Aylesbury Parking and Access Study

Volume 1 – Strategy

Final
August 2004

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Volume 1 - Strategy

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1. Introduction

1.1 This study was commissioned by Buckinghamshire County Council and Aylesbury Vale District Council. Significant levels of development are planned on brownfield sites within the existing Aylesbury urban area and on greenfield sites on the edges of the town.

1.2 The Councils recognise that as these developments are occupied they will significantly impact upon the number of trips made in Aylesbury. The Councils therefore wish to develop a strategy, for the next 7-8 years that will help them manage this growth. The strategy will enable the authorities to plan and accommodate future growth in a more sustainable manner which supports their overall transport and development aims.

1.3 The basic objectives of the study are to;

♦ advise on the use and pricing policy for the public car parks within the town centre;

♦ assess the future demand for parking against supply and the availability of radial highway capacity at peak times to access the town centre;

♦ examine the complimentary role of public transport (including park & ride), walking and cycling in the development of a cohesive parking and access strategy; and

♦ develop a relevant parking and access strategy.

1.4 In recognition of the importance of parking management, the study should address:

♦ the level (quantify) of on-street parking within the town centre;

♦ pricing and use of off-street car parks;

♦ the implications of workplace standards and their use;

♦ the future growth in parking demand; and,

♦ the impact of the future waterside development near the town centre.

1.5 As part of the understanding of access to the town centre the study should examine the:

♦ peak traffic flows and capacities on radial routes;

♦ impact future growth will have of these routes; and

♦ effect that the parking strategy will have on influencing modal choices.

TRAFFIC GROWTH

1.6 There are currently several proposals that will make a significant impact upon travel in Aylesbury. Additional trips will be generated following the construction of new homes in the major development areas predominantly to the north of the town. If all the additional trips are made by car, the problems of congestion, delays and queuing will have a severe effect on Aylesbury.

1.7 More than 5000 new homes are to be built in Aylesbury by 2011. Much of the building will be in large mixed use

developments on the edge of the town's existing urban area. The new developments referred to as major development areas (MDAs) will be comprised of:

♦ 3,000 homes to the north and north west of the town's urban area at Berryfields; and

♦ 850 homes at Weedon Hill, to the north of the town's urban area;

1.8   There are also proposals to develop an area east of Aylesbury, to the north of Aston Clinton Road, for employment. In the town's urban area the Council expects 1,100 dwellings to be built on brownfield sites.

1.9   The Government forecasts that background traffic growth in and around Aylesbury is likely to be around 20% between now and 2011. Although it is thought that a 20% increase in traffic levels across the whole of Aylesbury could be accommodated by the existing road network most of the time, during peak periods the incidence of queuing and slow moving traffic is likely to increase. Additional traffic generated by the MDAs and brownfield developments would be over and above the increases forecast by the Government.

1.10   Assessment of the existing road network has revealed that some of the radial routes are already approaching capacity during weekday peak hours. The potential concentration of trips to the town centre during peak periods is likely to exacerbate the congestion problems which already exist on these roads. In order to reduce the impact of these developments commuters must be encouraged to use forms of transport other than the car.

1.11   A major proposal for improved access to, and conditions in, Aylesbury bus station is being prepared by the County Council. The proposals aim to improve passenger interchange and bus priority in the town centre and increase the attractiveness of Aylesbury's bus services. The preferred option performed best in terms of traffic capacity and economic performance. In the preferred option an anti-clockwise bus lane (allowing passengers to board and alight from the town centre core) is proposed. Signalised crossing points are proposed close to the junctions between radial routes and the Inner Relief Road and at some locations across links on the Inner Relief Road. The scheme also includes: an improved bus, pedestrian and cycle link between the bus and railway stations; a redeveloped bus station with airport style lounge; and, an increased number of Quality Bus Partnerships (QBP).

WATERSIDE DEVELOPMENT

1.12   There are also proposals for brownfield development on land close to the town centre, located between the Grand Union Canal and Exchange Street. The proposal is for a mixed use development which incorporates leisure facilities (food, non-food and commercial leisure) and residential units.

1.13   The development is within walking distance of the town centre and is located within easy reach of the bus and railways stations. Both residents and patrons of the leisure facilities will therefore have sufficient opportunity to travel using public transport thus reducing the traffic impact of the development. The traffic impact is further

reduced as the majority of trips to the development (for leisure purposes) will be generated in the evenings and on weekends.

1.14   The main impact of the Waterside development will be loss of parking spaces during the construction phase. The land on which the development is proposed is currently used for long stay / commuter parking. 377 long stay parking spaces will be lost during the construction phase. The Civic Centre and existing cinema site is being redeveloped at the same time. This will result in the temporary loss of 421 short stay car parks. When the development is complete the overall stock of parking spaces will be increased by 240 spaces. In order to maintain Aylesbury's vitality and economic performance, it is essential to develop plans for parking provision which will minimise the disruption during construction of the development.

PARKING AND ACCESS STRATEGY

1.15   The increased population in Aylesbury, including that from the MDAs and brownfield developments, will inevitably impact upon the number of trips made by car on the road network. This will in turn increase the demand for town centre car parking. The County Council's existing strategies will help to encourage more trips to be made on foot, by bicycle or by bus. However, despite the implementation of these improvements, the demand for town centre parking spaces will certainly increase. By 2011 the ratio of parking demand to parking supply will be far greater than it currently is. It is therefore important that parking is managed in an efficient way so that the differing needs of town centre users can be balanced.

