



# Local Transport Plan (LTP5)

## Draft Vision and Objectives

Local Access Forum

19<sup>th</sup> July 2023



# What is a Local Transport Plan?

- Statutory requirement of Transport Act (2000)
- Sets out the long-term strategic priorities for transport
- Sits alongside the Local Plan for Buckinghamshire
- Comprises of a long-term strategic policy document and separate 5 - 10 year implementation plan
- Supported by an evidence base and informed by feedback from internal and engagement
  
- **We are awaiting DfT guidance...**

*“The LTP guidance will embrace new best practice for transport planning, moving away from predicting future traffic growth and providing for it, in favour of a **vision-led approach**”*

*“**Funding conditional on having an LTP in place**”*

## Transport Decarbonisation Plan



### Commitment

**We will drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding**



Going forward, LTPs will also need to set out how local areas will deliver **ambitious quantifiable carbon reductions in transport**, taking into account the differing transport requirements of different areas. This will **need to be in line with carbon budgets and net zero**





# The LTP5 Draft Central Vision

*“In 2040 Buckinghamshire will have substantially tackled its transport related carbon emissions and be on target to net zero by 2050. We will have done this by **prioritising sustainable growth locations** as well as maximising alternative fuel opportunities; offering **viable, inclusive and attractive public transport**; encouraging **healthy and active travel** for shorter local trips; and **greening our highway** network.*

*We will have delivered **high quality, future proofed and sustainable transport links** to our local economic centres and housing sites as well as ensuring our economy is supported by **fast connections** to the Midlands, London and the South-East.*

*We recognise the continuing importance of the car in supporting individuals’ freedom and independence in our rural setting and we will have focused on minimising the impacts of car travel on communities. We will have done this by **focusing investment on congestion hotspots and key corridors**, ensuring **through-traffic is routed away** from residential areas, and delivering **people-focused public realm schemes** in town and village community centres.”*

# Draft objectives for LTP5



## 1. Connecting our economy

**This objective focuses on maximising the benefits of investment into transport for the benefit of local residents and businesses. Suggested policy areas include:**

- Manage our highway assets, with focus given to schemes that reduce people's and delivery's time lost to congestion.
- Focus investment on our key road corridors to improve productivity. The A421, Aylesbury Orbital Network, A404, A4010 have already been identified as priorities as well as 'placemaking' to reduce traffic impacts in Wing & Rowsham, Waddesdon, Stone & Hartwell.
- Deliver faster, easier transport connections to London, the Midlands and the South-East, such as via East West Rail with the Aylesbury link, faster Chiltern services, or a direct link to Old Oak Common
- Facilitate sustainable travel options to our town centres and high streets, visitor attractions and leisure facilities, Enterprise Zones and key employment centres.
- Ensure developers forward fund and deliver transport infrastructure ahead of occupancy.
- Prepare and provide for increasing freight vehicle movements.
- Continue to be a living lab for transport innovation.

# Draft objectives for LTP5

## 2. Decarbonising our transport system



**This objective focuses on meeting the requirements for setting Quantifiable Carbon Reduction (QCR) goals. Some suggested policy focuses in this area include:**

- Support location and design of new housing and employment sites to minimise the need for travel by car, for example centred on 20-minute walkable neighbourhoods.
- Utilise the transport network to improve digital connections which will reduce the need for travel.
- Improve alternative options to encourage 'mode shift' and reduce car dependency, for example: buses, demand responsive services, taxis, e-scooters and e-bikes.
- Make it realistic and safe for more people to walk, wheel, and scoot for shorter local journeys.
- Maximise opportunities to use and normalise alternative fuels.
- Prepare our highway network for climate change impacts, such as increased extreme weather events.
- Utilise the highway network to support biodiversity and reduce carbon, such as the Wilder Verges project.

