



Local Transport Plan 5

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Executive Summary

Local Transport Plans (LTP) are a statutory requirement of the Transport Act (2000). They set out long-term priorities for transport and are supported by a more detailed implementation plan. We have developed a new Local Transport Plan (LTP5) to outline our vision, objectives and policies for transport to 2045. LTP5 will be used to guide all future work on transport, including strategy development, bidding and scheme development. LTP5 is supported by supporting strategies which provide more detail about specific topics.

We have developed LTP5 to align with development of a new Local Plan for Buckinghamshire. The new Local Plan will set out the vision and policy framework for future growth including housing and employment development in the county. The LTP5 vision and objectives are closely aligned with the Local Plan vision and objectives due to the links between planning and transport.

We have also developed LTP5 to align with and support delivery of Buckinghamshire's [Economic Growth Plan](#). The Economic Growth Plan provides an overview of Buckinghamshire's economy and sets out priorities for how to support it. LTP5 will support delivery of the strategic priority to enhance place and infrastructure and address connectivity barriers to economic growth and productivity.

Development and publication of LTP5 has come at an important time for Buckinghamshire. There are a number of key transport challenges already facing the county such as congestion, transport emissions, development, physical activity and health which could worsen in the coming years if not addressed. In order to address these challenges we need to provide people with the choice to walk, wheel, cycle or use public transport and support our residents to make the shift to electric and alternatively fuelled vehicles.

Challenges and opportunities

We have analysed a range of data to understand the challenges and opportunities for Buckinghamshire. This understanding has been used to inform the vision, objectives and policies in LTP5. The full data analysis and sources have been published in a separate evidence base report.

Challenges identified for Buckinghamshire include high traffic volumes, increasing car vehicle miles driven and forecast increases in peak hour congestion. There are also challenges with public transport provision to rural areas, public transport reliability and a declining number of adults regularly walking, wheeling and cycling. Transport is also a significant source of emissions in the county.

However, there are also opportunities that LTP5 seeks to build on. Opportunities include strong growth in the number of electric vehicles (EVs) in the county, high frequency bus routes in urban centres and recovery in bus patronage following COVID-19. Our walking, wheeling and cycling network is expanding and road traffic casualties have declined over the last 10 years. The county also has a number of rail connections and this will be improved in the short term with the opening of an East West Rail station at Winslow.

Vision and objectives

We have developed a vision and objectives for transport in Buckinghamshire to guide LTP5 and all supporting strategies. The vision and objectives are for all of Buckinghamshire, recognising the different needs of our towns, villages and rural areas.

Vision

By 2045 it will be easier for our residents to travel to work, school or college, to shop, use public services, or visit friends or leisure destinations.

For journeys in our towns, people will feel like they have the choice to walk, wheel, cycle or use public transport as these will be attractive, reliable and affordable options for local journeys.

In our villages and between our towns walking, wheeling, cycling or using public transport will be better and safer than it is now, but we will support those who need and want to travel by car to do so by tackling congestion, reducing delays and improving road safety.

By improving people's travel choices and helping our residents make the shift to electric and alternatively fuelled vehicles, we will have reduced our transport emissions, reduced noise and air pollution from traffic, helped to ease congestion, and created thriving neighbourhoods.

Objectives

1. Connecting our economy

The productivity of local businesses; ability to attract investment; and access to opportunities for all residents are enhanced by fast, efficient, and reliable transport connections.

- a. Reduced delays and unreliable journey times caused by congestion and roadworks.

- b. High quality active travel and public transport options to local economic and employment centres, key services, schools and leisure facilities.
- c. Faster and easier journeys to London, the Midlands and within the South-East.
- d. The transport networks are well-maintained and prepared for the effects of adverse weather resulting from climate change.
- e. Minimise negative impacts of freight movement on local communities and ensure it is appropriate and efficient to support local business.

2. Reducing transport emissions

Transport emissions in Buckinghamshire (excluding motorways) are reducing and within our 2025-2050 carbon budget.

- a. Digital connections and access to more local services reduce the need for travel.
- b. Walking, cycling, and wheeling are safe, attractive options for shorter local journeys, especially those in urban areas, and as part of longer journeys.
- c. Travel by public transport is a viable and attractive option for residents, including to new housing and employment sites.
- d. Use of low and ultra-low emission vehicles is affordable and convenient.
- e. Sustainable travel options are integral to new developments.

3. Creating high quality places

Streets, neighbourhoods, and rights of way are designed to put the needs of people first, and to be safe and accessible for all.

