



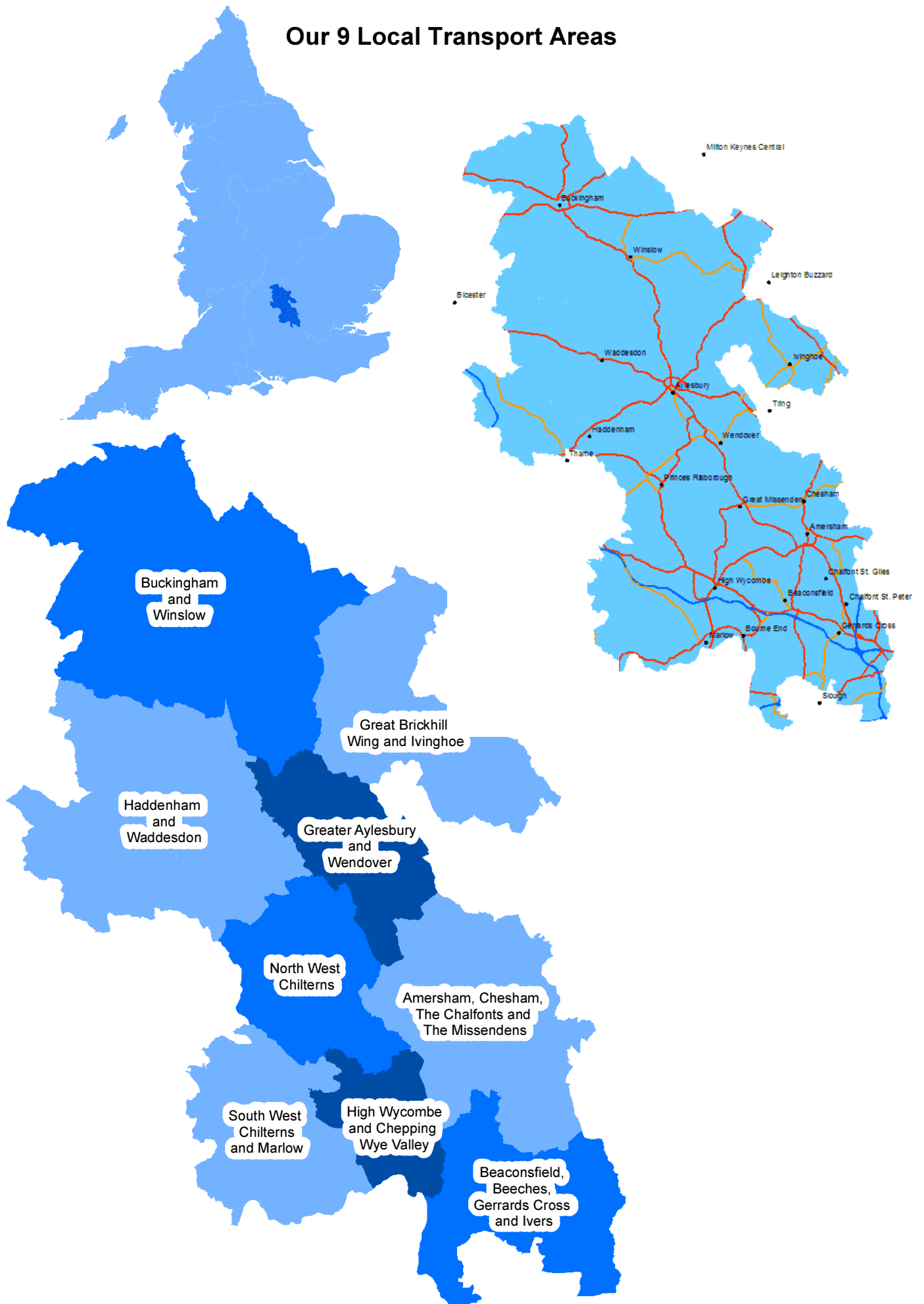
local transport plan

BUCKINGHAMSHIRE: CONNECTING PEOPLE & PLACES

Chesham Local Area Forum

23rd June 2010

Our 9 Local Transport Areas



Amersham, Chesham, The Chalfonts and The Missendens Engagement Summary – Winter 2009/10

