

Technical Note

Project:	Aylesbury Transport Strategy	Job No:	60489995
Subject:	Stage 4a – Long List of Options		
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1. Introduction

1.1 This technical note summarises the work that was done as part of Stage 4a of the Aylesbury Transport Strategy (ATS). Stage 4a forms the first step in Stage 4 of the ATS, which is focused on developing a long list of transport improvements to be considered for the strategy and assessing and packaging these based on their links to growth areas and the town centre. The focus of this note, Stage 4a, is to take the outcomes of the first stakeholder workshop in Stage 3 and finalise the strategy objectives, the long list of options and develop a full description and qualitative assessment of these based on the strategy objectives. This long list of schemes will then be taken forward to Stage 4b, where they will be packaged into growth corridors and an implementation plan will be formed and presented at the second stakeholder workshop.

1.2 Below sets out the content of this technical note:

- **Section 2 – Review of Strategy Objectives:** An update of the strategy objectives taking into account comments made in the first stakeholder workshop in Stage 3 and additional comments received from BCC and AVDC up to and including Stage 4a;
- **Section 3 – List of Transport Improvements:** This expands on the list of transport improvements already identified in Stage 3 by reviewing the list against the strategy objectives and transport issues and determining any gaps in addressing the transport needs in Aylesbury;
- **Section 4 – Logic Maps:** This sets out the transport improvements identified in a series of logic maps for each mode to demonstrate how they lead to change in Aylesbury;
- **Section 5 – Transport Improvement Pro formas:** Using a predefined and relevant pro forma, this section sets out each of the transport improvements listed in Stage 3 in more detail in order to fully understand what they include, their purpose, assessment against the strategy objectives, potential risks and transport benefits. This will form an early high level qualitative assessment of the transport improvements;
- **Section 6 – Transport Improvement Packaging:** A discussion of how the transport improvements will be packaged in the remaining part of Stage 4 (4b);
- **Section 7 - Conclusion:** A summary of the key outcomes of Stage 4a and the next steps in developing the ATS.

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2. Review of Strategy Objectives

2.1 The strategy objectives presented and agreed in Stage 1 of the ATS were discussed in the first ATS stakeholder workshop held on 28 April 2016. Following feedback from stakeholders in this workshop and feedback in Stage 1, the objectives have been adjusted to incorporate the comments. Table 1 sets out the original objectives agreed with the Steering Committee, the comments received on these, a response to these comments, and the revised version of the objectives.

Table 1 Update of the Strategy Objectives

Original Objective and Description	Stakeholder Feedback and Response	Revised Objective and Description
<p>1 Improve transport access and movement in town centre</p> <p>This is based on making Aylesbury an attractive place to visit for work or leisure and spend time in. Transport can facilitate this through improving ease of access throughout the town for walking and cycling, making bus and train station waiting facilities more attractive to use and reducing the level of car traffic in the town centre, which may also lead to improved air quality.</p>	<ul style="list-style-type: none"> Suggestion to change objective name to “Permeability of Town Centre” – <i>AECOM response: objective is also focused on accessibility of town centre so need to incorporate both in the title, have made reference to permeability in the description.</i> Defining town centre – larger than the area enclosed by the inner ring road- town centre has expanded and the ring road has become a barrier to pedestrian movement – <i>AECOM response: changed wording to Aylesbury town to indicate an area wider than that enclosed by the ring road.</i> Connectivity of town centre – <i>AECOM response: incorporated connectivity into the title of the objective.</i> 	<p>Improve transport connectivity and accessibility within Aylesbury town</p> <p>This is focused on making it easier to access and move around Aylesbury, in order to make it more attractive to visit for work or leisure and spend time in. It supports the VALP in regenerating the town centre and accommodating future growth.</p> <p>Lack of permeability for active modes, particularly across the ring road, outdated waiting facilities at the bus station, and high car use in the town centre have all been identified as barriers to movement and access within the town. Also ensuring new growth areas in Aylesbury are well connected by all transport modes will be part of this objective.</p>

<p>2 Improve accessibility to other urban centres and new growth areas</p> <p>This is focused on improving existing transport links and providing more options to connect to surrounding urban centres and ensuring this is also provided to new areas of growth around Aylesbury. This would improve access to jobs for the local population and provide easier access for people outside of Aylesbury to come to the town to visit or work. Barriers identified include a lack of express bus services to other towns and poor north-south and east-west connections. A number of new road links are also being considered to new development sites in Aylesbury. This will support housing and job growth within Aylesbury and the wider area.</p>	<ul style="list-style-type: none"> What is the study area - split between strategic and local areas? – <i>AECOM response: study area is Aylesbury town and wider area incorporating future growth, this objective focuses on connections in the wider Aylesbury area.</i> Planning permission is granted to developments on the outskirts of the existing town centre, which often include plans to improve the road near them. This approach should be reconsidered. Perhaps a more sustainable transport focus should be encouraged in new developments, i.e. developments need to be designed from the outset so that active and public transport modes are the quickest and most convenient ways to travel in order to help deter car use – <i>AECOM response: Agreed, the strategy should consider a balanced approach between improving the highway network and ensuring new development incorporates adequate sustainable transport links to ensure these modes are an easy choice for new residents. This objective covers this, as well as Objectives 3 and 6.</i> 	<p>Improve accessibility to other urban centres and new growth areas outside Aylesbury town</p> <p>This is focused on improving existing transport links and providing more mode options to connect to surrounding urban centres and also ensuring this is provided to new areas of growth outside Aylesbury. This would improve access to jobs for the local population both within Aylesbury and to other urban centres and enable growth. Barriers identified include a lack of express bus services to other towns and poor north-south and east-west connections. This will support growth in Aylesbury and access to a wider area of jobs. A park and ride service would also help to provide alternative transport access to the town centre.</p>
<p>3 Minimise the impact of future growth on traffic levels, congestion and air quality</p> <p>Congestion levels on roads entering Aylesbury and in peak periods in some parts of the town centre have been raised as an issue with current levels of demand. There are also three existing air quality management areas within Aylesbury. Therefore an important consideration of the ATS will be to ensure that the future growth of Aylesbury does not make</p>	<ul style="list-style-type: none"> Suggestion to change the focus of this objective to improving air quality, which can be achieved by reducing congestion – <i>AECOM response: updated objective heading to make this the focus.</i> 	<p>Contribute to improved air quality by minimising the growth in traffic levels and congestion</p> <p>Congestion levels on roads entering Aylesbury and in peak periods in some parts of the town centre have been raised as an issue with current levels of demand. There are also three existing air quality management areas within Aylesbury. Therefore an important consideration</p>

this issue noticeably worse. Transport improvements may include initiatives that promote low carbon vehicles, innovative travel solutions and reduce the inefficiency in existing transport systems.

of the ATS will be to ensure that the future growth of Aylesbury does not make this issue noticeably worse and that transport infrastructure for new development is designed to encourage public transport and walking/cycling travel over private vehicle trips. Transport improvements may include initiatives that promote low carbon vehicles, improve efficiency of freight movements, reduce the need to travel and park and ride opportunities.

4 Improve journey time reliability

In order to achieve generally consistent journey times and therefore reliability on the local road and transport network, the strategy should consider ways to manage demand and improve the network capacity to meet the demands of growth. Providing a reliable journey time on the network will attract more investment in the town and therefore support economic growth.

- Need to define 'good' journey times? – *AECOM response: this objective is less about the actual journey time and more about providing a consistent journey time, e.g. a trip to work takes the same time each day or a bus arriving at a stop on schedule each day, as it has not been held up by delays on the road network.*
- Which users are going to be targeted - active and public transport modes may come at a cost to private vehicle users. – *AECOM response: all users should benefit from this objective, transport improvements need to reflect a holistic strategy that considers priority for different users on different road corridors, e.g. reallocating existing road space to public transport closer to the town centre once new link roads have been built.*
- Where does the Park & Ride fit in? – *AECOM response: more relevant to Objective 2 & 3 and has therefore been incorporated into their descriptions.*

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5 Reduce the risk of death or injury on the

- Residents often raise road safety concerns through local forums, particularly speeding in general and parking outside schools. With an