1.16   A town centre strategy for parking must therefore:

♦   provide for those who have no viable alternative but to travel by car;

♦   encourage those who have a viable opportunity to travel by other means, to do so;

♦   make best use of the existing car parking spaces;

♦   ensure that shoppers are able to find convenient parking spaces close to the main shopping areas; and

♦   ensure that parking spaces are available for residents' vehicles.

1.17   The proposed parking strategy has been developed to support the Councils' existing transport policies however there are also opportunities for the public transport, walking and cycling strategies to support the parking strategy. These are discussed more fully below.

1.18   The following section contains proposals for a town centre parking and access strategy which takes into account the changes to housing / employment provision and to the transport network. In addition to existing Council strategies which could be given increased priority, a number of new strategy elements are proposed. In some instances proposals to improve an existing strategy and highlight the integrated nature of the different elements are suggested.

2.   Strategy

INTRODUCTION

2.1   There are two obvious strands to the proposed town centre parking and access strategy; these however are not to be seen in isolation. The overall strategy needs to be accepted and implemented as a whole in order to generate the greatest benefit for the community. The different strands (namely parking and access) will both support and compliment each other; fundamentally the strategy will increase a town centre user's (commuter / visitor / shopper / resident) choice.

2.2   There will be an increase and improvement to the availability of, and opportunity to use, alternatives forms of transport. The strategy includes elements that support the provision of improved infrastructure and services associated with more sustainable methods of accessing the town centre (like walking, cycling, and public transport).

2.3   Whilst supporting improvements to sustainable alternatives (in line with existing Central Government, County and District policy) the opportunity to use private vehicles will not be denied. The aim of the strategy will be to improve choice and by doing so, encourage those who access the town centre to use the alternatives.

2.4   It must however be stated that the success of the proposed transport options will be underpinned by the proposals to better manage and target the available parking supply within Aylesbury. This support will not be in the form of direct restriction, but rather encouraging the motorist to think about his, or her, proposed car journey and make a conscious decision to drive or take advantage of one of the alternatives available.

STRATEGY DEVELOPMENT

2.5   The remainder of this section will illustrate the most important elements of the proposed town centre strategy. The recommendations, or strategy elements, are referenced to Volume 2 of the Parking and Access Study report by page and recommendation number. Within Volume 2, the proposed strategy elements are highlighted within "blue boxes" and supported with explanatory text.   The most significant or critical recommendations are listed below. Their importance to the strategy and their relevance to Council policies is stated.

2.6   'Blue box' recommendations are on the left hand side of the page, with explanatory notes on the right hand side, next to the relevant 'blue box'. The notes will answer the following questions:

♦   Which council policies are supported by our recommendation?

♦   How do the recommendations support the councils' accessibility aims / strategies?

♦   Why are the recommendations / strategy elements essential to the success of the strategy?

♦   What could happen if the recommendation is not accepted?

ACCESS STRATEGY

2.7   The following sub-section highlights the important, or critical, elements of the strategy which support access improvements. These include proposals to enhance or add to existing facilities / infrastructure and proposals for enhanced transport services. The recommendations aim to actively increase the choices available when choosing how to travel.

2.8   Strategy elements highlighted with a rose colouring are existing policies or initiatives which the Councils should continue to pursue.

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Table 2.1 – Access Strategy

Access Strategy

PT2	***The local authorities and bus operators should ensure continued involvement in road design and bus stop location within MDAs to ensure that there are sufficient opportunities for bus services to penetrate the new developments and to serve them in the most efficient manner.***
PT3	***The Section 106 Agreement for funding of new bus routes should ensure that funding is available at the earliest possible opportunity, so that services are operating before travel patterns become established.***

These recommendations are included within the Local Transport Plan (LTP) and support Policy 18 of the County Structure Plan. It is Council policy that new bus routes serving the MDAs would be funded for three years following occupation of the first dwelling / employment unit.

They support the parking and access strategy by:

- providing residents and employees at the new developments with a greater travel choice;

- giving new bus routes the best opportunity of success; and

- making sure that the new residents/commuters are able to make a travel choice, by giving them a realistic alternative to the car.

Access Strategy	
PT4	***Where it can be achieved through a QBP agreement, or is consistent with the Local Authority priorities for revenue support, bus service frequency enhancements should be secured on some urban Monday to Saturday services and additional evenings and Sunday services should be provided.***

This recommendation supports Policy 18 of the County Structure Plan. There is most potential for daytime frequency enhancements on bus routes 2, 3, 4 and 5.

This element supports the access strategy by:

- making travel by bus attractive throughout the day perhaps encouraging passengers to use buses for their journey to work;
- improving access to town centre leisure facilities in the evenings and on weekends;
- improving travel options available in the evenings and on weekends; and
- improving frequencies and services to / from the railway station for trip purposes other than commuting.

Additional evening and weekend bus services will become more important when the Waterside development is completed.

Access Strategy	
PT5	***Where it is consistent with the Local Authority priorities for revenue support, bus service frequency enhancements need to be achieved on some inter-urban and rural routes. Any improvements should be concentrated on journeys which cannot be made by rail.***

This recommendation is included within the LTP and supports Policy 18 of the County Structure Plan. The Council is already considering increased frequencies for the route 280 bus service. Consideration should also be given to increasing the service frequency of Routes 232 and 324.

Clock-face timetables could be introduced for Routes 63 / 64; 65 and 260.

This element supports the parking and access strategy by:

- prioritising improvements to bus services in areas where there is no alternative means of travel; and
- making long distance bus services more accessible to infrequent passengers.

