



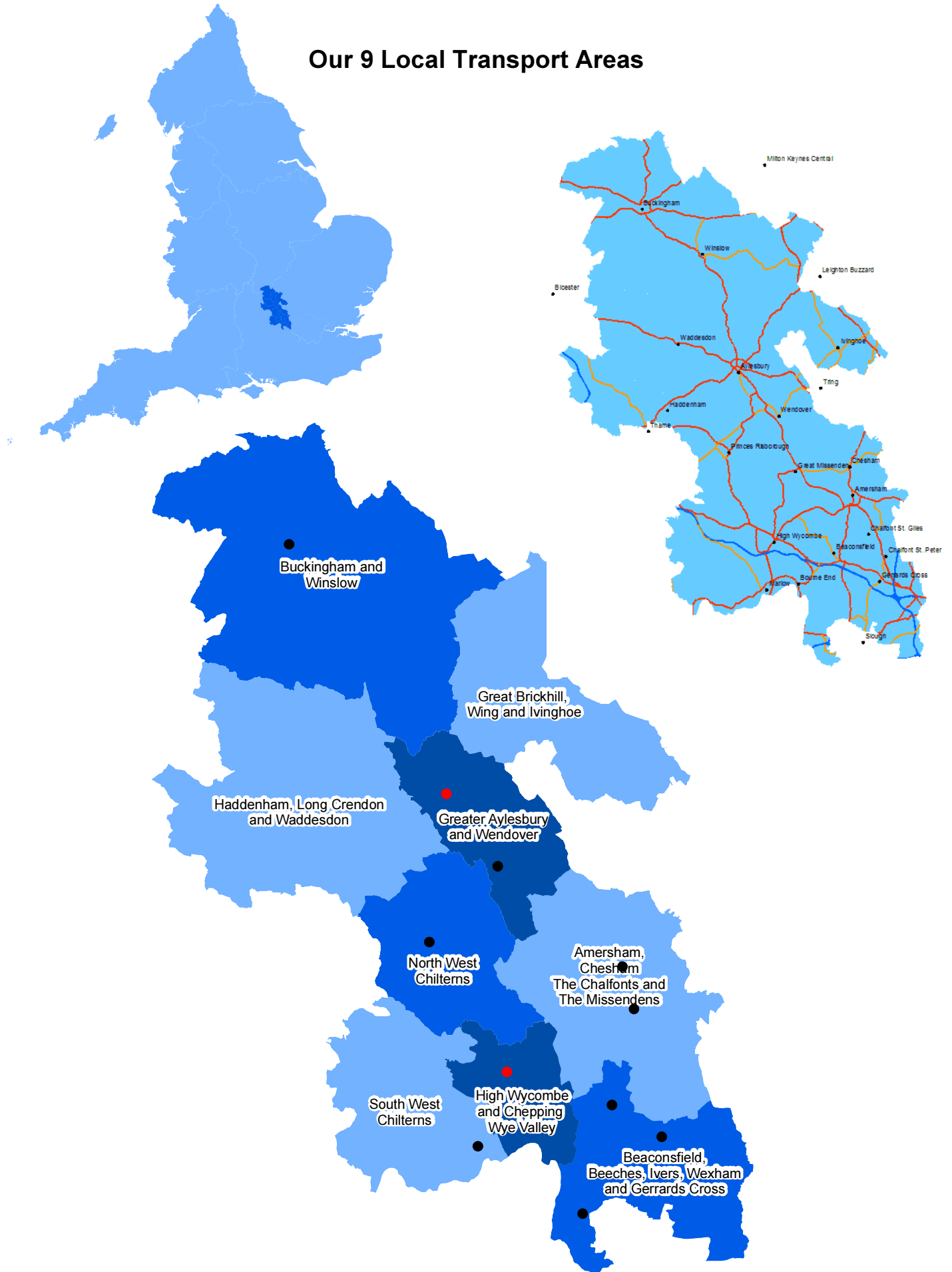
local transport plan

BUCKINGHAMSHIRE: CONNECTING PEOPLE & PLACES

Wexham and Ivers Local Area Forum

30 June 2010

Our 9 Local Transport Areas



Beaconsfield, Beeches, Gerrards Cross and Wexham and Ivers 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