Members of the LAFs in this area were asked to:

- Suggest if the stated objectives can be improved (See Countywide section);
- Review the Problems and Issues listed and make additions where appropriate
- Prioritise a list of 40 strategic options to address the needs of the local area. This was done by identifying the 7 options they most wanted to see delivered and the 7 options they least wanted to see delivered

1) General Comments on Objectives:

- More clarification / definition of objectives

It has been noted that some terminology used within the objectives (and summary note) need further explanation and clarification. There is also a need for the objectives to be tightened to ensure that there is minimal ambiguity with the interpretations of the objectives meaning. It was also reported that there is risk of objectives contradicting each other, and further clarification of the objectives could resolve this.

- Suggestions / amendments in wording emphasis

In addition to the fine tuning above, it was felt that the following areas need more emphasis:

- Local Public Transport improvements
 - Emphasis on sustainable travel
 - Emphasis on younger people
 - Access for all, not solely disadvantaged groups
 - Reducing volume of traffic
 - Reducing travel by car
 - Providing realistic alternatives
 - Emphasis on sustainability
 - Better Maintenance of roads
- Additional suggestions / amendments / fine-tuning for how objectives could be rephrased have also been noted.

2) Additions to Problems and Issues Section

- The document refers to the high number of potholes on roads in this area, but still does not acknowledge the severity of the problem; it is not only individual holes as large stretches of road are cracked and disintegrating (e.g. the A416; Ashley Green Road between Chesham and Ashley Green). This is not only inconvenient but dangerous to drivers, cyclists and pedestrians and maintaining the roads should remain a high priority.
- Although one cannot expect such a paper to cover all local issues, our local traffic problems in Seer Green include how we can reduce cars speeding within the 30mph limits in the village, permanent repairs to roads which have suffered from floods, regular maintenance of drains/gullies and roads suffering frost and other damage, and how we should react to the proposed reduction in the 305 bus service. BCC are well aware of this and another LTP will hardly improve the situation at our level. Action not more paper (and to be fair we have had some action recently)

- There is an urgent need for effective measures to make drivers observe the speed limit in Elizabeth Avenue – a residential road, including a long straight section, used as a short cut by many vehicles.
- A new zebra crossing is needed in Cokes Lane near the junction with the A 404.
- The A30 bus service should be re-routed to include Little Chalfont. This would create an essential link between the Chalfonts.
- Lack of disabled access to Chalfont and Latimer Station northbound because of gate closure.
- Heavy articulated lorries use unsuitable small roads in our parish. For example, they keep destroying the woodland turf by driving over the verge when turning from Amersham Way into Church Grove.
- Chiltern Rail should be deterred from its policy of abolishing stops at Chalfont and Latimer Station. It is already difficult to get a seat on peak hour trains to London.
- (One member of our working group objected to Transport for London's plan to replace the Chesham Shuttle by two services per hour to and from central London all day. We did not have time to discuss this in the Parish Council before the BCC deadline for replies).
- The overriding consideration in the present economic climate is that little money will be available in the foreseeable future for most of the "Strategic Options" listed. The County Council should choose and concentrate on a few basic policies to stop deterioration of service in areas which are priorities for the public, such as road maintenance and efficient bus services on useful routes, as well as resolving existing local problems like those listed above.
- The draft LTP3 contains factual mistakes which need correction as follows:
 - Page 11. Under "Key Facts" it is stated that Chiltern District Council proposes to concentrate new development in Amersham, Chesham, and Chalfont St Peter. The text should be corrected to show that this policy also extends to Little Chalfont which became a separate parish in 2007 and is not part of Amersham.
 - We also suggest correcting the second paragraph on page 10 as follows. Replace the whole paragraph with:
 - "The main retail and employment centres are in Amersham, Chesham, Little Chalfont and Chalfont St Peter. There is a hospital in Amersham and GP services in all of these centres. Sixth Form and further education college campuses are located in Amersham, Chesham and Little Chalfont".
 - The above is to take account of the facts that: (i) GE Healthcare, the biggest employer in the area, is in Little Chalfont; (ii) Amersham Hospital is not a "general" hospital; (iii) There is an important sixth form facility at Dr Challoner's High School in Little Chalfont.
 - The main concern in Chenies is the loss of our bus service in the village which imposes a definite hardship on the elderly or infirm who do not drive.
 - Could the District Council not make the granting of an operator's license conditional on routing thereby providing a satisfactory service to communities such as ours?
- The other main area of concern is the terrible state of our local roads which are pitted with potholes presenting an unacceptable hazard to