Access Strategy	
PT7	***Where it is consistent with priorities for revenue support, Local Authorities should be securing bus services which better penetrate residential and employment areas to meet the LTP targets for coverage of the bus network.***

This recommendation is included within the LTP and supports Policy 18 of the County Structure Plan. Areas in Aylesbury where better penetration may be achieved include:

- residential areas between the Tring and Wendover Roads;
- Southcourt Estate; and the
- Gatehouse Industrial Estate.

Improved penetration may be achieved by the diversion of existing routes or through new routes serving the MDAs. This element supports the parking and access strategy by:

- making buses a more convenient and attractive travel option;
- attracting new customers which may, in turn, improve the financial viability of the services;
- encouraging bus use and allowing the council, or service provider to introduce, additional bus routes; and
- providing residents with a cheaper alternative to using taxi services for accessing the town centre.

Access Strategy	
PT11	***Redevelopment of the bus station should remain a priority for both Councils. Improving the cosmetic appeal of the bus station and its accessibility from the town centre will help to improve the attractiveness of travelling by bus.***

The public transport hub proposals would introduce new bus stops in an anti-clockwise bus lane on the inner relief road resulting in the removal of buses from the pedestrianised zone.

Access Strategy

PT13   ***Additional bus priority should be achieved as part of the Major Scheme Bid, MDA proposals and further QBPs to improve the competitiveness of bus journey times and raise their profiles.***

This recommendation is included within the LTP and supports Policy 18 of the County Structure Plan. In addition to improving the competitiveness of bus journey times, bus priority measures can also raise the profile of bus travel.

Access Strategy

PT14   ***Multi-modal interchanges should be introduced at MDAs using the new bus and rail services (although further work is also recommended to establish potential demand).***

The implementation of park & ride should, in principle, be supported at the designated sites. The provision of plentiful parking supply on the edge of the town centre could encourage motorists to transfer to a more sustainable mode if the bus journey has advantages. The provision of parking at the site to service the proposed parkway station could also reduce the amount of peak hour traffic penetrating Aylesbury town centre from the north and free up valuable town centre parking supply.

It is however recognised that additional detailed work is required to make realistic assessments of potential commuter use and the potential for generating additional local car journeys by existing bus users to access a better service to the town centre.

Access Strategy	
PT17	***The existing integrated ticketing scheme should be extended to include non season ticket holders to encourage integrated travel using public transport. Further integrated tickets should be introduced as detailed in Volume 7 Section 5 (Public Transport - Road).***
PT10	***Seek to improve ticketing integration through multi-operator bus tickets, multi-operator bus and rail tickets and rail-bus add on tickets.***
	Longer term, the introduction of smart cards should be considered.

This recommendation supports the aims of, and contributes to, the parking and access strategy by:

- increasing the opportunity to use the railway system without having to drive to the station; and

- making journeys simpler for the customer, in terms of understanding and cost; and

- making bus and rail travel a more attractive choice to occasional, or infrequent, passengers

Access Strategy	
PT18	***Increased bus and rail interchange opportunities resulting from the Major Scheme Bid should be taken advantage of and be advertised. The number of timetable changes should be kept to a minimum.***

This recommendation supports the aims of, and contributes to, the parking and access strategy by:

- improving the service for passengers;

- actively increasing the choice available to rail commuters;

- simplifying a user's journey;

- highlighting (and increasing) the number and frequency of bus services available to the rail traveller; and

- helping to identify latent demand for connecting bus/rail services.

Access Strategy

PT20	*In line with the commitments made within the Local Transport Plan, the Council should continue to promote rail infrastructure by:*

- *maintaining its involvement in the development of the East-West Railway scheme; and*
- *lobbying Central Government (and others) for the necessary funding approvals to allow schemes to be implemented in full.*

This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by:

- extending the available rail commuter services to existing, and new, residents of Aylesbury;
- potentially reducing the overall early morning peak and late afternoon peak traffic demands, by reducing outward morning traffic (and inbound evening traffic);
- encouraging the use of non-car modes of transport to the railway station;
- improving the quantity and quality of bus service routes connecting to the railway station; and
- affords the opportunity for those rail users with no alternative to driving an improved likelihood of finding a convenient parking place.

Access Strategy

PD2	*The Council should adopt a formal Pedestrian Audit Checklist to ensure the systematic appraisal of pedestrian issues is incorporated within all stages of design for all other transport and development schemes.*

This recommendation supports the aims of the LTP and Policy 18 of the County Structure Plan. It contributes to the parking and access strategy by systematically:

- increasing the attractiveness of walking by providing a consistent and high standard environment for pedestrian journeys;
- potentially reducing journey times for pedestrians;
- improving the real and perceived safety of pedestrian travel; and
- improving conditions for pedestrians who are less mobile.

Access Strategy	
PD3	*The Council should adopt a formal Pedestrian Review Checklist to provide a systematic approach to the review of all the principal routes serving pedestrian movement. Such a systematic approach will ensure consistency in the standard and level of pedestrian provision (including footway condition and width, crossing facilities, lighting, signing and amenities) and will address identified maintenance issues.*

This recommendation supports the aims of the LTP and Policy 18 of the County Structure Plan. It contributes to the parking and access strategy by systematically:

- increasing the attractiveness of walking by providing a consistent and high standard environment for pedestrian journeys;
- improving the real and perceived safety of pedestrian travel;
- improving conditions for pedestrians who are less mobile; and
- making it easier to navigate the town centre on foot.

Access Strategy	
PD5 & C7	*A more coherent and conspicuous approach to on-street information and fingerpost signing should be adopted. The new signing regime should include the use of street plans and footway features at key locations where there are likely to be significant levels of visitors to the area (such as the rail and bus stations and within Market Square).*

This recommendation supports the aims of the LTP and Policy 18 of the County Structure Plan. It contributes to the parking and access strategy by:

- promoting walking (cycling) opportunities within, and through, the town centre
- illustrating the potential for walking (cycling) rather than driving to many destinations in the town
- helping visitors, and occasional pedestrians (cyclists), to access the town centre facilities

It is important that walking access to town centre destinations are also publicised from the car parks to illustrate the proximity of town centre parking to different attractors.