Reduce the risk of death or injury on the

<p>transport network</p> <p>Address current safety issues on the road and transport network and ensure that any transport mitigation scheme considered for the strategy does not increase risk to safety in using the road and transport network.</p>	<p>aging population this will be more important at both new and existing developments. – AECOM response: incorporated the issue of aging demographic into the description.</p> <ul style="list-style-type: none"> · If speeding is an issue, this needs to be identified through evidence. – all safety improvements should be in response to evidence, description updated to reflect this. 	<p>transport network</p> <p>Address current safety issues on the road and transport network identified through evidence of speeding or collision history and ensure that any transport improvement considered for the strategy does not increase risk to safety. Also taking into account the aging demographic in the area and in new growth areas.</p>
<p>6 Make it easier and more attractive to travel by sustainable modes</p> <p>Supporting and working with the other objectives of the strategy, this is focussed on reducing car use and encouraging the uptake of sustainable modes for more trips. This may include improvements to infrastructure to provide a well-connected, easy to use and safe public transport and walking/cycling network, improvements to public transport coverage and service levels and programmes to encourage less car use for shorter trips.</p>	<ul style="list-style-type: none"> · Need to consider One Transport Project within this objective – <i>AECOM response: included as an example initiative to target this objective.</i> · Ensure it covers consideration for reducing the need to travel e.g. faster broadband to encourage working from home. – <i>AECOM response: this is more relevant to Objective 3, therefore has been incorporated into the description for this objective.</i> · Incorporate improved accessibility into this objective. – <i>AECOM response: incorporated into the description, also relevant to Objective 1.</i> · Change ‘sustainable’ to ‘active and public transport’ – <i>AECOM response: updated in title.</i> · Suggestion to change the name of objective to “Non-car travel” – <i>AECOM response: similar to comment above, new title should make it clear that this objective is about non-car travel.</i> 	<p>Make it easier and more attractive to travel by active and public transport modes</p> <p>Supporting and working with the other objectives of the strategy, this is focussed on reducing car use and encouraging the uptake of active and public transport modes for more trips. This will include improvements to infrastructure to provide a well-connected, easy to use and safe public transport and walking/cycling network that is also equally accessible to those of limited mobility, improvements to public transport coverage and service levels, access to up to date online information through initiatives such as the One Transport project and programmes to encourage non-car use for short to medium distance trips.</p>

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3. List of Transport Improvements

3.1 The list of transport improvements identified in Stage 3 was reviewed in more detail in order to identify what they would include and how well they meet the strategy objectives discussed above and transport issues identified in the SWOT analysis of Stage 3. A number of additional improvements were then added to the list to develop a long list of options to consider for the strategy. The full list is shown in Table 2 along with their relevant transport categories and potential dependencies among the other transport improvements.

Table 2 List of Transport Improvements

Transport Improvement (TI)		Transport Category	Potential dependencies
1	Implement new outer road links	Highways and Car Parking	TI 3: Restrict through traffic within Aylesbury TI 4: Implement a low emission zone for the centre of Aylesbury TI 6 Provide a Park & Ride system TI 9: Implement bus priority measures
2	Improve safety on the highway network	Highways and Car Parking	
3	Restrict through traffic within Aylesbury town centre	Highways and Car Parking	TI 18: Improve the pedestrian network and public realm
4	Implement a low emission zone for the centre of Aylesbury	Highways and Car Parking	
5	Analyse parking provision and controls	Highways and Car Parking	TI 6: Provide a Park and Ride system
6	Provide a Park&Ride system	Highways and Car Parking	
7	Improve transport links to the railway stations	Public Transport	
8	Upgrade the existing bus station in Aylesbury town	Public Transport	TI 10: Improve the local bus network TI 11: Improve the regional bus network
9	Implement bus priority measures	Public Transport	
10	Improve the local bus network	Public Transport	
11	Improve the regional bus network	Public Transport	
12	Improve connectivity between Aylesbury and Luton (Airport)	Public Transport	
13	Integrate public transport ticketing	Public Transport	
14	Improve the cycle network	Walking and Cycling	TI 16: Introduce a cycle hire

			facility
15	Increase the supply of cycle parking	Walking and Cycling	
16	Introduce a cycle hire facility	Walking and Cycling	
17	Improve safety in the pedestrian network	Walking and Cycling	
18	Improve the pedestrian network and public realm in the town centre area	Walking and Cycling	
19	Ensure accessibility for all within the town and to key destinations	Walking and Cycling	
20	Provide or upgrade active travel information	Walking and Cycling	
21	Improving access to travel information	Public Transport	
22	Promote cycling, walking and public transport travel through awareness campaigns	Public Transport, Walking and Cycling	
23	Ensure accessibility within new developments	Walking and Cycling	
24	Ensure connectivity to and between new developments	Walking and Cycling	
25	Develop a robust tool to test improvements to transport network	Highways and Car Parking	
26	Update transport infrastructure to accommodate future transport technology	Highways and Car Parking	

3.2 The improvements shown in the table above were then set out in logic maps using the transport categories identified in the table. The following section describes the logic maps. A full description of the improvements and their assessment against the strategy objectives will be discussed in Section 5 and is shown in individual transport improvement pro-formas in Appendix A.

4. Logic Maps

- 4.1 A set of logic maps have been created for the list of transport improvements listed in Table 2 to identify how they will contribute to change in the transport network and meet the strategy objectives.
- 4.2 Logic maps are commonly used to link high level outputs to overarching policy. Whilst they are indicative, they provide a starting point and framework for which more detailed transport improvement assessment and business cases can be built in later stages. They are best read from left to right in order to understand the impact of the proposed strategy outputs. A series of strategy outputs (the transport improvements from Table 2 in this report) are given on the left that should address the strategy objectives (see Table 1 of this report). The consequences of these outputs are assessed by working through their outcomes and interactions step-by step in order to forecast the likely longer term impacts. Working through the potential consequences of the transport improvements at a high level also gives early warning of how unintended consequences may affect the success of the strategy.
- 4.3 The diagram in Figure 1 explains what each of the stages in a logic map represents and below is a list of definitions for each of the categories typically used within logic maps.
 - Context: In the case of Aylesbury, this is the strategy objectives;
 - Inputs: Usually this would be the level of investment in a transport improvement, at this stage the costs and resources required for the improvements are unknown, therefore they are not shown in these logic maps. These are more relevant to the business case for a scheme and post-scheme evaluations;
 - Outputs: These are the actual transport improvements, listed in Table 2 of the report;
 - Outcomes: These are the short and medium-term results of the outputs, such as increase in cycle mode share and change in traffic flows;
 - Impacts: These are the long term results such as improved health and growth in the economy, which should ideally link back to the strategy objectives.

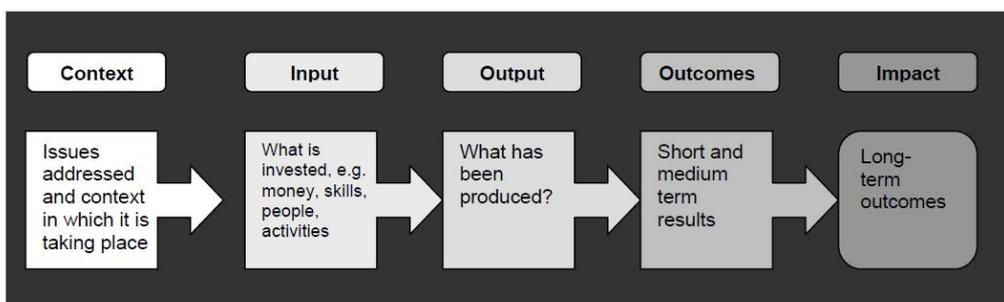


Figure 1 Definition of stages in a logic map¹

¹ Logic Mapping: Hints and Tips Guide (October 2010), The Tavistock Institute

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- 4.4 The ATS transport improvements presented in Table 2 were grouped into Highway/Car Parking, Public Transport and Walking/Cycling categories in order to present them in logic maps. The logic maps are shown on the following pages in Figure 2 to Figure 4. Below is a summary of the key points from these.
- 4.5 The Highways and Car Parking logic map in Figure 2 shows that these transport improvements have a good coverage of the strategy objectives, however there are some risks to keep in mind in developing the strategy, including the potential of unlocking latent private vehicle demand by increasing capacity on the road network and a possible deterrence of visitors from the town centre if traffic and/or parking is restricted. However the improvements would also bring about increased capacity on the network and the opportunity to provide more infrastructure for public transport priority and walking and cycling access, which should lead to a mode shift and help to limit the risks identified.
- 4.6 The Public Transport logic map in Figure 3 shows that the improvements have a good coverage of the strategy objectives, particularly improving journey time, making it easier and more attractive to travel by public transport and contributing to improved air quality by minimising the growth in traffic levels and congestion. There is minimal risk identified from these transport improvements, the only one being, again, the potential of increased private vehicle use by unlocking latent demand in the network that might come about through an uptake in public transport and therefore a small increase in capacity in the network. But this can be managed through public transport improvements that will help to encourage a more regular and permanent shift to public transport, including travel planning, integrated ticketing and improved coverage and on-road priority for the bus network.
- 4.7 The Cycling and Walking logic map in Figure 4 also shows a good coverage of the strategy objectives, as expected a lot of the improvements lead to making it easier and more attractive to travel by active modes and public transport. The only risk identified is similar to that discussed above for public transport, which can be managed through similar ways, such as adequate travel planning, safe and accessible infrastructure that encourages a permanent shift to active modes and adequate coverage and supply of cycle parking.
- 4.8 By looking through the outcomes identified in all three of the logic maps, it is possible to see a number of ways to measure the success of the transport improvements after they are implemented, such as change in mode share, emission levels, air quality, junction queuing, link congestion, and traffic volumes in the town centre, etc. These will be taken into consideration when developing a monitoring plan in the next stage of work in the ATS.