- Reducing CO2 emissions (page 12)
 - Cycling provision in the area is non-existent. All major roads should make provision for safe cycling. All anti-cycling measures such as “street lighting switch off” and pinch-gaps should be removed.
 - Driver behaviour with regard to pedestrian and cyclists and in the vicinity of schools should be improved by reducing and enforcing speed limits and penalising dangerous and illegal parking.
- Supporting Economic Growth and Competitiveness (page 13)
 - Congestion has been identified on the B416 Packhorse Road in Gerrards Cross during peak periods.
 - The arrival of Crossrail in 2017 should include an integrated transport system with buses linked to the 15 minute frequency of Crossrail trains. This should include a bus service from Gerrards Cross to Slough or Iver to connect with a fast train straight through to the City of London.
- Promoting Equality of Opportunity (page 14)

- The lack of adequate local education facilities is a major contribution to traffic congestion. Adequate schools should be provided within walking distance of communities to prevent this.
- Many footpaths in Gerrards Cross are unsuitable for prams and wheelchairs and require improvement.
- Improving Quality of Life and the Environment (page 16)
 - There is no excessive street lighting. All street lighting is either just about adequate or sub-standard. Reducing street lighting for economic reasons at the expense of road safety is unacceptable.
- There is no road resurfacing policy or programme in place. All roads should be completely resurfaced on a regular

3.2 LTP3 Strategic Options summary

Most Preferred Options:

| |
|--|
| Maintenance – Reactive |
| Initiative - Community Transport on Demand |
| Maintenance - Proactive |
| Parking – Increase Parking Provision |
| Initiative – Further development of Concessionary Fares schemes |
| Freight – Limit freight travel with restrictions |
| Infrastructure – Make public space including streets more useable and attractive |
| Road safety - Promotion |
| Walking - Infrastructure |

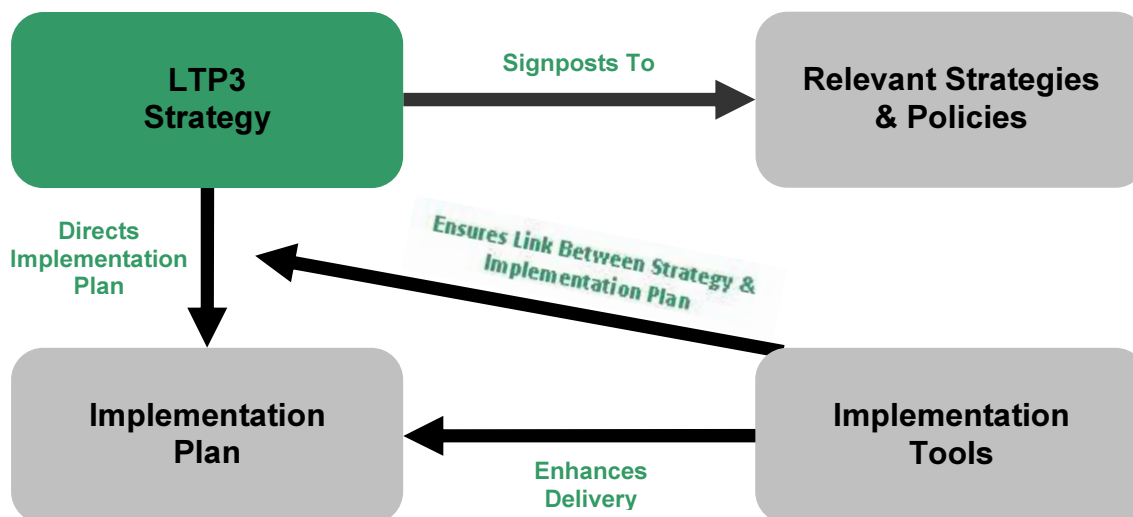
Least Preferred Options:

| |
|---|
| Initiative - Road User Charging |
| Infrastructure – Build roads |
| Initiative – Vehicle lanes for cars with 2+ passengers |
| Initiative – Encourage greater use of the car |
| Initiative – Countywide journey planning service |
| Freight – Remove freight from the roads and transfer to rail and water (canals) |

Engagement Summary for area

The respondees in this Local Transport Planning Area have suggested some improvements to the problem and issue paper to ensure all issues are appropriately captured. In addition, the area has highlighted some interesting preferred Strategic Options. Preferred options include Reactive maintenance, Proactive maintenance, community transport on demand, increasing parking provision, improving public space, developing the concessionary fare scheme and managing freight. There are some Synergies with the Symposium held in this area: rural accessibility, maintenance, and freight management came through as priorities through both forums. Likewise, Road user charging, Vehicle lanes with 2+ passengers, encouraging greater use of the car, and a countywide journey planning service were all least preferred options in the Symposium and LAF feedback. Notably, building roads came out as the 2nd least preferred option in the LAF feedback, but was seen as a favourable option at the Symposium.