Access Strategy	
PD6	*Regardless of the outcome of the Major Scheme Bid, the Council should seek to provide crossing facilities at regular intervals along the Inner Relief Road. The Council should also aim to increase the number of crossing facilities on radial routes and across the Outer Relief Road.*

This recommendation supports the aims of the LTP and Policy 18 of the County Structure Plan. It contributes to the parking and access strategy by systematically:

- increasing the opportunity to penetrate the town centre on foot;
- creating/accommodating additional pedestrian desire lines into (and out of) the town centre;
- reducing pedestrian journey times, and thus making walking a more attractive choice;
- increasing the attractiveness of walking by providing a consistent and high standard environment for pedestrian journeys;
- improving the real and perceived safety of pedestrian travel; and
- improving conditions for pedestrians who are less mobile.

Access Strategy	
PD8	*The Council should continue to pursue its proposals for improved pedestrian links between the bus and railway stations. The proposals should be developed further to include the provision of clear and consistent pedestrian directional signs and street plans.*

This recommendation supports the aims of the LTP and Policy 18 of the County Structure Plan. It contributes to the parking and access strategy by systematically:

- supporting the use of public transport;
- assisting with the integration of travel services in Aylesbury;
- linking rail transport to the town centre, rather than merely providing a London commuter service;
- improve the accessibility of the rail service to those users without a car; and
- providing the opportunity to make longer journeys without recourse to using the private car to access the railway station and use valuable parking supply.

Access Strategy	
PD10	***To further promote walking and cycling to the south of the town centre the Council should continue to pursue its proposal for an improved pedestrian/cycle link via a new bridge from the Southcourt Estate.***

The bridge would play an important role by providing a direct pedestrian / cycle link from the Southcourt ward, and the areas south of the railway line, to the redeveloped public transport hub. The bridge would also address the severance effect of the railway. At present cyclists from Southcourt and the southern areas of the town must make long detours to access the town centre and pedestrians must negotiate an outdated footbridge via steep steps.

Access Strategy	
C2	***Where resources and space permit, a dual approach should be taken to the provision of cycle facilities. Providing off-road facilities for recreational and vulnerable cyclists and providing on-road facilities for commuter cyclists.***

The peak period is when traffic growth will impact detrimentally upon access to the town centre; outside the peak periods there is adequate road capacity. This recommendation supports the aims of parking and access strategy by:

- reducing the potential impact of the MDAs by encouraging commuters (peak hour travellers) to cycle to work; and

- reducing all day parking in car parks making it available for shopping trips which support the retail economy.

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Access Strategy	

C3	***Low cost engineering solutions should be considered for existing roundabouts. All new junctions or junction alterations should be subject to a general cycle audit to ensure that every opportunity is taken to minimise perceived and actual safety problems, and maximise amenity for cycle traffic. NB this should be a general cycle audit (as recommended in Government guidance) rather than a specific cycle safety audit which would only look at one aspect (safety) of the junction's impact on cycling.***

Given the inevitable compromise to be made between vehicular traffic and other modes it is important that the needs of cyclists are taken into account. This recommendation supports the aims of parking and access strategy by improving the real and perceived safety of cyclists at roundabouts.

Access Strategy	

C4	***In order to improve conditions for cyclists the Council should consider providing contra-flow cycle facilities in one-way streets and permitting cycling on dedicated tracks in pedestrianised areas.***

Such facilities would be at the end of most cycle journeys in the core and Market Square and would therefore benefit a large number of cyclists.

This recommendation supports the aims of parking and access strategy by:

- improving access to the core town centre, potentially making cycling a more convenient than driving into the town centre; and

- making cycling more convenient to those people travelling from the MDAs in the north and north-west of Aylesbury. It could increase their ability to penetrate to the library, railway and bus stations.

Access Strategy	
C8	***The Council should promote cycling along the A418 Oxford Road. As other cycle routes are completed new promotional campaigns could be launched.***

Promoting cycling on Oxford Road would be an "easy-win" for the Councils. High quality cycle facilities (both on and off-road) are already provided all the way to the station, and cycle parking is provided at the station. Promotion of this route could be started immediately.

Promotional campaigns should also be incorporated into the development of other cycle routes. Campaigns should be started as soon as whole cycle routes are completed. These campaigns would make members of the public aware of the facilities and encourage take up of cycling at the earliest possible opportunity.

Access Strategy	
C9	***The Council could consider opening a 'cycle centre' which would provide trip end facilities for cyclists and act as a focus point for promoting cycling.***

This recommendation supports the aims of parking and access strategy by:

- allowing the Council and user groups to concentrate publicity;

- providing central access to secure cycle parking facilities;

- collating information and requests from cyclists in a single forum to present to the Council;

- demonstrating a commitment to improving cycling facilities and usage within the town centre; and

- potentially removing the need for small businesses to provide journey end facilities (like staff changing rooms and showers) on their premises;

This will encourage the use of cycling as a feasible mode of commuter transport.

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PARKING STRATEGY

2.9   The following sub-section highlights the important, or critical, elements of the strategy that relate to parking. The strategy elements aim to maintain a readily available supply of parking spaces for those making short visits to the town centre for shopping trips or trips to access the town's other facilities; thus improving access for those who choose, or have no alternative but to travel by car.

