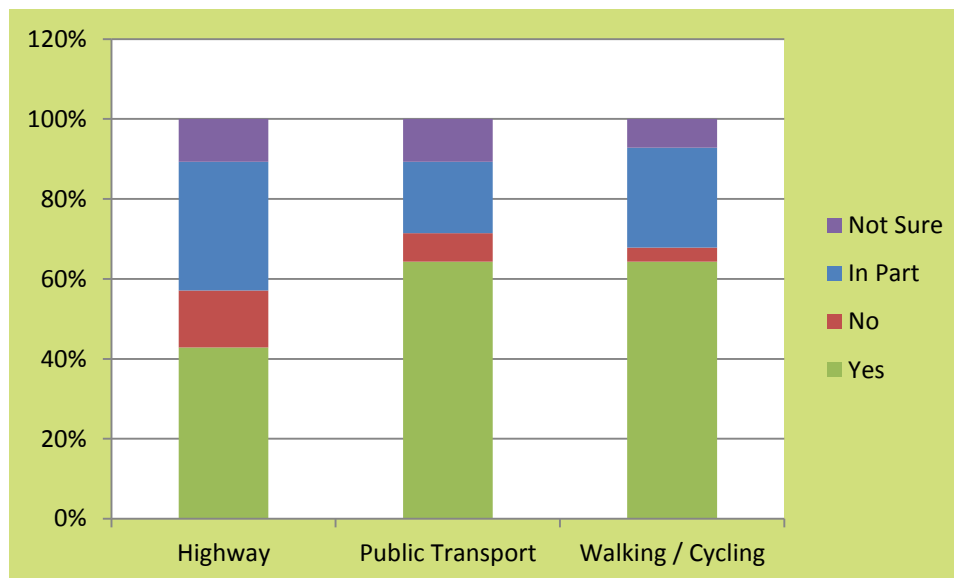


Figure 11 – Percentage of respondents to Questions 5-10

The figure above shows that the majority of respondents either agreed in full or in part with the transport proposals.

### Highway Comments

Many of the comments in this section refer to the Oxford Cambridge Expressway and how this will affect the area. However some of the comments are also positive about the proposed infrastructure.

*“...Agree with western link which is vital to the removal of HGV traffic from the town centre.”*

*“...How has the BTS taken account of Highways England's work relating to the Oxford to Cambridge Expressway?”*

### Public Transport Comments

The comments here are all positive and constructive. The consultees were supportive of the changes and offered good advice regarding the improvements to the town centre bus stand.

*“Needs to be detailed local consultation on how to improve the bus network from centre to outward bound routes without destroying the historic character of the High Street.”*

*“The possible expansion of the bus stand on the High Street would have to be considered carefully in terms of its potential effects on the historic town centre and setting of nearby listed buildings.”*

### Walking / Cycling Comments

These comments are all fairly positive about the proposals, again offering constructive feedback. One of the main points raised is about ensuring that we include bridleways in our scope and ensuring that we put proper infrastructure in place.

*“Improvements need to be made in pavements, also stop cars parking on grass verges”*

*“There is no mention of bridleways which should not be forgotten. On routes which are envisaged to take both pedestrians and cyclists, there should be careful attention to the need of horse riders....”*

## **Question 11: Further Comments on the Transport Proposals**

The final question asked consultees if they had any further comments to make on the Transport Proposals. There were few comments in this section, but a couple of comments were made to ensure we take into account alternative transport such as electric vehicles and motorcycles.

*“Encourage other user groups such as electric vehicles and motorcycles.”*

*“More mention of electric car parking and charging stations required. It would be good to see evidence of strategies to encourage people to make transport choices that are good for the environment. How can good behaviour be rewarded?”*

# **Section 7: Changes to BTS**



## Changes Made

As many of the responses received were positive about the BTS, there were few changes to make with regards to the schemes proposed or the general aim of the strategy. However we have updated the strategy in response to some comments as detailed below:

1. **Oxford Cambridge Expressway** – a lot of comments we received were negative about the plan because we did not adequately take the Oxford-Cambridge Expressway into account. We have now updated the strategy with the following:

*“It is too early in the process of the Oxford to Cambridge Expressway development to include detail within the BTS. Whilst there might be a positive benefit to Buckingham in terms of improvements to the A421 this is not guaranteed, therefore the BTS had to be developed without taking this potential scheme into consideration.”*

2. **Local Transport Plan 4 (LTP4)** – some respondents felt that there was not enough mentioned regarding the link between this strategy and the LTP4. In order to rectify this, the Objectives table has been updated to show how each objective fits with the policies in LTP4.
3. **Some maps not up to date** – comments were received from Buckingham Town Council that some of the maps in the strategy omitted the new Lace Hill development; and this was echoed by some of the public. We have now updated as many of the maps as possible to include the development.
4. **Right of Way changes** – we received comments from the Rights of Way team at Buckinghamshire County Council regarding some of the maps and figures and we have actioned all of these changes.

# **Section 8: What we have not changed and why**

## What we have not changed and why

Although most of the comments about the BTS were generally positive, there were some negative comments that we feel need to be addressed. Listed below is the main theme of negative comments we received and an explanation as to why no changes have been subsequently made in the strategy.

1. **Separation of Lace Hill** – We received two comments that further improving the A421 (dualling) would cut off the Lace Hill Development from the centre of Buckingham. Although this is a concern, the amount of congestion on the A421 means it is necessary to make improvements to capacity. It is hoped that the sustainable travel improvements will help to mitigate this issue.

## **Acknowledgments**

We would like to thank all those that took part in the consultation. It is only with the invaluable help of communities, businesses and other organisations that we can ensure the Buckingham Transport Strategy will be fit for purpose. We would especially like to thank those who promoted the consultation and helped us to reach so many people.