- a. Traffic is encouraged to use the most appropriate routes.
- b. Traffic noise and air quality impacts on communities are minimised.
- c. Neighbourhoods and local centres are walking, wheeling and cycling-friendly, putting the needs of vulnerable road users first.
- d. Street design is high quality, inclusive and meets the needs of all users of the space.
- e. Biodiversity on and adjacent to transport networks is enhanced.
- f. There is improved road safety for pedestrians, cyclists, equestrians, motorcyclists and drivers.
- g. We are working towards a Rights of Way network which supports the needs of all users, including mobility and visually impaired users.

Policies

We have developed 31 policies which set out the principles for how we will deliver our vision and objectives for transport in Buckinghamshire. Where further detail is required, this will be provided in the relevant supporting strategies. We have grouped the policies into 9 thematic areas; active travel, public transport, safety, place shaping, highway network, motor vehicles, innovation, freight and logistics and delivery. A summary of the policies is provided in the table below.

Theme	Policy
Active travel	AT1 – Transport sustainability hierarchy AT2 – Walking, wheeling and cycling AT3 – Public rights of way AT4 – Information, education and promotion
Public Transport	PT1 – Bus and community transport PT2 – Rail PT3 – Mobility hubs PT4 – Hackney Carriage and Private Hire Vehicles
Safety	S1 – Road safety S2 – Personal safety and security
Place shaping	PS1 – Accessible streets PS2 – Public space PS3 – Land use planning PS4 – Development management PS5 – School travel PS6 – Workplace travel
Highway network	HN1 – Asset management HN2 – Network management HN3 – Parking HN4 – Enforcement HN5 – Road infrastructure

	HN6 – Resilience and emissions HN7 – Green infrastructure
Motor vehicles	MV1 – Zero emission vehicles MV2 – Car sharing
Innovation	I1 – New transport services
Freight and logistics	FL1 – Freight and logistics
Delivery	D1 – Supporting strategies D2 – Implementation plan D3 – Safeguarding and Improvement Lines D4 – Monitoring

Decarbonisation

Local Transport Plans need to set out how local areas will deliver ambitious quantifiable carbon reductions as required by government. [Quantifiable Carbon Guidance](#) has been produced to support this and provide advice on how analysis can be conducted. We have conducted carbon analysis of the LTP5 policies, in line with the government guidance, to ensure the carbon impacts of our transport policies are understood and that LTP5 will support delivery of both local and national transport decarbonisation.

The testing found that with the uptake of Zero Emission Vehicles and the delivery of LTP5 policies, emissions in Buckinghamshire are projected to decrease by 93.68% by 2050, compared to 2019 levels. Full decarbonisation was not considered possible in any of the scenarios tested. Our full methodology and results can be found in the Quantifying Carbon Reduction document published alongside LTP5.

Implementation

To deliver the measures identified in LTP5 and further schemes identified in supporting strategies we will require strong partnerships with communities, local businesses, our neighbouring authorities and government bodies. Our funding strategy relies on securing resources from a variety of sources to deliver transport initiatives. The main sources of funding are:

- Central Government funding provides for specific programmes through Local Transport Grant (LTG) allocations.
- External bids for transport-related funding from Central Government or other bodies.
- Local sources such as developer contributions.

- Partnerships with the private sector or joint funding bids for multi-agency projects.

We have developed a high-level implementation plan in support of LTP5. The plan can be found in appendix 1 and outlines the activities that will be undertaken throughout the life of LTP5 to deliver our transport policies and meet the vision and objectives. The implementation plan will be used to guide our future work, bidding and funding. As further detailed work is conducted on LTP5 supporting strategies the implementation plan will be updated accordingly.

We will conduct a review of LTP5 every 5 years to understand progress made on delivering our policies and progress towards delivery of our vision and objectives. As part of this review, we will also identify any changes or updates required to LTP5 to ensure it remains relevant. In order to monitor the LTP5 vision and objectives we have identified a set of indicators which can be found in appendix 2.

Introduction

Local Transport Plans (LTP) are a statutory requirement of the Transport Act (2000). They set out long-term priorities for transport and are supported by a more detailed implementation plan. Our most recent LTP (LTP4) was published in 2016 under the former Buckinghamshire County Council.

Work to develop a new LTP (LTP5) commenced in 2022 for a number of reasons, a key factor being the opportunity to align with development of a new Local Plan for Buckinghamshire. The new Local Plan will set out the vision and policy framework for future growth including housing and employment development in the county.

Initial LTP5 development work included reviewing policies in LTP4 and research on best practice. An evidence review was then carried out in early 2023 to identify the key challenges and issues to be addressed by LTP5. These were used to develop a draft vision and three objectives. The LTP5 vision and objectives were closely aligned with the Local Plan vision and objectives due to the links between planning and transport.