# Draft objectives for LTP5



## 3. Building places for people

**This objective focuses on aligning our transport ambitions with other aspects of Council services, such as town planning and regeneration, public health, and environmental health. Suggested policy focuses include:**

- Directing non-essential motorised journeys away from residential areas and community centres/high streets
- Optimise traffic signals along corridors to ‘smooth’ traffic flow through residential areas, improving overall journey times for drivers, and reducing air quality and noise impacts for local residents.
- Encourage transition away from combustion engine through policies such as emissions-based parking management and ease of access to alternative fuel options.
- Design walking and cycling-friendly neighbourhoods, for people and goods
- Deliver high quality public realm improvements which meet the needs of all users of the street space (put the emphasis on people rather than vehicles)
- Where appropriate, build on the transport improvements made because of HS2 and EWR projects, for example laybys, roundabouts, and cycleways.
- Improve road safety for pedestrians, cyclists and motorcycles, our most vulnerable road users.

# Draft LTP5 vision & objectives: consultation overview

- The consultation took place between 19<sup>th</sup> April and 4<sup>th</sup> June 2023.

The consultation on the vision and objectives for development and transport in Buckinghamshire sought views from residents on two long term plans:

<b>The Local Plan for Buckinghamshire (LP4B)</b>	<b>Local Transport Plan 5 (LTP5)</b>
To shape and manage future development across Buckinghamshire	To set out priorities for all types of transport across Buckinghamshire

- There were 704 responses across both consultations including 56 emailed / posted submissions. These were divided between the two surveys as LP4B (649 responses) and LTP5 (**561** responses).
- In addition, there was a separate Youth Survey, which received 16 responses and a Youth Engagement Workshop, with 13 attendees.

# Draft LTP5 vision & objectives consultation respondent profile

## Number of responses by community board

Response Level	Community Board	Number of Responses
Highest response	Beaconsfield & Chepping Wye	87
	North West Chilterns	55
	South West Chilterns	42
	Denham, Gerrards Cross & Chalfonts	35
Lowest response	Winslow & Villages	17
	Wendover	15
	Amersham	14
	Wing & Ivinghoe	9

**89%** live in Buckinghamshire

**32%** work in Buckinghamshire

**74%** of responses from Community Boards in south of the County

**86%** of responses were from individuals

**14%** of responses were on behalf of organisations

**53%** male  
**41%** female



**69%** are over 55 years

**4%** are under 35 years

Female respondents have a younger profile



**5%** of respondents consider they have a disability.

**79%** have no disability, impairment or long-term ill health.



**90%** of respondents are from White ethnic groups.

Non-White ethnic groups are under-represented



**40%** are retired  
**38%** are employed  
**12%** are self employed



**85%** mainly travel by car  
**7%** mainly travel on foot



**86%** are homeowners  
**4%** rent their home



**40%** found out through Buckinghamshire council email  
**23%** found out through social media



# Draft LTP5 vision & objectives consultation results summary

## Vision

**65%** agreement to the draft local transport plan vision across all respondents.


**75%** agreement to the draft local transport plan vision across respondents on behalf of an Organisation.

## Objectives and Priorities


All objectives received support from the majority of respondents with between 64% and 72% agreement .

There was consistency between the objectives receiving the highest levels of agreement and the highest levels of importance, with 'Decarbonising our transport System' being top of both lists.


**Highest** respondent agreement for


Decarbonising our transport system (72%) 


**Lowest** respondent agreement for

Connecting our economy (64%) 

Most **important** objectives:

**Priority 1 – Decarbonising our transport system**   
192 respondents ranked as priority 1

**Priority 2 – Building places for people**   
164 respondents ranked as priority 1

**Priority 3 – Connecting our economy**   
155 respondents ranked as priority 1


**Key Themes**


Affordable and accessible public transport  
Traffic Management / congestion  
Infrastructure maintenance (road/footpath)

**And also:**

Is it achievable?  
Needs more detail & measures  
A challenge to stop people using their car

Most **important** objectives:

**Objective 3: Building places for people (4)** 

**Objective 2: Decarbonising our transport system (3)** 

Youth Survey  
(16 respondents)

**Most common free text themes:**

The single most common theme was affordable, accessible, regular, reliable, clean and green public transport

# Responses to draft LTP5 Vision:

- Do you agree with the draft local transport plan 5 vision?  
(558 respondents / 99.5% response rate)



## Key themes from the free text were:

Prioritise providing **accessible** and **affordable public transport**  
Prioritise **traffic management** / congestion (speed limits, rethink specific junctions)  
Prioritise management of **existing infrastructure** (road and pavement surfaces)  
Invest in safe and connected **walking and cycling**  
Invest in **electric** car infrastructure  
Keep heavy vehicles and high volumes of traffic away from local /rural roads (bypasses)  
Reduce **freight** / too car & **vehicle-centric**

Disagreement with the vision was often due to disagreeing with an Objective, or part of an Objective.