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

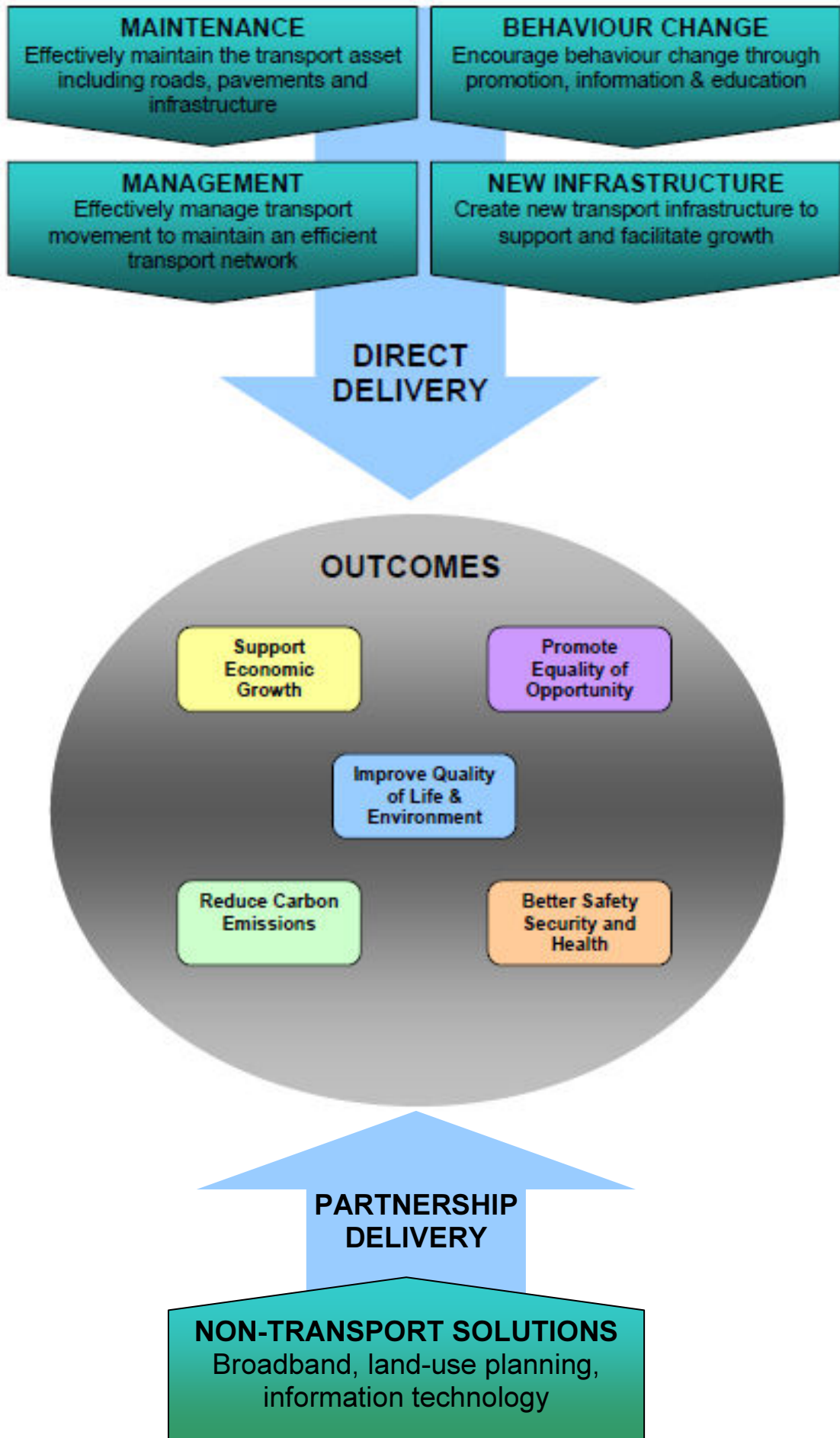
- Reduce the need to travel
- Increase the proportion of people travelling by low emission modes of transport
- Reduce carbon emissions associated with transport infrastructure

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



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 (Maureen Keyworth) 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