A joint public consultation on the LTP5 and Local Plan vision and objectives was run between April and June 2023. Analysis of the consultation results showed that the majority of the respondents agreed with the draft vision and objectives. The feedback received has been used to revise the vision and objectives.

Following the vision and objectives consultation work on LTP5 was paused. This was due to uncertainty about the publication of new LTP guidance from the government. The new guidance was expected to be published in Autumn 2023 for public consultation and would set out updated LTP requirements. This guidance has still not been published by government and so we continued with development of LTP5.

This document outlines our vision, objectives and policies for transport to 2045. LTP5 will be used to guide all future work on transport, including strategy development, bidding and scheme development. LTP5 is supported by supporting strategies which provide more detail about specific topics.

An updated Freight and Logistics Strategy has been published alongside LTP5 and further supporting strategies, such as updated town transport strategies, will be developed following adoption of LTP5. LTP5 includes a high-level implementation plan which provides an overview of how we plan to deliver the strategy.

LTP5 has been prepared to consider and support delivery of the Council's wider ambitions. LTP5 sits beneath the Council's Corporate Plan and outlines how transport will support delivery of the strategic priorities. The main ways LTP5 will support delivery of these wider ambitions, and the Corporate Plan priorities is summarised below:

- **Increasing prosperity:** LTP5 will help to enhance productivity of local business and residents' access to opportunities through fast and reliable transport connections.
- **Strengthening our communities:** LTP5 will help to improve health and wellbeing through improved active travel choices and support for town centre regeneration.
- **Improving our environment:** LTP5 will help to reduce emissions and improve air quality through improved sustainable travel choices.
- **Protecting the vulnerable:** LTP5 will help to reduce inequalities by creating high quality places that are safe and accessible to all.

As well as the Local Plan, LTP5 also has also considered and will help deliver the aims of a range of cross-cutting strategies including the Regeneration Framework, Economic Growth Plan, Climate Change and Air Quality Strategy and Joint Health and Wellbeing Strategy. A summary of these strategies and a strategy diagram can be found in the Evidence Base Report.

Development and publication of LTP5 has come at an important time for Buckinghamshire. There are a number of key transport challenges already facing the county and these could worsen in the coming years if not addressed. Existing congestion will be combined with significant housing growth. Due the governments new housing target Buckinghamshire will be required to deliver around 95,000 new homes in the county by 2045. There is also a need to address connectivity barriers to economic growth and productivity, reduce emissions and take action to reduce negative health impacts from transport.

In order to address these challenges we need to change our approach to transport planning in the county. It is critical that we work to improve the travel choices available to residents and enable people to choose to walk, wheel, cycle or use public transport. By improving people's travel choices and helping our residents make the shift to electric and alternatively fuelled vehicles, we can support delivery of a healthier, fairer and more prosperous Buckinghamshire.

Challenges and Opportunities

Buckinghamshire is an attractive place to live, work, raise a family and do business in. There are relatively low levels of deprivation, high employment rates and a strong economy which contributed £20.4 billion to the UK economy in 2022¹.

The county is strategically located between London and Birmingham and between Oxford and Milton Keynes with a rural north and more densely populated urban south. Surrounding the county's towns and villages is an attractive natural environment, with over a quarter of the county being within the Chilterns National Landscape and two National Trails running through the county.

Transport plays a critical role in supporting the attractiveness of the county and enabling it to thrive by connecting people, places and businesses. However, there are a number of challenges facing Buckinghamshire and issues with the current transport networks. In order to make Buckinghamshire the best place to live, raise a family, work and do business it is important that we identify these challenges and address them through LTP5.

We have analysed a range of data to understand the challenges and opportunities for Buckinghamshire. This data analysis and all sources have been published in a separate evidence base report. A summary of the key challenges and opportunities identified is summarised below. The understanding gained through this work has informed the policies included in LTP5.

Challenges

- Significant inequalities in levels of deprivation with higher levels of deprivation concentrated in our [Opportunity Bucks](#) wards.
- High traffic volumes in key urban areas and existing areas of congestion, particularly in Aylesbury and the south of the county².
- Increasing volumes of car vehicle miles driven³ and traffic and peak hour congestion is forecast to increase as the population grows⁴.
- Limited bus routes to smaller rural destinations and the rural nature of the county makes it challenging to provide high frequency buses to these areas.