Other overarching comments suggest it lacks detail or is unrealistic

Some expressed a lack of trust with the consultation process, and with the implementation of the vision & plan, expressing doubt that it will be successful or that we will 'do what we say'

- Respondents on behalf of an **organisation**  
(72 respondents)



**Developers:** Concerns around funding of infrastructure, Availability of greenbelt land.

**Parish Councils:** Need to maintain existing infrastructure, Traffic Management/Congestion.

**Statutory Consultee:** Focus on accessible, affordable transport. Invest in safe connected walking and cycling.

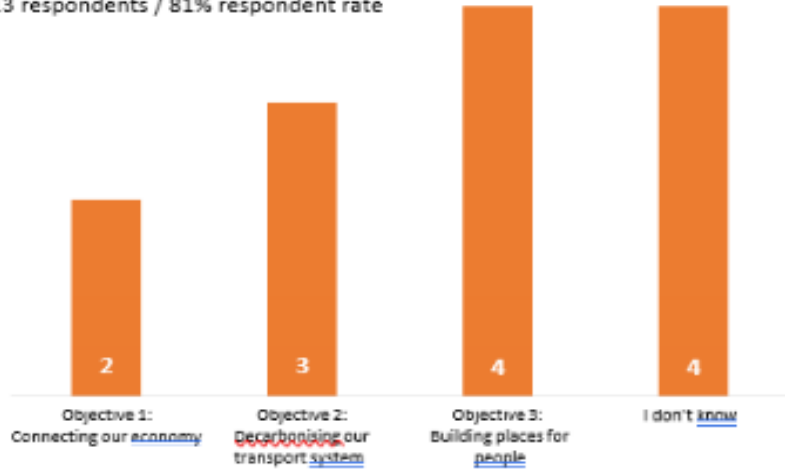
**Duty-to-Consult Organisations:** Protect and reinstate green spaces. Too focused on high density areas.

# Draft LTP5 vision & objectives consultation

- Youth Survey Summary: 16 respondents. Average age 21 years old

## Local Transport Plan

Which of the 3 draft objectives is most important to you?  
13 respondents / 81% respondent rate



## Anything else you would like to see in these plans?

- More electric & affordable public transport (2)
- Protect greenbelt, native mature trees and green spaces (2)
- Affordable housing
- Lower carbon emissions
- More cycle lanes
- Less roadworks
- More renewable energy
- More secure bike locking facilities
- County-wide initiative about idling engines

- Key themes from text

Local Transport Plan

### Connecting our economy

- More, affordable, greener public transport (6)
- Improve quality of roads – unsafe currently (2)
- Buses to London (trains too busy) (1)
- Reduce emissions for health (1)

### Decarbonising our transport system

- Clean, accessible and affordable buses (4)
- Incorporate rental bikes / scooters (1)
- Improve rural broadband so fewer people travel (1)

### Building places for people

- More electric vehicles (2), more public fast-chargers (1)
- More green areas / public spaces (2)
- More footpaths / better maintained / footpath maps (2)
- Safer crossings for pedestrians (2)



Whilst the LTP5 is a very high-level strategy, we have attempted to ensure that the draft objectives complement the Rights of Way Improvement Plan in addressing the various challenges faced by users of our rights of way: **encouraging walking and cycling, supporting health and wellbeing, and protecting our vulnerable road users** such as horse riders and disabled people.



The Local Access Forum are encouraged to provide feedback to influence the LTP5 policies and this will be included within the ongoing analysis.



There will be a further consultation on the **draft core LTP5 document and implementation plan in Winter 2023** with a view to complete the final plan by Summer 2024.



Any Questions?