2.10   They also aim to actively encourage trip-makers to consider which form of transport is most appropriate / convenient for their purpose. Restricting or reducing the current supply of off-street parking spaces is not suggested as this, for many people, would reduce the town centre's accessibility (and attractiveness) and would reduce travel choice for everyone.

2.11   Strategy elements highlighted with a rose colouring are existing policies or initiatives which the Councils should continue to pursue.

Table 2.2 – Parking Strategy

Parking Strategy	
PA1 *Introduce variable message parking signage on the main radials and the Inner Relief Road*	This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by: • introducing a variable message system (VMS) to advise motorists which car parks have an available supply, thus reducing queuing at popular car parks whilst others remain underused (particularly at weekends); • improving traffic flows, by directing traffic away from localised congestion; • reducing the number of vehicles cruising within the town for available parking spaces; and • making the most efficient use of the available parking spaces.

Parking Strategy	
PA4 *Parking tariffs should be used to support and encourage short-term parking acts close to the town centre shopping area. The parking tariffs should encourage efficient use of parking spaces allowing as many motorists to park for shorter periods (i.e. not all-day) as possible.*	This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by: • facilitating a better use of the parking supply available; • encouraging shoppers to use the town centre, by improving the likelihood of a shopper finding a convenient parking space; • encouraging commuters, with a viable/convenient alternatives to travel by car to think about how they make their journey; and • reducing long-stay parking acts, thus improving the economic vitality of the town centre; a shopper will have an increased likelihood of finding a convenient parking place.

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Parking Strategy

PA7	***The introduction of differential charging for long-stay parking permits should be considered. Motorists living within Aylesbury urban area could be charged a higher tariff than motorists living in the surrounding villages.***

This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by encouraging commuters with an alternative, to think about their journey whist not actively restricting the availability of the parking supply.

Parking tariffs related to accessibility to the town centre by forms of transport other than the car, should free spaces for commuters who have no alternative but to travel by car and for those who need to drive into the town centre for other reasons.

Parking Strategy

PA8	***All on-street parking roughly bounded by the Outer Relief Road should be managed / regulated before residents experience excess parking pressure. Should the proposed foot / cycle bridge crossing the railway adjacent to the station be constructed, on-street controls may need to be extended into Southcourt.***

This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by:

- reducing the availability of free on-street parking supply adjacent to the town centre; and

- protecting residents parking amenities from displaced commuters unwilling to pay for parking, or unwilling to make use of the alternative modes of transport.

The safety of pedestrians and cyclists would be put at risk if additional traffic, looking for parking spaces, was attracted to residential areas. This would be particularly detrimental where cycle routes pass through residential areas. Managing parked vehicles and deterring traffic will make access more attractive for cyclists and pedestrians and allow buses to more easily penetrate residential streets.

Parking Strategy	
PA9	***Remove casual on-street parking from within the core town centre, by designating all parking places for specific user groups (residents, disabled, taxis or loading activity).***

This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by:

- reducing the availability of free on-street parking supply within the town centre;

- reduce traffic circulating in core town centre streets which increases the possibility of pedestrian / cyclist conflict;

- reserves the core on-street kerbside for disabled motorists, taxis, residents or loading activity; and

- reducing parking activity and traffic to make the routes more attractive to pedestrians and cyclists.

Parking Strategy	
PA10	***Provide enhanced enforcement of waiting and loading restrictions in the town centre to prevent illegal parking and misuse of disabled parking bays.***

Unauthorised vehicles were frequently noted parking in disabled parking places, taxi bays, loading bays and on yellow lines during surveys. A reduction in this behaviour would improve traffic flow (for all users) within the town centre. This recommendation supports existing stated policy aims and would contribute to the parking and access strategy by:

- deterring non-compliance with parking regulations in the town centre. If inappropriate vehicles park on-street, these create additional congestion and encourage legitimate users to park outside the designated parking places; and

- improving the real and perceived safety of pedestrians and cyclists.

3. Benefits to Transport Users

3.1   Table 3.1 lists the key components of the parking and access strategy and shows which transport users benefit from each. Some of the strategy elements will benefit more than one group.

Table 3.1 – User Benefits

Ref.	Strategy Element	Motorists			Aylesbury Residents Travelling To Work	Pedestrians	Cyclists		Public Transport Passengers	
		Commuter	Shopper	Resident			Commuters	Leisure	Bus	Rail
PT2 & PT3	Introduce new bus services from MDAs				X				X	
PT4	Increase frequency of bus services				X				X	
PT5	Improve services provided on inter-urban bus routes				X				X	
PT7	Increase penetration of bus services into residential / employment areas				X				X	
PT11	Improve environment and operation of the bus station.				X				X	
PT12	Improve public transport integration				X				X	X
PT13	Develop more Quality Bus Partnerships to improve the competitiveness of bus journey times				X				X	
PT14	Introduce multi-modal interchanges at MDAs	X			X				X	X
PT10 & PT17	Extend integrated ticketing scheme				X				X	X
PT18	Improve integration of bus & rail services				X				X	X
PT20	Continue commitment to East/West Rail Link				X				X	X
PA1	Implement variable message signs for parking	X	X		X					
PA4	Implement new structure of targeted parking tariffs to support and encourage short-term parking acts		X				X		X	
PA7	Accessibility related pricing of parking permits for long stay car parks	X	X				X		X	
PA8	Control parking within the area bounded by the Outer Relief Road in the north and railway to the south			X		X	X	X	X	
PA9	Create 'Quiet streets' in town centre core by re-designating parking places			X		X	X	X	X	
PA10	Enhance parking enforcement		X	X			X	X	X	
PD2 & PD3	Develop pedestrian review / audit checklists					X				
PD5 & C7	Improve pedestrian signing & information					X		X	X	X
PD6	Introduce additional crossings on the inner and outer relief roads					X	X	X		
PD8	Improve pedestrian links between the bus and rail stations				X				X	X
PD10	Continue to pursue new bridge across railway linking Southcourt Estate to the bus and railway stations and to the town centre				X	X	X	X	X	X
C2	Adopt a dual approach to cycling: providing facilities for both recreational / vulnerable cyclists; and commuter cyclists.				X		X	X		
C3	Change junctions to improve conditions for cyclists				X		X	X		
C4	Develop contra-flow cycle lanes on one way streets				X		X	X		
C8	Promote cycling along the A418 Oxford Road and other cycle routes as they are completed				X		X	X		X
C9	Introduce a town centre cycle centre				X		X	X		