Highways and Car Parking

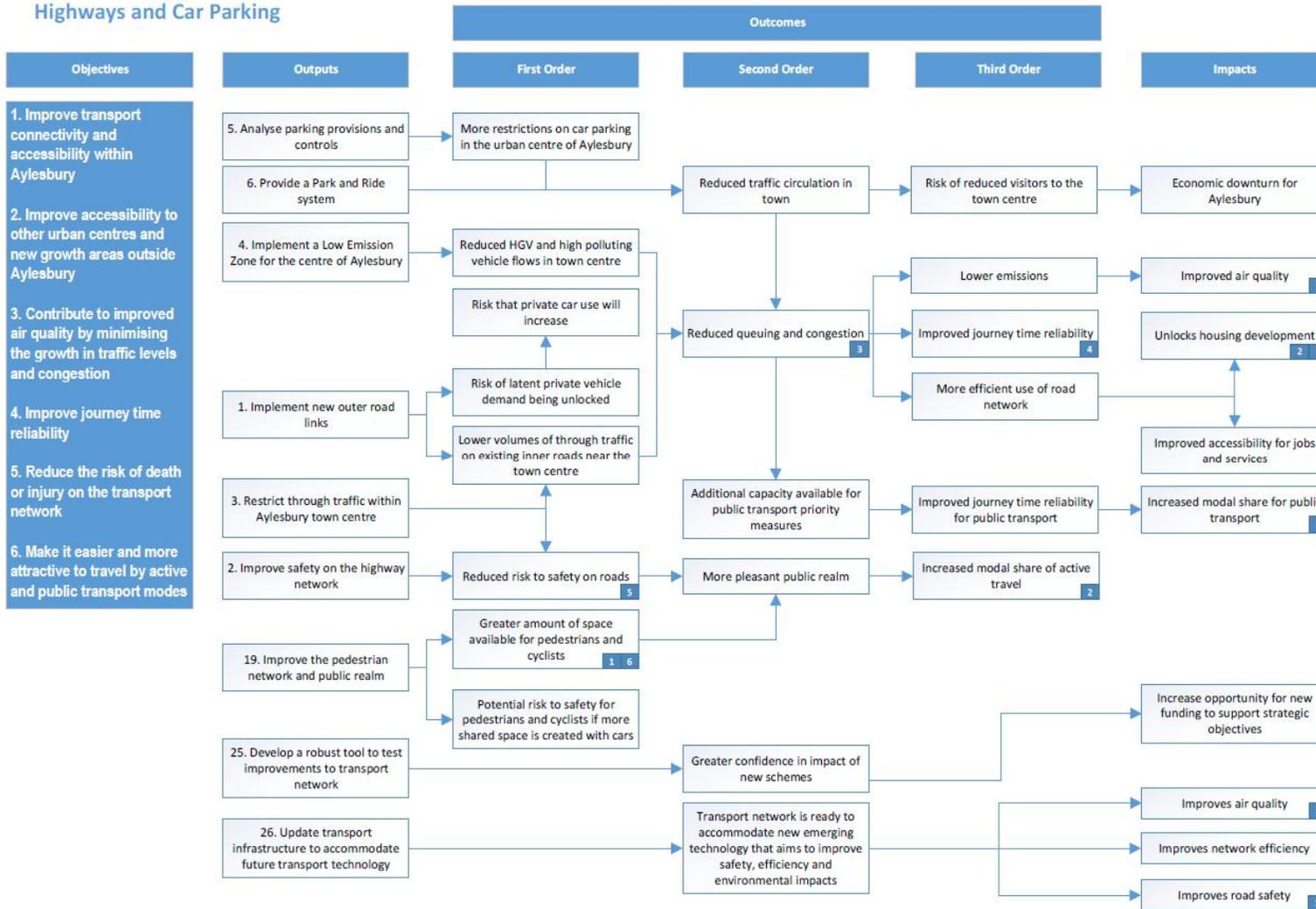


Figure 2 Highways Logic Map

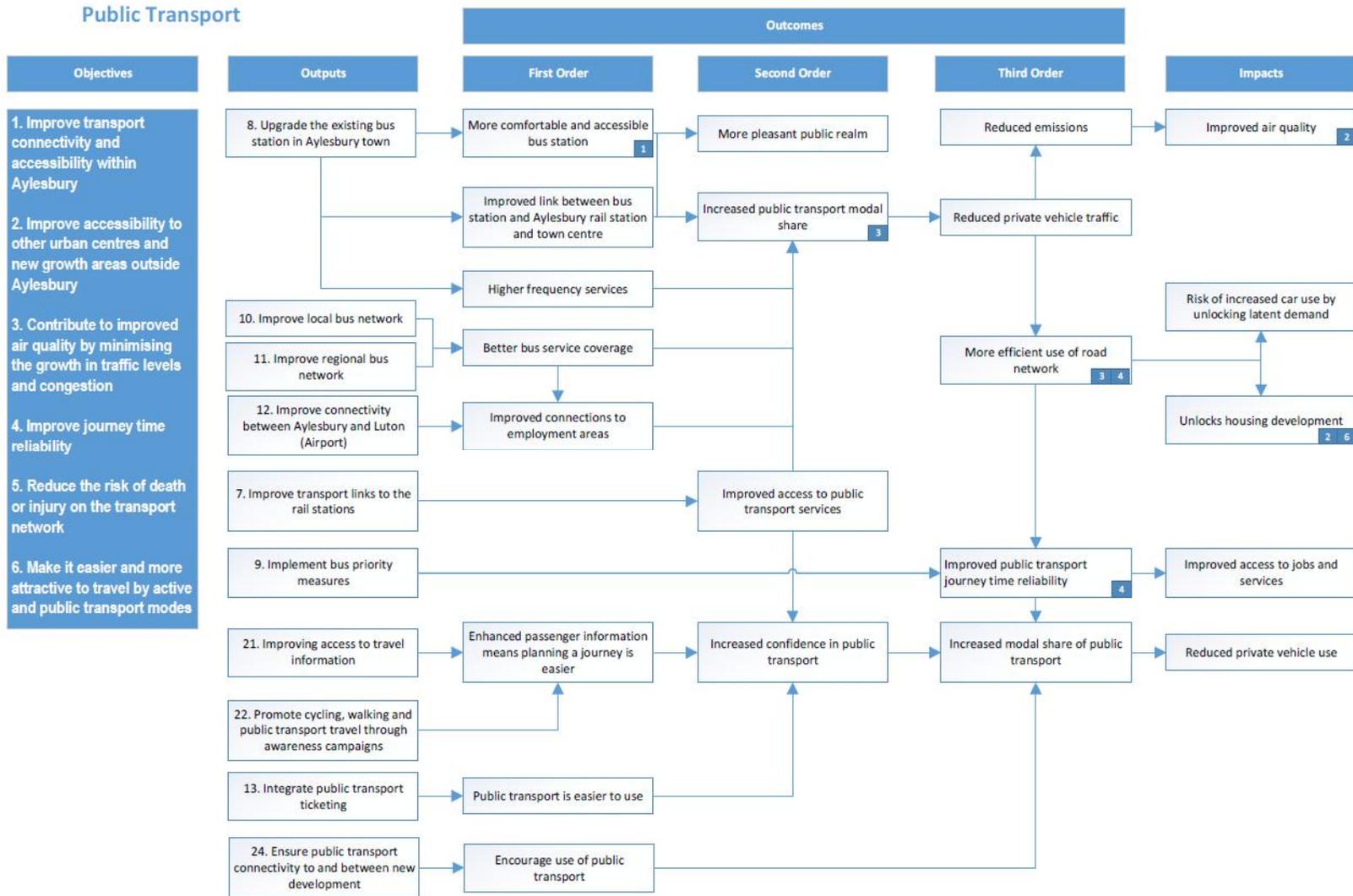


Figure 3 Public Transport Logic Map

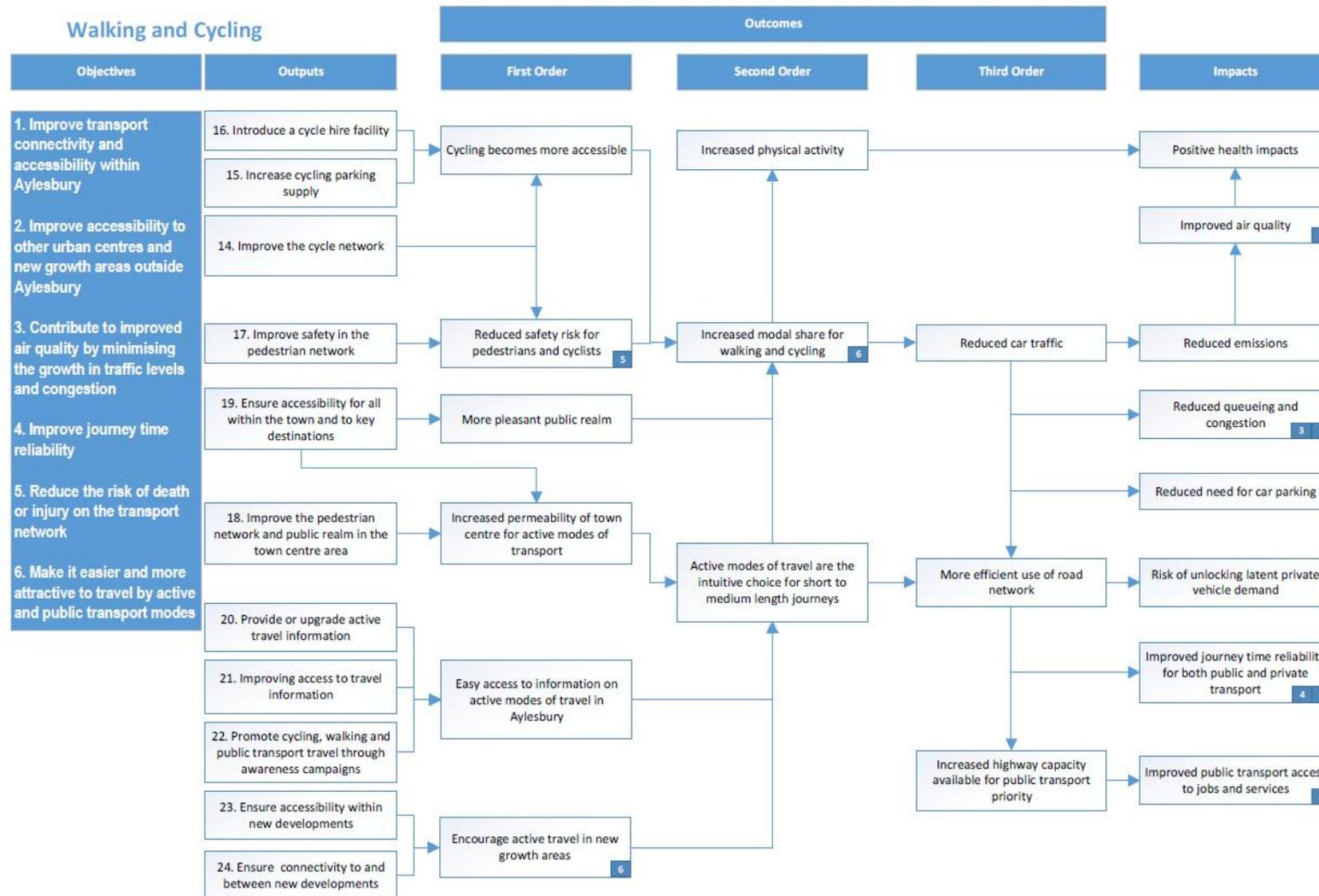


Figure 4 Walking and Cycling Logic Map

5. Transport Improvement Pro-Formas

- 5.1 A full summary of each improvement listed in Table 2 has been provided in a one-page pro-forma. The pro-formas are intended to provide a consistent summary of each improvement and include a high level qualitative assessment. The template used for the pro-formas is shown in Figure 5 along with a description of what information should be entered into each field of the template.
- 5.2 The fields used in this template are based on those issues that should be considered at an early stage in a transport improvement assessment. The information used in these fields is qualitative at this stage, based on the information that is available. However, it is expected that following the adoption of the ATS and a defined set of transport improvements, that these will be developed in more detail with supporting quantitative evidence to form a full business case appropriate for funding applications.
- 5.3 The completed pro-formas for each transport improvement are shown in Appendix A. These will form the basis for future assessment.

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Scheme					
Reference	identifies the reference number of the scheme (1 to 26)		Type of Scheme	identifies the nature of the scheme (Highway, Car Parking, Public Transport, Cycle, Pedestrian, Travel Information, New Developments / Planning, Technology / Innovation)	
Name	identifies the name of the scheme				
Description	description of what it consists				
Strategic Fit					
Aylesbury Transport Strategy Objectives					
provides a qualitative assessment on how much the scheme contributes to each one of the set objectives (three is very significant and one is less significant)					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Scale of Impact	evaluates the overall impact the scheme may provide, based on the total score from the objectives' assessment, i.e.: • 15 to 18 = very high; • 12 – 14 = high; • 8 to 11 = moderate; • 5 to 7 = low; and • 1 to 4 = very low		Public Support	provides a qualitative assessment of the existing or expected public acceptability, particularly based on the information the stakeholder workshop provided (very high, high, moderate, low or very low)	
Transport Benefits					
Economic Growth	provides a qualitative assessment of how the scheme contributes to the economic development of Aylesbury (very high, high, moderate, low or very low impact)		Well Being / Accidents	provides a qualitative assessment of how the scheme contributes to the wellbeing (physical activity and safety) of the population who lives, works or visits Aylesbury (very high, high, moderate, low or very low impact)	