road users. Doing a 'Quick mend' on these is a complete waste of money - is invariably done once these holes reach such a proportion for repair to be a statutory requirement within 24 hours, after which they rapidly deteriorate to their former state. These need mending properly so that it lasts

3.2 LTP3 Strategic Options summary

Most Preferred Options:

Maintenance - Proactive
Freight – Limit freight travel with restrictions
Bus - Rural
Parking – Increase Parking Provision
Freight – Remove freight from the roads and transfer to rail and water (canals)
Road Safety – Infrastructure

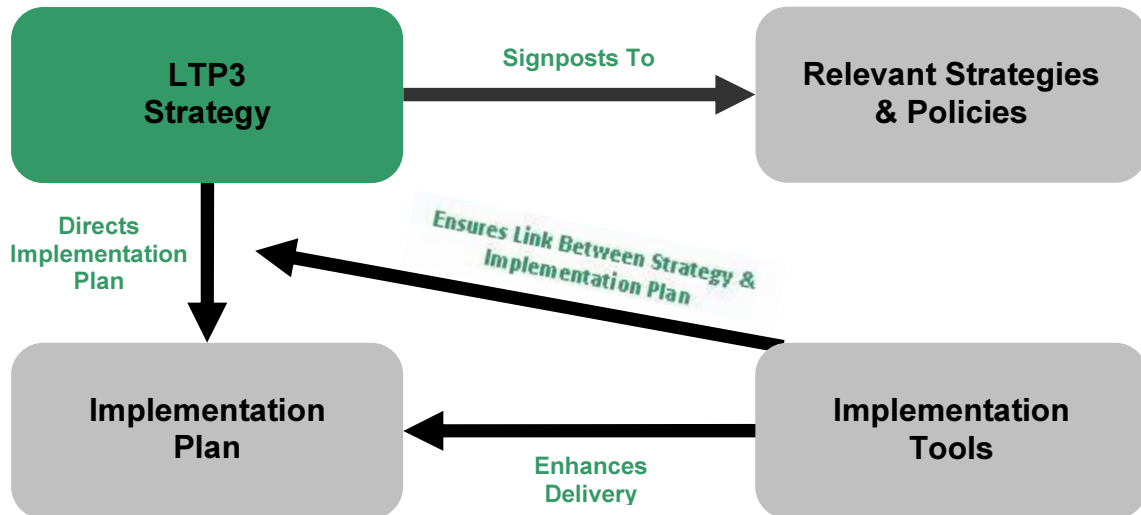
Least Preferred Options:

Infrastructure – Build roads
Parking – Restrict Parking Provision
Walking – Promotion
Cycling – Infrastructure
Cycling – Promotion

Engagement Summary for area

The respondees in this Local Transport Planning Area have suggested a number of improvements to the problem and issue paper to ensure all issues are appropriately captured. With regards to strategic options for the area, the preferred options show synergies with the Chilterns Transport Symposium; Proactive Maintenance, rural bus Improvements and road safety featured in both the LAF and Symposium results. Managing freight, either through limiting freight travel or transferring to other modes, was also highlighted as a priority. Building roads was an unpopular option in both the LAF and Symposium, but the LAF also identified cycling infrastructure and promotion, restricting parking provision and walking promotion as least preferred options.