ATKINS

4.   Programme

4.1   Table 4.1 below, lists the key components of the parking and access strategy and shows the events that should trigger the adoption of each element. Some elements of the strategy should be implemented immediately. Others may wait until phases of the town's development are commenced / completed.

4.2   The events that we consider should be used as triggers for the parking and access strategy are as follows:

- ♦   completion of public transport hub;

- ♦   construction of Waterside development;

- ♦   occupation of the first MDA units; and

- ♦   opening of a new station at Berryfields.

4.3   Where more than one event could trigger an aspect of the parking and access strategy, the earliest should be considered as the trigger.

4.4   Table 4.1 is colour coded so that recommendations which should be acted upon immediately are highlighted in light green, recommendations for implementation in the medium term are light orange and long term recommendations are light red.

Table 4.1 – Triggers for Implementation of Strategy Elements

Ref.	Strategy Element	Implementation time frame	Required Immediately	Completion of Public Transport Hub	Construction of Waterside Development	First MDA Units are Occupied	New Station opens at Berryfields
PD2 & PD3	Develop pedestrian review / audit checklists	Immediately (2004 - 2005)	X				
PD5 & C7	Improve pedestrian signing & information	Immediately (2004 - 2005)	X				
C2	Adopt a dual approach to cycling: providing facilities for both recreational / vulnerable cyclists; and commuter cyclists.	Immediately (2004 - 2005)	X				
C4	Develop contra-flow cycle lanes on one way streets	Immediately (2004 - 2005)	X				
C8	Promote cycling along the A418 Oxford Road and other cycle routes as they are completed	Immediately (2004 - 2005)	X				
C9	Introduce a town centre cycle centre	Immediately (2004 - 2005)	X				
PA4	Develop new structure of targeted parking tariffs	Immediately (2004 - 2005)	X				
PA10	Enhance parking enforcement	Immediately (2004 - 2005)	X				
PT2 & PT3	Introduce new bus services from MDAs	Short term (2006 - 2007)		X	X	X	
PT4	Increase frequency of bus services	Short term (2006 - 2007)		X			
PT7	Increase penetration of bus services into residential / employment areas	Short term (2006 - 2007)		X			
PT10 & PT17	Extend integrated ticketing scheme	Short term (2006 - 2007)	X				
PT12	Improve public transport integration	Short term (2006 - 2007)		X			
PT13	Develop more Quality Bus Partnerships to improve the competitiveness of bus journey times	Short term (2006 - 2007)		X	X	X	
C3	Change junctions to improve conditions for cyclists	Short term (2006 - 2007)		X	X	X	
PA1	Implement variable message signs for parking	Short term (2006 - 2007)			X		
PA4	Implement new structure of targeted parking tariffs to support and encourage short-term parking acts	Short term (2006 - 2007)		X	X	X	
PA8	Control parking within the area bounded by the Outer Relief Road in the north and railway to the south	Short term (2006 - 2007)			X	X	
PA9	Create 'Quiet streets' in town centre core by re-designating parking places	Short term (2006 - 2007)		X			
PT18	Improve integration of bus & rail services	Medium (2007 - 2009)		X			
PT11	Improve environment and operation of the bus station.	Medium (2007 - 2009)		X			
PT14	Introduce multi-modal interchanges at MDAs	Medium (2007 - 2009)				X	X
PD6	Introduce additional crossings on the inner and outer relief roads	Medium (2007 - 2009)		X	X	X	
PD8	Improve pedestrian links between the bus and rail stations	Medium (2007 - 2009)		X	X		X
PD10	Continue to pursue new bridge across railway linking Southcourt Estate to the bus and railway stations and to the town centre	Long term (2009 - 2011)		X	X		
PT5	Improve services provided on inter-urban bus routes	Long term (2009 - 2011)	X			X	X
PT20	Continue commitment to East/West Rail Link	Long term (2009 plus)					X
PA7	Accessibility related pricing of parking permits for long stay car parks	Long term (2009 - 2011)				X	

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5.   Recommendation Index

5.1   Table 5.1 lists all the recommendations of the parking and access strategy and gives the proposed timeframe for implementation as well as a reference to Volume 2 where the background and justification for the strategy element is given. Strategy elements that are described in Section 2 are highlighted yellow.