Socio-Distributional	provides a qualitative assessment of how the scheme contributes to society and distributional impacts in Aylesbury (very high, high, moderate, low or very low impact)		Local environment	provides a qualitative assessment of how the scheme contributes to the quality of the local environment (mainly air quality and noise) of Aylesbury (very high, high, moderate, low or very low impact)	
Implementation					
Status	identifies the stage of the scheme (conceptual or already proposed)		Timescale	provides an indicative timescale of when the scheme can be implemented (short term (less than 5 years), medium term (5 to 10 years) and long term (more than 10 years))	
Indicative Cost	provides an indicative estimation of the cost of implementing the scheme (low cost (<£10m), medium cost (£10-50m), high cost (£50-100) and very high cost (£100m+))		Likely Promoter / Funder	identifies who may be the promoter or funder of the scheme	
Indicative Delivery Risk Assessment					
Feasibility Risk	provides a likelihood of the risks of engineering difficulty, complexity of delivery, planning legacy required and public acceptability (high, moderate or low)		Deliverability Risk	provides a likelihood of the risks to business case eligibility and expected costs and funding (high, moderate or low)	
Assumptions					

Figure 5 Pro-forma template with descriptions

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6. Transport Improvement Packaging

6.1 The previous section discussed how a description and high level assessment of each of the improvements was undertaken and summarised in a set of pro-formas. A number of discussions have been held with the Steering Group and internally to identify the best approach to package or group the transport improvements and set out their staging as part of the next step in the strategy, Stage 4b. Grouping the improvements will help to compare them and identify potential staging of improvements across the study area.

6.2 It was discussed and agreed with BCC to define a set of 'Growth Corridors' and link the transport improvement packages to these growth areas, see Figure 6 for a diagram explaining the growth corridor concept.

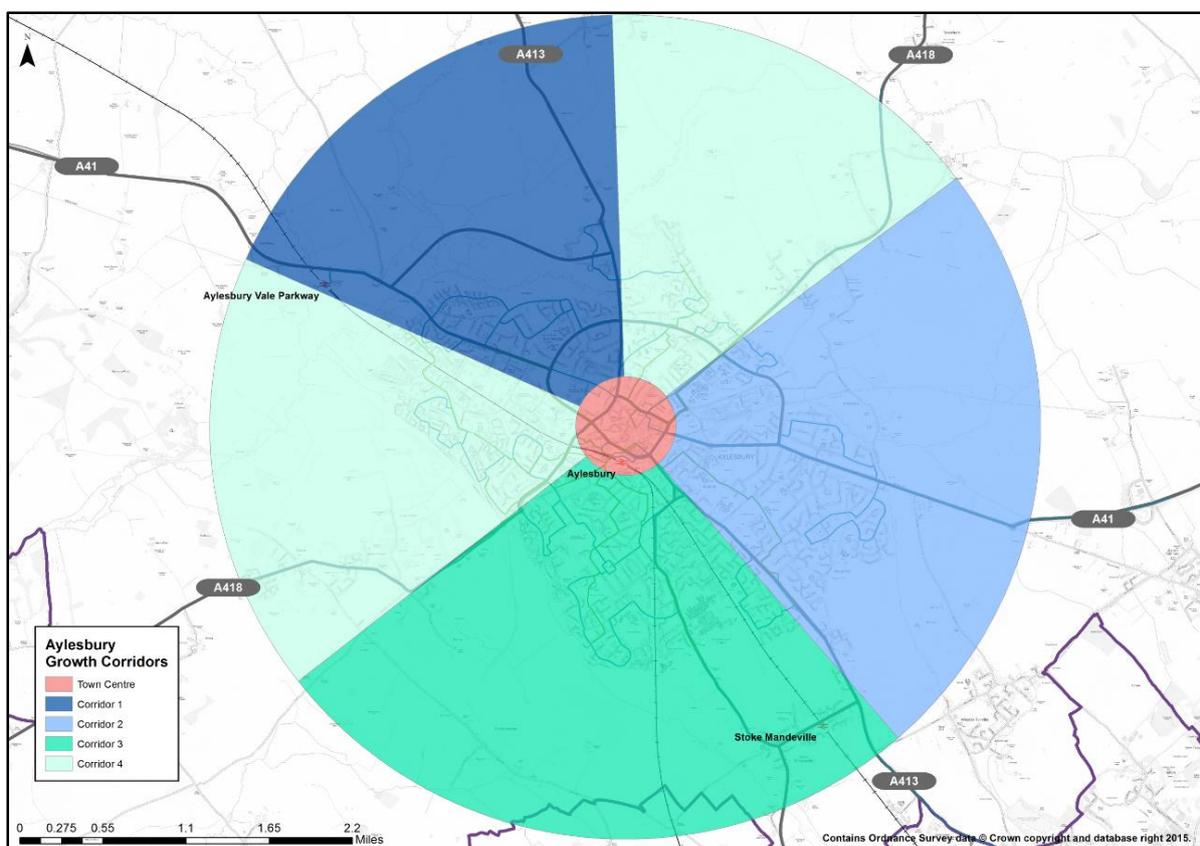


Figure 6 BCC's initial thoughts on a corridor packaging approach

6.3 Initially a set of growth corridors covering the study area of Aylesbury would be identified and the transport improvements would be matched to these corridors to form a set of packages to be assessed and/or prioritised as appropriate. This will be determined in the next stage of work.