LTP3 Document Structure



LTP3 COMPONENT	DESCRIPTION
LTP3 Strategy 2011-26	A 15 year transport strategy for Buckinghamshire containing a vision, goals and objectives providing strategic direction towards 2026. Transport linked problems and issues are summarised at regional, countywide and local levels and appropriate responses to deliver benefits outlined. Long-term strategic aspirations and high level targets are detailed supported by a robust performance framework and key performance indicators.
Implementation Plan	A rolling implementation plan (refreshed and updated annually) designed to deliver the LTP3 strategy. The implementation plan contains : <ul style="list-style-type: none"> ○ A three year programme of planned schemes & activities ○ A summary of schemes & activities beyond three years where known ○ Where known, details of future funding levels and funding sources available to deliver planned schemes and activities ○ Targets and trajectories for key performance indicators ○ A summary of risks and opportunities associated with delivery
Implementation Tools	A series of tools developed to ensure that the LTP3 implementation plan is effectively linked to the strategy and that maximum value for money and benefit is realised from the activities and schemes delivered. Full details of each of these tools can be found in Volume 2 of the Buckinghamshire LTP3.
Relevant Strategies & Policies	A number of active TfB strategies and policies that provide detailed information and guidance on specific areas (e.g. winter maintenance, road safety) are signposted to from the LTP3.

Our Goals and Objectives

Support Economic Growth

- Maintain or improve the reliability of journey times on key routes.
- Improve connectivity and access to local labour markets and key centres
- Deliver transport improvements to support and facilitate sustainable housing and employment growth.
- Ensure local transport networks are resistant and adaptable to shocks & impacts.

Promote Equality of Opportunity

- Enable disadvantaged people to access employment sites & opportunities.
- Enable disadvantaged people to access key goods and services including education and healthcare
- Enable disadvantaged people to access leisure opportunities and social networks

Reduce Carbon Emissions

- Reduce the need to travel
- Increase the proportion of people travelling by low emission modes of transport
- Reduce carbon emissions associated with transport infrastructure