Table 5.1 – Index to Elements of the Parking and Access Strategy

Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
PT1	5-2	Additional QBPs should be introduced to secure improvements to existing bus services. Priorities for QBPs should include: • Enhanced frequencies; • Improved waiting facilities; • High quality vehicles; • Clear roadside information, timetables and publicity; and • Bus priority measures.	SHORT
PT2	5-3	The local authorities and bus operators should ensure continued involvement in road design and bus stop location within the MDAs to ensure that there are sufficient opportunities for bus services to penetrate the new developments and to serve them in the most efficient manner.	SHORT
PT3	5-3	The Section 106 Agreement for funding of new routes should ensure that funding is available at the earliest possible opportunity so that services are operating before travel patterns become established.	SHORT
PT4	5-5	Where it can be achieved through a QBP agreement, or is consistent with the Local Authority priorities for revenue support, bus service frequency enhancements should be secured on some urban Monday to Saturday services and additional evenings and Sunday services should be provided.	SHORT
PT5	5-5	Where it is consistent with the Local Authority priorities for revenue support, bus service frequency enhancements need to be achieved on some inter-urban and rural routes. Any improvements should be concentrated on journeys which cannot be made by rail.	LONG
PT6	5-5	Investigate further the potential for demand responsive transport to replace some rural routes and deliver a better quality services and/or better value for money.	MEDIUM

Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
PT7	5-6	Where it is consistent with priorities for revenue support, Local Authorities should be securing bus services which better penetrate residential and employment areas to meet the LTP targets for coverage of the bus network.	SHORT
PT8	5-7	The local authorities should continue to work closely with the local bus operating companies. Minimum operating standards for bus services should be agreed with bus operators. The Council should also make a commitment to monitor the agreed standards.	SHORT
PT9	5-7	The County should seek further improvements to the standard of vehicles within Aylesbury through additional QBP agreements, and the introduction of vehicle standard targets within the conditions of contract for supported services (where the budget allows).	MEDIUM
PT10	5-9	Seek to improve ticketing integration through multi-operator bus tickets, multi-operator bus and rail tickets and rail-bus add on tickets. Longer term the introduction of smart cards should be considered.	SHORT
PT11	5-10	Redevelopment of the bus station should remain a priority for both Councils. Improving the cosmetic appeal of the bus station and its accessibility from the town centre will help to improve the attractiveness of travelling by bus.	SHORT
PT12	5-11	There are considerable benefits associated with improving the link between the bus and rail stations, particularly for pedestrians. Enhanced signage should be considered a priority in any improvements.	MEDIUM
PT13	5-12	Additional bus priority should be achieved as part of the Major Scheme Bid, MDA proposals and further QBPs to improve the competitiveness of bus journey times and raise their profiles.	MEDIUM
PT14	5-14	Multi- modal interchanges should be introduced at MDAs using the new bus and rail services (although further work is also recommended to establish potential demand).	MEDIUM

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Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
PT15	5-14	Adequate taxi ranks should be provided within the Inner Relief Road (the town centre core) to assist the successful operation of licensed taxis.	SHORT
PT16	5-15	Bus lanes should be available for use by licensed taxi vehicles that have roof-mounted illuminated signs or that are liveried in some other way which is easily recognisable and has been agreed with the highway authority and the police.	SHORT
PT17	6-1	The existing integrated ticketing scheme should be extended to include non season ticket holders to encourage integrated travel using public transport. Further integrated tickets should be introduced as detailed in Volume 7 Section 5 (Public Transport - Road).	SHORT
PT18	6-2	Increased bus and rail interchange opportunities resulting from the Major Scheme Bid should be taken advantage of and be advertised. The number of timetable changes should be kept to a minimum.	SHORT
PT19	6-2	The local authority should encourage the provision of adequate cycle parking facilities at stations and improved walking routes.	SHORT
PT20	6-3	In line with the commitments made within the Local Transport Plan, the Council should continue to promote rail infrastructure by: • maintaining its involvement in the development of the East-West Railway scheme, • lobbying Central Government (and others) for the necessary funding approvals to allow schemes to be implemented in full;	LONG
PD1	7-2	The Council's Walking Officer should represent the central driving force in the direction, co-ordination and monitoring of progress towards the delivery of strategic walking objectives and targets.	MEDIUM
PD2	7-4	The Council should adopt a formal Pedestrian Audit Checklist to ensure the systematic appraisal of pedestrian issues is incorporated within all stages of design for all other transport and development schemes.	IMMEDIATE

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Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
PD3	7-4	The Council should adopt a formal Pedestrian Review Checklist to provide a systematic approach to the review of all the principal routes serving pedestrian movement. Such a systematic approach will ensure consistency in the standard and level of pedestrian provision (including footway condition and width, crossing facilities, lighting, signing and amenities) and will address identified maintenance issues.	IMMEDIATE
PD4	7-5	The Council should seek to provide greater publicity of the evolving Walking Route Network and promotion of initiatives and campaigns to encourage an increase in walking trips	SHORT
PD5	7-6	A more coherent and conspicuous approach to on-street information and fingerpost signing should be adopted. The new signing regime should include the use of street plans and footway features at key locations where there are likely to be significant levels of visitors to the area (such as the rail and bus stations and within Market Square).	IMMEDIATE
PD6	7-7	Regardless of the outcome of the Major Scheme Bid, the Council should seek to provide crossing facilities at regular intervals along the Inner Relief Road. The Council should also aim to increase the number of crossing facilities on radial routes and across the Outer Relief Road.	MEDIUM
PD7	7-7	The Council should adopt as it minimum provision: dropped kerb and tactile paving across all side roads along the length of the Inner and Outer Relief Roads and the Radial routes	MEDIUM/LONG
PD8	7-7	The Council should continue to pursue its proposals for improved pedestrian links between the bus and railway stations. The proposals should be developed further to include the provision of clear and consistent pedestrian directional signs and street plans.	MEDIUM
PD9	7-8	The Council should develop a hierarchy of routes to represent a walking network providing convenient, comfortable and direct links between key origins and destinations, incorporating access to major generators, car parks and transport interchanges and connections within and between pockets of development, serving both 'transport' and 'leisure' routes.	SHORT
PD10	7-8	To further promote walking and cycling to the south of the town centre the Council should continue to pursue its proposal for an improved pedestrian/cycle link via a new bridge from the Southcourt Estate.	MEDIUM/LONG