6.4 The reason for the corridor approach is that much of the growth coming forward in Aylesbury is in the vicinity of the existing highway corridors, which will be the main link for the developments into the town centre. The transport improvement packages should facilitate this growth. Hence, it is recommended that the transport improvements should be packaged into growth corridors aligned

with the highway corridors, then potentially these packages can be staged based on when the developments are expected to come forward. The town centre would be separate to these corridors as it has its own set of issues and proposed transport improvements.

6.5 In order to match transport improvements to growth corridors however, some further work will need to be undertaken in the next stage to define some of the improvements geographically and identify specific transport links that are needed for the development sites described in Stage 2. Once these are defined, a clear set of transport improvements can be allocated to a set of growth corridor packages. Figure 7 explains this approach in a flowchart.

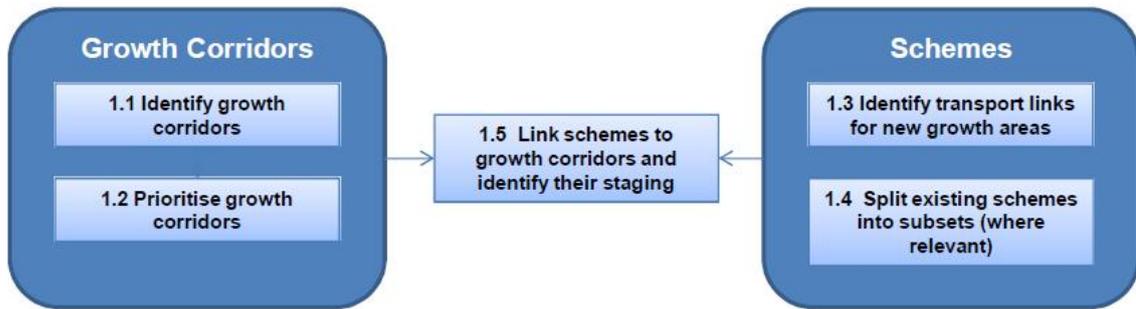


Figure 7 Identifying growth corridors in Stage 4b

6.6 By identifying growth corridors and their relevant transport improvements, the timing and priorities within these corridors can be set to form a clear approach to the strategy.

7. Conclusion

7.1 This report has presented the revised strategy objectives along with the long list of transport improvements being considered for the Aylesbury Transport Strategy and a high level assessment of how well they meet the strategy objectives.

7.2 The next stage of work will be to develop a set of growth corridors for Aylesbury and match the transport improvements identified in this report to these growth corridors and consider emerging evidence from the ongoing modelling work that is being undertaken in parallel to the development of the ATS.

7.3 Specifically, the next steps in the study are defined below:

- Identify a set of growth corridors and align the transport improvements in this report to the growth corridors;
- Identify timing and packaging of the improvements within each corridor;
- Identify how the growth corridors could potentially be prioritised;
- Collect evidence from modelling being undertaken of future growth with transport mitigations;
- Hold a second stakeholder workshop to discuss the suggested list of transport improvements and short list to a final selection for the ATS;
- Draft the ATS; and
- Finalise the ATS based on stakeholder feedback and prepare a summary for public consultation.

Glossary

The following is a glossary of abbreviations used throughout the progress of the ATS.

AONB	Area of Outstanding National Beauty
AQMA	Air Quality Management Area
ATCP	Aylesbury Town Centre Plan
ATS	Aylesbury Transport Strategy
AVDC	Aylesbury Vale District Council
BCC	Buckinghamshire County Council
BTVLEP	Buckinghamshire Thames Valley Local Enterprise Partnership
HEDNA	Housing and Economic Development Needs Assessment
HELAA	Housing and Economic Land Availability Assessment
IMD	Index of Multiple Deprivation
JTW	Journey to Work
LSOA	Lower Layer Super Output Area
LTP	Local Transport Plan
MSOA	Middle Super Output Area
OAN	Objectively Assessed Need
ORR	Office for Rail and Road
PPTC	Primary Public Transport Corridor
SEMLEP	South East Midlands Local Enterprise Partnership
SEP	Strategic Economic Plan
SWOT	Strength, Weakness, Opportunity, Threat
TfB	Transport for Buckinghamshire
TI	Transport Improvement
VALP	Vale of Aylesbury Local Plan

Appendix A

Transport Improvement	
Reference	1
Name	Implement new outer road links
Type	Highway
Description	<p>It aims to create a consistent primary highway network that reduces congestion within Aylesbury town centre by enabling traffic to avoid passing through it. It consists of implementing new link roads to connect the existing radial roads, in particular the South Eastern and Southern link roads that connect the A413 to the A41 and to the A418 through the North Eastern link road (already approved).</p> <p>This scheme provides a new connection between the north and south of the county, it is identified in the BCC's LTP4 (draft report) as a key transport improvement link to address. Also, when removing traffic on the radial roads it enables road space to be reallocated to public transport (e.g. PPTC – primary passenger transport corridors as mentioned in BCC's LTP3).</p> <p>In future stages other link roads are as well important to be considered as part of the primary highway network: the Stoke Mandeville A4010 realignment (proposed and to be funded by HS2) and other links that may provide an external circular road to the town, North East link road, A413/B4443 link road (extension of the A4010 realignment) and A413/A418 link road (south of Aylesbury).</p>

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓
Scale of Impact		Very High	Public Support		Very High

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	High
Socio-Distributional	Very High	Local environment	High

Implementation			
Status	Proposed	Timescale	Medium / Long Term
Indicative Cost	Very High	Likely Promoter	BCC, AVDC, BTV LEP, HE, private developer

Indicative Delivery Risk Assessment			
Feasibility Risk	High	Deliverability Risk	High

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate very high public support as it provides a solution to the existing congestion. Many of the schemes involved were referenced at the stakeholders' workshop. Very high transport benefits will result from congestion relief and accident savings, but there is a risk that car trips may increase. It is likely the improvement will be costly, but there may be opportunity for funding from more than one promoter. There exists a high feasibility and deliverability risk as it involves implementing major infrastructure and managing substantial costs.

Transport Improvement			
Reference	2	Type	Highway
Name	Improve safety on the highway network		
Description	It aims to develop ways to address safety (e.g. design, signalisation) on the highway network where there are ongoing safety issues, such as those already identified through the area's road collision history. Sites to address would include the triple roundabout at the Royal Buckinghamshire Hospital Junction, and the A41 Bicester Road between Gatehouse Road and Jackson Road, particularly the site close to Broadfields Retail Park.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓
Scale of Impact		High	Public Support		High

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	Very High
Socio-Distributional	High	Local environment	Moderate

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. It is likely to generate high public support as it focuses on improving safety. • High transport benefits will result from the improvement, particularly linked to accident savings. • It is likely the improvement will be a moderate cost depending on how many sites are included, but it most likely will be implemented in the short term. • There exists a moderate feasibility and deliverability risk as it may involve re-designing some road sites/junctions and implementing the changes in busy areas.

Transport Improvement			
Reference	3	Type of Scheme	Highway
Name	Restrict through traffic within Aylesbury town centre		
Description	This consists of developing speed and capacity control measures on existing roads close to the town centre (e.g. speed humps, controlled speed traffic lights, dedicated bus lanes) that help to deter traffic from the town centre and reduce congestion. This improvement should only be taken forward after the most new outer road links are implemented (Transport Improvement (TI) 1) to ensure there is a viable alternative for through traffic around the town centre.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓✓	✓	✓✓✓	✓✓✓
Scale of Impact		High	Public Support		Moderate

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	High
Socio-Distributional	High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Medium / Long Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate moderate public support as it will most likely please businesses but inconvenience car drivers. If made public posteriorly to TI 1 implementation, it may have higher support. Very high transport benefits will result from congestion relief and environment impacts, resulting from a reduction in noise and pollution in the town centre. It is likely the improvement will be moderately costly and only implemented in the medium/long term. Feasibility and deliverability risks are most likely dependent on the type of measures implemented but they are likely to be moderate.