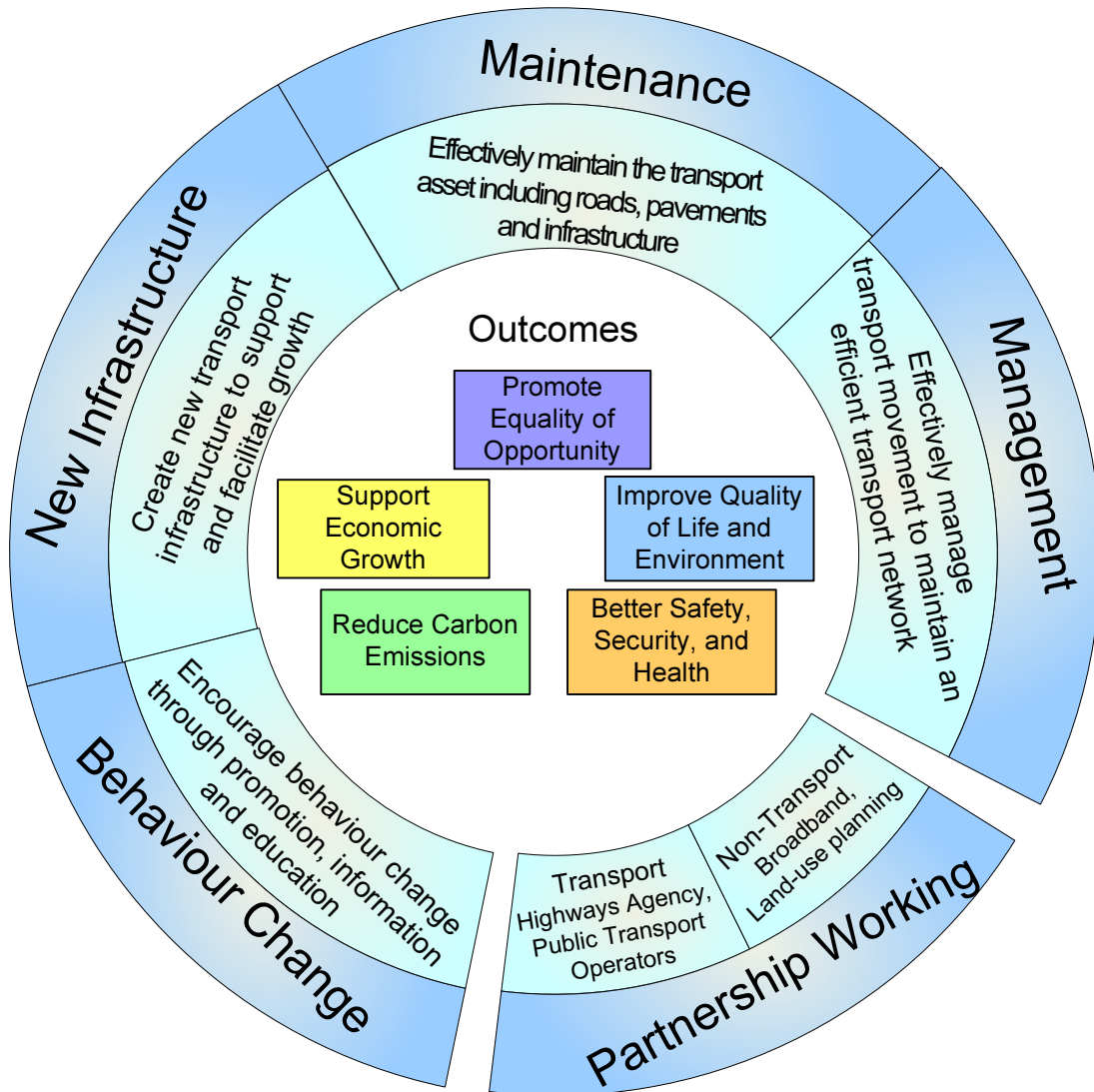
Improve Quality of Life & Environment

- Protect, improve and maintain the local environment
- Enhance community cohesion by improving connections
- Improve the journey experience for all transport users

Better Safety Security and Health

- Reduce the risk of death or injury due to transport incidents and collisions
- Improve health through encouraging and enabling physically active travel
- Reduce the negative impact of poor air quality
- Reduce crime, fear of crime and anti-social behaviour on the transport network

How we will deliver the goals and objectives



Upcoming Engagement

ACTIVITY	DATE
12 week public consultation	Aug-Oct, 2010
4 Transport Symposia	September – October 2010
LAF/LCP Response Opportunities	August – October 2010
Final Draft LTP3 development	Nov-Dec, 2010
Project Governance Board and Cabinet Approval – Final Draft LTP3	Jan-Feb 2011
Printing	March 2011
LTP3 Published	April 1st 2011

- Consultation booklet
 - LTP3 summary
 - Topic Papers for our approach to key Priorities
 - Our Strategic approach in your Local Transport Planning Area
- Via Legal and Democratic Services Officers you will receive a link to your online booklet when Full Public Consultation is launched.
- Parish Councils are encouraged to respond on behalf of their area and/or encourage members of the Public to respond
- Parish Councils are encourage to include article in Parish newsletter/website (please contact Ed Gurney)
- South Bucks Transport Symposium – September/October 2010

Once the Plan is launched...

- Transport for Buckinghamshire intend to continue work with LAFs to discuss Local Priorities and Local Health Checks so that LAFs can work with TfB to influence Implementation Plan