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Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
C1	8-6	Provision for cyclists along the key radial corridors should be focused on journeys to work. Recreational, young and elderly cyclists are less likely to travel during the peak hours and will be more amenable to the less direct and off-road cycle facilities	MEDIUM
C2	8-6	Where resources and space permit, a dual approach should be taken to the provision of cycle facilities. Providing off-road facilities for recreational and vulnerable cyclists and providing on-road facilities for commuter cyclists.	LONG
C3	8-7	Low cost engineering solutions should be considered for existing roundabouts. All new junctions or junction alterations should be subject to a general cycle audit to ensure that every opportunity is taken to minimise perceived and actual safety problems, and maximise amenity for cycle traffic. NB this should be a general cycle audit (as recommended in Government guidance) rather than a specific cycle safety audit which would only look at one aspect (safety) of the junction's impact on cycling.	SHORT
C4	8-8	In order to improve conditions for cyclists the Council should consider providing contra-flow cycle facilities in one-way streets and permitting cycling on dedicated tracks in pedestrianised areas.	IMMEDIATE
C5	8-8	The Council should seek to provide better publicity in order to encourage more demand for the existing long-stay commuter cycle parking facilities that are provided and to encourage more people to use bicycles as a way to travel in to work.	SHORT
C6	8-9	The Council should assess the provision of long stay cycle parking at major employment sites (not only in the town centre). The Council should consider entering into negotiations to encourage employers to provide appropriate long stay parking facilities. Alternatively the Council could provide such facilities.	MEDIUM

Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
C7	8-10	In order to encourage more people to cycle to Aylesbury town centre the council may wish to consider adding the following elements to the cycle map: (i) A scale and indication of journey lengths. The bicycle is the most distance-sensitive of all vehicular modes. The cycle map should therefore provide a clear indication of journey lengths. (ii) Isochrones as an effective means of communicating journey times to the town centre from the outlying areas; (iii) One-way streets should be marked on the cycle map as cyclists are adversely affected by these (due to the extra distance they have to travel and the likelihood of high motor vehicle flows and speeds). ; (iv) Cycle parking. There is a particular need to show the location of long-stay cycle parking where commuters can safely leave their bikes. Such facilities will involve a greater level of weather and theft protection than a cycle stand located in a shopping street; (v) Bus lanes shown on the cycle map as these are very popular with cyclists; (vi) Proposed routes only shown using dotted lines to increase the clarity of the map; (vii) A clear distinction made between different types of cycle route, in particular on and off-road facilities. Different types of facility provide cyclists with a different level of service and some cyclist types (e.g. child cyclists and recreational cyclists) may only wish to travel on segregated routes.	IMMEDIATE
C8	8-10	Promote the high quality cycle facilities (both on and off-road) along the A418 Oxford Road which are already provided all the way to the station as this presents a potential "easy win". As other cycle routes are completed new promotional campaigns should be launched.	SHORT
C9	8-11	The Council could consider opening a 'cycle centre' which would provide trip end facilities for cyclists and act as a focus point for promoting cycling.	IMMEDIATE
PA1	9-8	Introduce Variable Message Signing parking signage on the main radials and the Inner Relief Road	SHORT

Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
PA2	9-9	Phase construction work associated with the Waterside Development to cause minimal disruption to the supply of off-street parking spaces (a detailed phasing proposal is included within Appendix J)	IMMEDIATE/ SHORT
PA3	9-9	On completion of the Waterside Development, long and short stay parking spaces should be provided at an overall ratio of approximately 5:6 (see Appendix J).	SHORT
PA4	9-9	Parking tariffs should be used to support and encourage short-term parking acts close to the town centre shopping area. The parking tariffs should encourage efficient use of parking spaces allowing as many motorists to park for shorter periods (i.e. not all-day) as possible.	IMMEDIATE
PA5	9-10	Parking tariffs should encourage trips for shopping or leisure purposes to be made outside the morning peak period.	IMMEDIATE
PA6	9-10	Daily/casual long-stay parking tariffs should be increased to deter those commuters who have a viable alternative from driving into the town centre.	IMMEDIATE
PA7	9-11	The introduction of differential charging for long-stay parking permits should be considered. Motorists living within Aylesbury urban area could be charged a higher tariff than motorists living in the surrounding villages.	LONG
PA8	9-11	All on-street parking roughly bounded by the Outer Relief Road should be managed / regulated before residents experience excess parking pressure. Should the proposed foot / cycle bridge crossing the railway adjacent to the station be constructed, on-street controls may need to be extended into Southcourt.	SHORT
PA9	9-12	Remove casual on-street parking from within the core town centre, by designating all parking places for specific user groups (residents, disabled, taxis or loading activity).	SHORT
PA10	9-12	Provide enhanced enforcement of waiting and loading restrictions in the town centre to prevent illegal parking and misuse of disabled parking bays.	IMMEDIATE

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Ref.	Volume 2 Page No.	Recommendation	Implementation Timeframe
PA11	9-13	The current proposed reduction of the maximum parking standards should be pursued. In addition, the allocation of parking space based upon accessibility to the workplace should also be pursued. In order to facilitate allocation by accessibility, the Council should prepare an accessibility plan (mapping) for Aylesbury Vale.	MEDIUM/LONG
PA12	9-15	Overnight and daytime lorry parking should be provided at the park and ride sites on the edge of town. Overnight parking would require that W.C. facilities are provided.	MEDIUM

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