Transport Improvement			
Reference	4	Type	Highway
Name	Implement a low emission zone for the centre of Aylesbury		
Description	It aims to improve the air quality within Aylesbury by reducing emissions from vehicle traffic within the town centre, through restricting HGV and high polluting vehicle movements through the area. This transport improvement can be staged to grow from a smaller to a larger radius of the town centre and/or to different time periods (e.g. start applying it to peak hours only).		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓✓	✓	✓✓	✓✓
Scale of Impact		High	Public Support		Moderate

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	Moderate
Socio-Distributional	High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Medium / Long Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate moderate public support as it may be supported by businesses but not car drivers. If made public posteriorly to TI 1 implementation, it may have higher support. Very high transport benefits will result from congestion relief and environment impacts, resulting from a reduction in noise and pollution in the town centre. It is likely the improvement will be moderately costly and only implemented in the medium/long term. Low feasibility risk but higher deliverability risk exists as it will involve restricting traffic movements.

Transport Improvement			
Reference	5	Type	Car Parking
Name	Analyse parking provision and controls		
Description	<p>It consists of a review of the current parking in Aylesbury. Initially a supply and demand audit of parking in Aylesbury would be undertaken, in order to reassess parking provisions and controls.</p> <p>There is a general consensus among stakeholders that there is oversupply of parking in Aylesbury town centre and not enough control over existing retail parking supply, however there appears to be limited evidence to demonstrate this or the current level of demand that currently exists. The concern is that with an oversupply of parking, there is little incentive for visitors to the town centre to take any alternative modes, which may be contributing to congestion. Therefore, if confirmed, this study should identify measures to control the retail parking supply and whether restrictions to public parking in the town centre are possible.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓	✓	✓	✓✓
Scale of Impact		Moderate	Public Support		Moderate

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Low
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Low	Likely Promoter	BCC, AVDC, BTV LEP, Retailers

Indicative Delivery Risk Assessment			
Feasibility Risk	High	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement moderately fits with the strategy objectives, but is considered particularly important to understand current parking demand in order to control traffic growth and car dependency in future. It is likely to generate high public support as an initial study. However, if affecting the provision of parking (through significant restrictions) support may decrease significantly. The transport benefits resulting from the improvement are expected to be moderate. These will be linked particularly to the reduction of traffic in the town centre, which will affect the environment, through reduced noise and pollution. It is likely the improvement will be low cost, and potentially funded by a wide range of promoters. There is high feasibility risk as retailers or other stakeholders may not agree to additional parking restrictions.

Transport Improvement			
Reference	6	Type of Scheme	Car Parking
Name	Provide a Park&Ride system		
Description	<p>It consists of providing one or more large parking supply sites outside Aylesbury town centre with an express bus service connecting it to the town centre to provide an alternative for car traffic. The express bus may not only connect to the town centre but to other key destinations if appropriate (e.g. major employment sites and railway stations in peak hours).</p> <p>It is understood that Park & Ride has been considered in the past for Aylesbury, and the scheme was not progressed due to there being a low demand for such a system due to the existing parking supply already in the town centre and also there bring no space on the current road network for a full time bus lane connecting the site to the town centre. Therefore, this improvement should only be taken forward after most new outer road links are in place (TI 1), also, if placing additional control on the supply of parking in the town centre (associated with TI 5) and public transport corridors priority is in place linking the Park & Ride site (TI 9), otherwise bus journey times from the Park & Ride site will not provide reliable journey times that are competitive with the car.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓✓
Scale of Impact		Very High	Public Support		High

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	High
Socio-Distributional	High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Medium / Long Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP

Indicative Delivery Risk Assessment			
Feasibility Risk	High	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate high public support as it creates a new transport solution for the town that significantly reduces congestion, although it was raised at the stakeholders' workshop with mixed support. High transport benefits will result from congestion relief and environment impacts, through reduced noise and pollution. It is likely the improvement will be moderately costly but may be funded by a wide range of promoters. There is a medium/high feasibility risk as it involves finding a suitable location and having implemented bus priority corridors to the town centre.

Transport Improvement			
Reference	7	Type of Scheme	Public Transport
Name	Improve transport links to the railway stations		
Description	<p>It consists of improving the infrastructure for bus, cycle and pedestrian access to all railway stations within the study area, including Aylesbury, Stoke Mandeville, Aylesbury Vale Parkway and Tring stations. It will particularly support the accessibility to the new East-West rail line once it opens.</p> <p>This improvement aims to capture and shift journeys being made by car to the railway stations, so it should be taken forward simultaneously with improvements to the local and regional bus networks (TI 10 and TI 11).</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓✓	✓	✓✓✓	✓✓	✓✓✓
Scale of Impact		High	Public Support		Very High

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	Very High
Socio-Distributional	Very High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, DfT, Network Rail, rail operators

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate high public support as it improves connectivity to the railway stations. Very high transport benefits will result if capturing people who normally travel to the stations by car. Benefits will mainly be linked to congestion relief, environmental impacts (reduction in noise and pollution) and wellbeing, as more people are likely to travel to the stations by walking or cycling. It is likely the improvement will be moderately costly but may be funded by a wide range of promoters. Relatively low risks are involved.

Transport Improvement			
Reference	8	Type of Scheme	Public Transport
Name	Upgrade the existing bus station in Aylesbury town		
Description	<p>It aims to increase the number of bus passengers by increasing the capacity, comfort and accessibility of the Aylesbury bus station. The accessibility improvements would create a proper interchange with the railway station (Aylesbury), and improve links with the cycle and the pedestrian networks.</p> <p>The bus station improvement would therefore consist of reviewing the current layout of the bus station in order to identify improvements required to its capacity (increased number of bus stops and bus parking), ambience (better comfort and amenities for bus passengers) and accessibility. However, current site constraints mean that expanding the area of the site would not be possible, therefore if additional stops or parking are required, they may need to be located in streets close by in the short to medium term. Possible relocation of the station or reconfiguration of the area surrounding the station could be considered in the long term to accommodate its expansion or alternatively provide an additional station elsewhere within the town, when the passenger demand has increased to a level high enough.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓✓	✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		Very High

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	High
Socio-Distributional	Very High	Local environment	High

Implementation			
Status	Concept	Timescale	Medium Term
Indicative Cost	Very High	Likely Promoter	BCC, AVDC, PT operators, retailers on the site

Indicative Delivery Risk Assessment			
Feasibility Risk	High	Deliverability Risk	High

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate very high public support as it improves a major transport interface in the area. This improvement was much referenced at the stakeholders' workshop. Very high transport benefits will result from congestion relief assuming more people will be using the bus network. It is likely the improvement will be very costly but may be funded by a wide range of promoters. There is high feasibility and deliverability risk as it involves implementing major infrastructure and managing substantial costs and disruption to bus services and town centre traffic.

Transport Improvement			
Reference	9	Type	Public Transport
Name	Implement bus priority measures		
Description	<p>It consists of implementing bus priority measures (e.g. bus lanes and priority at traffic lights) within the main bus corridors of Aylesbury, particularly on radial roads and on the corridors already identified by BCC's LTP3 as Primary Passenger Transport Corridors (PPTC): Bicester Road, Buckingham Road and Tring Road.</p> <p>This improvement which aims to significantly improve journey time reliability and increase the public transport mode share may be implemented in stages (e.g. prioritising PPTC corridors and/or operating bus lanes in these corridors for peak hours only).</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓✓
Scale of Impact		Very High	Public Support		Very High

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	Moderate
Socio-Distributional	Very High	Local environment	Very High

Implementation			
Status	Proposed	Timescale	Medium / Long Term
Indicative Cost	High / Very High	Likely Promoter	BCC, AVDC, BTV LEP, bus operators

Indicative Delivery Risk Assessment			
Feasibility Risk	High	Deliverability Risk	High

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. Very high transport benefits will result from congestion relief and reduced environmental impact, assuming it leads to a significant mode shift to bus travel by those people who travel by car. It also has the potential for high socio-distributional benefits. It is likely the improvement will be very costly but may be funded by a wide range of promoters. There is high feasibility and deliverability risk as it involves managing substantial costs, reallocating road space to bus priority, which will have significant traffic congestion impacts during construction and initially after implementation until significant mode shift occurs.

Transport Improvement			
Reference	10	Type of Scheme	Public Transport
Name	Improve the local bus network		
Description	<p>It consists of reviewing the existing bus network coverage and frequency in Aylesbury town and planning for improvements to the network. These improvements may include express routes to the town centre and major employment areas and/or access to new growth areas and key destinations. Improved frequency should take into account a possible increase in all day bus frequencies to key locations and peak hour bus frequencies to main residential areas.</p> <p>This improvement will be particularly important in increasing the use of the bus system within Aylesbury but will likely require negotiations with bus operators and acquisition of new vehicles, which will lengthen the timescale for implementation. It should be taken forward after improving capacity at the Aylesbury town centre bus station (TI 8).</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓✓	✓✓	✓	✓	✓✓✓
Scale of Impact		High	Public Support		High

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	Moderate
Socio-Distributional	Very High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Medium Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, bus operators

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate high public support as it improves access to a more sustainable mode. Very high transport benefits will result from possible congestion relief with mode shift, environment and accident savings, assuming more people will be using the bus network. It is likely the improvement will be moderately costly but may be funded by a wide range of promoters. Relatively low feasibility and deliverability risks are involved.

Transport Improvement			
Reference	11	Type of Scheme	Public Transport
Name	Improve the regional bus network		
Description	<p>It aims to increase the number of bus passengers on medium/long distance journeys, particularly focusing on journeys to work, by improving the bus frequencies (and perhaps routing) for regional bus routes linking Aylesbury to other towns.</p> <p>Current bus frequencies show low frequencies in the peak hours to destinations identified as particularly important for journeys to work (e.g. Census data identifies Dunstable, and Milton Keynes as two main key destinations and there are only 1 bus per hour to Dunstable and 2 buses per hour to Milton Keynes).</p> <p>This improvement will likely require negotiations with bus operators and acquisition of new vehicles, which will lengthen the timescale for implementation. It should only be taken forward after improving capacity at the Aylesbury town centre bus station (TI 8).</p> <p>Other transport improvements, such as improving access to travel information (TI 21), will also be important to encourage a wider uptake of public transport and therefore should be taken forward simultaneously with this scheme.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓	✓✓✓	✓✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		Very High

Transport Benefits			
Economic Growth	Very High	Wellbeing / Accidents	Moderate
Socio-Distributional	Very High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Medium Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, bus operators, large employers

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. • It is likely to generate high public support as it improves access to a more sustainable mode. • Very high transport benefits will result from congestion relief, environment and accident savings, assuming more people will be using the bus network as a result of these improvements. People from many deprived areas will benefit from the improvement. • It is likely the improvement will be moderately costly but may be funded by a wide range of promoters. • Relatively low feasibility and deliverability risks are involved.

Transport Improvement			
Reference	12	Type of Scheme	Public Transport
Name	Improve connectivity between Aylesbury and Luton (Airport)		
Description	It consists on undertaking a study to understand the current supply and demand of services between Aylesbury and Luton (particularly Luton Airport). Currently there are no direct connections between both sites, so it is important to determine whether there is enough demand to implement an express bus service between them. BCC's LTP4 identifies this link as a key transport improvement to address as it greatly improves connections between the county and a major employment site. Luton is already a large employer in the region and is planning to grow.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓	✓✓✓	✓✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		High

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	Moderate
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, PT operators, Luton Airport

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. • It is likely to generate high public support as it improves a relatively poor connection to one of the international airports in the South East. • High transport benefits will result, from journey savings of people who already travel by bus and from people who shift to buses from travelling by car. More people in the study area will have access to employment at Luton as a result of the scheme. • It is likely the improvement will be funded by a wide range of promoters, and have relatively low feasibility and deliverability risks involved.

Transport Improvement			
Reference	13	Type of Scheme	Public Transport
Name	Integrate public transport ticketing		
Description	<p>It consists of introducing an integrated ticketing system (possibly along with new smart ticketing technology) across all public transport operators within Aylesbury (possibly even at the county level). Currently each operator uses their own ticketing system, which does not promote interchange between operators and reduces the potential frequency of available public transport to passengers, particularly on the bus network (there are cases where different operators provide the same service, e.g. to Aylesbury town centre, but passengers have a ticket which will only allow them to use the buses of a single operator.</p> <p>Other transport improvements, such as improving access to travel information (TI 21) are very important to encourage a wider uptake of public transport and therefore they should be taken forward simultaneously with this scheme.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓	✓✓✓	✓✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		Very High

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	Low
Socio-Distributional	High	Local environment	Moderate

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, PT operators

Indicative Delivery Risk Assessment			
Feasibility Risk	High	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. • It is likely to generate very high public support as it results in a wider and more comprehensive network being accessible to passengers, as referenced at the stakeholders' workshop. • Moderate to high transport benefits will result, particularly from journey time savings. • The improvement may be moderately costly but may be funded by a wide range of promoters. • There may be high feasibility risk involved as it may be difficult to get consensus on prices and profits between operators.

Transport Improvement			
Reference	14	Type of Scheme	Cycle
Name	Improve the cycle network		
Description	<p>It aims to increase the number of cyclists within Aylesbury by reviewing the current cycle network and creating new cycle links that complete the gaps in the network, particularly providing links between the existing radial routes that would then create a circular route around the town centre.</p> <p>It should also include any necessary improvements and maintenance of signage and infrastructure to existing routes.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Scale of Impact		Very High	Public Support		Very High

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Very High
Socio-Distributional	Very High	Local environment	Very High

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, DfT, private developers

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	High

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate very high public support as it improves an alternative and more sustainable mode of travelling. The cycle network was raised frequently at the stakeholders' workshop. Very high transport benefits will result from improved wellbeing and local environment impacts (reduced noise and pollution) if there is a consistent modal shift from car to cycle. People of a lower socio-economic background will benefit from the improvement as it provides an alternative to the private vehicle. It is likely the improvement will be moderately costly but may be implemented in the short term and partly funded by private developers where possible. There is some deliverability risk if maintenance of the network is not undertaken.

Transport Improvement			
Reference	15	Type of Scheme	Cycle
Name	Increase the supply of cycle parking		
Description	<p>It consists of providing more cycle parking throughout Aylesbury and including facilities within the sites to support regular cycling, such as change rooms and cycle repair facilities, particularly at major destinations and employment sites not located in the central town area which is currently reasonably covered (e.g. retail park, industrial area, others).</p> <p>This improvement should be aligned with the improvements to the cycle network (TI 14), providing parking at strategic sites along the routes.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓	✓✓	✓	✓	✓✓
Scale of Impact		Moderate	Public Support		High

Transport Benefits			
Economic Growth	Low	Wellbeing / Accidents	High
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Low	Likely Promoter	AVDC, BTV LEP

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> • The improvement is a reasonably good fit with the strategy objectives. • It is likely to generate high public support as it creates more support for cycling. • High transport benefits will result from wellbeing and local environment impacts (reduced noise and pollution) if associated with a consistent and long term modal shift to cycling. • It is likely the improvement will be less costly and can be implemented in the short term. • Relatively low risks are involved.

Transport Improvement			
Reference	16	Type of Scheme	Cycle
Name	Introduce a cycle hire facility		
Description	<p>It consists of creating a cycle hire system for people who do not have a bicycle but would like to make their journeys by cycling, particularly short journeys. It can be implemented in stages. If demand is not expected to be significantly high at the start, rental cycle kiosks can be initially installed at strategic sites to enable residents, employees or visitors to rent bicycles (e.g. railway station, bus station, Park & Ride). When the demand significantly increases, a larger automatic cycle hire system can replace the previous one (e.g. Santander's cycle system in London). Although not necessarily essential, this improvement should be taken forward after improving the cycle network (TI 14). Facilities to support cycling may also be incorporated into the cycle hire sites, such as cycle repair stations (similar to TI 15).</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓	✓✓	✓	✓	✓✓
Scale of Impact		Moderate	Public Support		High

Transport Benefits			
Economic Growth	Low	Wellbeing / Accidents	High
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Low / Medium	Likely Promoter	AVDC, BTV LEP

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> • The improvement is a reasonably good fit with the strategy objectives. • It is likely to generate high public support as it creates more support for cycling. • High transport benefits will result from wellbeing and local environment impacts (reduced noise and pollution) if associated with a consistent modal shift to cycling. • It is likely the improvement will be low cost and implemented in the short term. • Relatively low risks are involved.

Transport Improvement			
Reference	17	Type	Pedestrian
Name	Improve safety in the pedestrian network		
Description	It aims to reduce the likelihood of pedestrian accidents at crossing points within Aylesbury by addressing existing safety issues on the network. In general, it consists of implementing additional pedestrian crossings or other simpler safer solutions where safety is an issue or where major roads act as a barrier to pedestrian movements, including Cambridge Street, Bicester Road near the Retail Park and Friarage Road.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓	✓	✓	✓✓✓	✓✓✓
Scale of Impact		Moderate	Public Support		Very High

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Very High
Socio-Distributional	High	Local environment	Moderate

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Low	Likely Promoter	BCC, AVDC, DfT

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

- Assumptions**
- The improvement is a reasonably good fit with the strategy objectives.
 - It is likely to generate very high public support as it is intended to improve safety at sites with known safety issues.
 - High transport benefits are expected, particularly from accident savings.
 - It is likely the improvement will be less costly and implemented in the relatively short term.
 - It is expected the risk will be minimal.

Transport Improvement			
Reference	18	Type of Scheme	Pedestrian
Name	Improve the pedestrian network and public realm in the town centre area		
Description	<p>It consists of undertaking a detailed review of pedestrian movements within the town centre area, which may involve creating shared spaces and removing traffic at particular sites where the pedestrian movements are predominant. This improvement aims to increase safety and improve the public realm.</p> <p>This improvement is particularly important in the town centre where the pedestrianised network should be expanded and should only be taken forward when levels of car traffic decrease in the area, mainly after alternative highway links are in place and through traffic is restricted (TI 1 and TI 3) and when parking restrictions are applied (TI 5), i.e. when there is a significant mode shift away from the private vehicle to the town centre.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓	✓	✓✓	✓✓✓
Scale of Impact		High	Public Support		High

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Very High
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Medium / Long Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, retailers

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	High

Assumptions
<ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. It is likely to generate high public support as it improves the public realm. • High transport benefits will result from the improvement, particularly related to wellbeing and local environment, as the improved areas create safer and less polluted sites. • It is likely the improvement will be moderately costly but implemented in the medium to long term as it should only be implemented after traffic is restricted in the town centre and alternative routes are created. • There is a high deliverability risk if consideration for alternative routes for traffic is disregarded, which would result in high levels of congestion.

Transport Improvement			
Reference	19	Type of Scheme	Pedestrian
Name	Ensure accessibility for all within the town and to key destinations		
Description	<p>It consists of adapting the pedestrian infrastructure to ensure it is inclusive to people of all levels of mobility. An accessibility study should be undertaken for urban areas and key destinations within the study area (including Aylesbury town and Stoke Mandeville) to understand where there are gaps in accessibility and identify how to overcome these.</p> <p>Stoke Mandeville is the home of the Paralympics and as such there is a responsibility for the area to represent the highest possible standard in accessibility for all users of the transport network, including those of limited mobility.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓	✓	✓✓✓	✓✓✓
Scale of Impact		High	Public Support		Moderate

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Very High
Socio-Distributional	Very High	Local environment	Low

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Low / Medium	Likely Promoter	BCC, AVDC, DfT

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate moderate public support as it may not be seen as having a large impact. High transport benefits will result from it, particularly from wellbeing and socio-distributional impacts as it will bring a positive change for many vulnerable groups. It is likely the improvement will be less costly and implemented in the short term. It is expected the risk will be minimal.

Transport Improvement			
Reference	20	Type of Scheme	Travel Information
Name	Provide or upgrade active travel information		
Description	<p>It consists of upgrading the existing pedestrian and cycling signage along main routes, particularly within Aylesbury town centre (e.g. walking times signposted and walking/cycling maps displayed at key locations with a consistent branding, similar to the Legible London example).</p> <p>This improvement should be taken forward in association with the improvements to the pedestrian and cycle networks (TI 14 and TI 18).</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		High

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	High
Socio-Distributional	Moderate	Local environment	Moderate

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Low	Likely Promoter	BCC, AVDC, retailers

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

- | Assumptions |
|--|
| <ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. • It is likely to generate high public support as it supports active travel modes, a topic which came up frequently at the stakeholders' workshop. • Moderate transport benefits will likely result from it and the improvement to pedestrian and cycle movements will directly affect the community's wellbeing. • It should be an easy and less costly improvement to be implemented in the short term. • It is expected the risk will be minimal. |

Transport Improvement			
Reference	21	Type of Scheme	Travel Information
Name	Improving access to travel information		
Description	<p>It consists of improving access to travel information by providing a single central place to get travel information online and making it available through technology such as travel mobile apps.</p> <p>Currently it is difficult to consult public transport timetables and maps as the information is spread across different operators' websites and there is no central tool to plan journeys in the area, which creates a barrier to using the public transport network, particularly when using more than one operator or mode.</p> <p>Other transport improvements such as integrated transport ticketing (TI 13) are very important to encourage a wider uptake of public transport and therefore they should be taken forward simultaneously with this scheme.</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓✓	✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		Very High

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Moderate
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, PT operators, DfT

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. Moderate to high transport benefits will result from it, particularly if it leads to a mode shift from people currently travelling by car to public transport. It is likely the improvement will be funded by a wide range of promoters, and will have relatively low feasibility and deliverability risks involved.

Transport Improvement			
Reference	22	Type of Scheme	Travel Information
Name	Promote cycling, walking and public transport travel through awareness campaigns		
Description	It aims to change behaviour to more sustainable travel through directed awareness campaigns. It will consider the evidence of success in past active travel and public transport travel campaigns, and develop a package of programmes to target specific groups (e.g. travel planning for businesses, daily events campaigns, cycle training events, community consultation on improvements to the active or public transport networks).		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓	✓✓	✓✓	✓	✓✓✓
Scale of Impact		Moderate	Public Support		High

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	Very High
Socio-Distributional	Very High	Local environment	High

Implementation			
Status	Concept	Timescale	Short Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, DfT

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> • The improvement is a reasonably good fit with the strategy objectives. • It is likely to generate high public support as it will create awareness of and support more sustainable ways of travelling. • High transport benefits will result from it as people are informed and eventually change their journey patterns. Benefits to wellbeing and local environment are expected to be particularly high. • It is likely the improvement will be a moderate cost but implemented in the short term. • Relatively low risks are involved.

Transport Improvement			
Reference	23	Type of Scheme	New Developments / Planning
Name	Ensure accessibility within new developments		
Description	It consists of incorporating intelligent and appealing design within new developments to ensure that active travel and public transport modes are attractive to use from the beginning for new residents and workers. Cycle parking facilities, an accessible and well-connected pedestrian network and innovative bus stops are some potential schemes that could be included in this.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓	✓✓	✓✓	✓✓✓
Scale of Impact		High	Public Support		Moderate

Transport Benefits			
Economic Growth	Moderate	Wellbeing / Accidents	High
Socio-Distributional	High	Local environment	Moderate

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Low	Likely Promoter	AVDC, private developers

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives and it is likely to generate moderate public support. Moderate/high transport benefits will result from it, particularly related to wellbeing and providing more opportunity to vulnerable groups. It is likely the improvement will be funded by private developers and should be included in their designs for the new developments, therefore low feasibility and deliverability risks should be involved.

Transport Improvement			
Reference	24	Type of Scheme	New Developments / Planning
Name	Ensure connectivity to and between new developments		
Description	<p>It consists of implementing an overarching strategy to ensure new developments are well connected, both with each other, to key destinations and to the town centre by active and public transport modes.</p> <p>This improvement is associated with others and therefore should be taken forward simultaneously with improving the bus networks (TI 10 and TI 11), improving the cycle network (TI 14) and increasing the supply of cycle parking (TI 15).</p>		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓✓	✓	✓✓	✓✓	✓	✓✓✓
Scale of Impact		High	Public Support		Very High

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	Very High
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, private developers

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate very high public support as it creates new transport links. High transport benefits will result from congestion relief, wellbeing and environmental impacts (reduced noise and pollution). It is likely the improvement will be a moderate cost, to be implemented in the short or medium term, once planned developments are in place.

Transport Improvement			
Reference	25	Type	Technology / Innovation
Name	Develop a robust tool to test improvements to transport network		
Description	It consists of developing a transport model that can capture many of the transport improvements identified in this strategy to be able to identify both the potential for mode shift and impact to traffic flows in the highway and public transport network. Currently the tool available, the Countywide Model, can only model the impact of the highway improvements.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓	✓✓	✓✓✓✓	✓✓	✓
Scale of Impact		High	Public Support		Moderate

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	High
Socio-Distributional	High	Local environment	High

Implementation			
Status	Concept	Timescale	Medium / Long Term
Indicative Cost	Low	Likely Promoter	BCC, AVDC

Indicative Delivery Risk Assessment			
Feasibility Risk	Low	Deliverability Risk	Low

Assumptions
<ul style="list-style-type: none"> • The improvement fits well with the strategy objectives. • Its benefits may be high, including transport benefits arising from new solutions being tested with the tool. • It is likely the improvement will have a relatively low cost and could be implemented in the medium term. • Low feasibility and deliverability risks are involved.

Transport Improvement			
Reference	26	Type of Scheme	Technology / Innovation
Name	Update transport infrastructure to accommodate future transport technology		
Description	It consists of identifying future trends in transport such as electric vehicles and driverless technology and identifying how existing transport infrastructure should be upgraded to accommodate this and how new infrastructure can be designed to incorporate upcoming advances in technology, e.g. an increase in the number of electric vehicle charging points at key destinations.		

Strategic Fit					
Aylesbury Transport Strategy Objectives					
1	2	3	4	5	6
Improve transport connectivity and accessibility within Aylesbury	Improve accessibility to other urban centres and new growth areas outside Aylesbury	Contribute to improved air quality by minimising the growth in traffic levels and congestion	Improve Journey Time Reliability	Reduce the risk of death or injury on the transport network	Make it easier and more attractive to travel by active modes and public transport
✓✓	✓✓	✓✓✓	✓	✓	✓✓✓
Scale of Impact		High	Public Support		High

Transport Benefits			
Economic Growth	High	Wellbeing / Accidents	Moderate
Socio-Distributional	Moderate	Local environment	High

Implementation			
Status	Concept	Timescale	Short / Medium Term
Indicative Cost	Medium	Likely Promoter	BCC, AVDC, BTV LEP, DfT

Indicative Delivery Risk Assessment			
Feasibility Risk	Moderate	Deliverability Risk	Moderate

Assumptions
<ul style="list-style-type: none"> The improvement fits well with the strategy objectives. It is likely to generate moderate public support as innovative initiatives are launched. High transport benefits will result from it, as it involves more sustainable transport solutions. Benefits will particularly be related to congestion relief and environmental impacts. It is likely the improvement will be moderately costly and implemented in the short/medium term. Moderate feasibility and deliverability risks are involved as generally it is difficult to predict how much the new transport solutions will be used.