¹ [Buckinghamshire Council Corporate Plan](#)

² Buckinghamshire Council – [Local Plan for Buckinghamshire initial transport impacts assessment](#)

³ [DfT road traffic estimates](#)

⁴ Buckinghamshire Council – [Local Plan for Buckinghamshire initial transport impacts assessment](#)

- Non-frequent bus journey times are less reliable than regional and national averages⁵ and bus speeds on some corridors are significantly affected by congestion⁶.
- Rail passenger numbers in semi-rural areas remain considerably lower than pre-COVID-19 levels⁷.
- Longer term need for the Aylesbury East West Rail (EWR) link to be delivered but this is currently unfunded. We will continue to work with partners to seek delivery of the scheme.
- Connecting residential areas with some of the key employment sites and the need to enhance public transport access to jobs and education facilities.
- Declining percentage of adults report regularly walking, wheeling and cycling⁸. Physical inactivity directly contributes to 1 in 6 deaths in the UK and can lead to a higher risk of high blood pressure and chronic health conditions⁹.
- Overcoming the reported barriers to walking, wheeling and cycling in Buckinghamshire will require significant behaviour change and investment in infrastructure.
- Existing challenges with HGVs using inappropriate routes in the county and further major infrastructure and housing construction planned.
- LGV traffic is growing¹⁰ and is forecast to significantly increase over the next 30 years¹¹.
- Transport is a significant contributor to greenhouse gas emissions in the county¹².
- The impacts of climate change are being felt in Buckinghamshire¹³. As a result, transport infrastructure will need to become more resilient, particularly to flooding.
- Air pollution exposure and impacts are not felt equally across society and no obvious safe thresholds have been detected to prevent health impacts from air pollution¹⁴.
- Overall effects of road vehicle electrification on future air quality are uncertain and consideration is needed of non-exhaust emissions¹⁵.

⁵ Department for Transport – [BUS09: Non-frequent bus services running on time by local authority: England, annual from year ending March 2005](#)

⁶ Buckinghamshire Bus Service Improvement Plan Data Analysis, 2024

⁷ [Office of Rail and Road – Time series of passenger entries and exits and interchanges by station](#)

⁸ Sport England - [Active Lives Survey](#)

⁹ Office for Health Improvement and Disparities – [Physical activity: applying All Our Health](#)

¹⁰ Department for Transport – [Road traffic \(vehicle kilometres\) by vehicle type in Great Britain, annual from 1949](#)

¹¹ Department for Transport – [National road traffic projections](#)

¹² DESNZ – [UK local authority and regional greenhouse gas emissions statistics: 2005-2022](#)

¹³ [Met Office: Location specific long term averages](#)

¹⁴ [Chief Medical Officers Annual Report 2022: Air Pollution](#)

¹⁵ [Chief Medical Officers Annual Report 2022: Air Pollution](#)

Opportunities

- Buckinghamshire has a strong economy and several key enterprise and innovation clusters which transport can support the growth of.
- Physical activity is higher than the national average, there is an opportunity to build on this to deliver physical and mental health benefits across the county¹⁶.
- There are challenges and some recent declines but road surface conditions in Buckinghamshire have performed better than the national average and there is opportunity to build on this¹⁷.
- Strong growth in the number of EVs and higher levels of EV ownership than the national and regional averages¹⁸. Opportunity to support this growth and expand public charging infrastructure through carparks, lamppost chargers, and innovative trials.
- High frequency bus routes in urban centres and there has been considerable patronage recovery following COVID-19 in recent years¹⁹.
- The county has a number of rail connections and this will be improved in the short term with the opening of an EWR station at Winslow.
- Local Cycling and Walking Infrastructure Plans are in place to identify priorities and support future investment in further infrastructure.
- Extensive public rights of way network, existing walking, wheeling and cycling network and a number of plans to improve the network in Buckinghamshire.
- Increasing the number of children walking, wheeling or cycling to school independently by making routes to school safer.
- Increasing affordability and use of electric bicycles has the potential to increase the number of people choosing to cycle.
- Successful examples of workplace travel planning and opportunities to build on this, particularly with large employers and anchor institutions to promote more sustainable and active travel to and from workplaces.
- EWR unlocks new cross-country options for rail freight and may help to reduce the number of HGVs passing through the region.
- Declining road traffic casualties in the county over the last 10 years²⁰, opportunities to build on this and further reduce casualties.
- Digital connectivity is good but there is room for improvement to catch up with national averages²¹.
- Changing travel patterns due to a high percentage of residents that work from home or in a hybrid model²².
- Air quality is improving and reductions can be accelerated in the short term to further improve health across the county²³.

¹⁶ [Public Health Outcome Framework – physical activity](#)

¹⁷ Department for Transport – [Surface condition overview as determined by Red, Amber and Green categories for local authority classified roads, by local authority in England](#)

¹⁸ Driver and Vehicle Licensing Agency – [VEH0142: Licensed plug-in vehicles \(PiVs\)](#)

¹⁹ Buckinghamshire Bus Service Improvement Plan Data Analysis, 2024

²⁰ Department for Transport – [Number and rates of reported road casualties by severity and local authority, Great Britain, 10 years up to 2023](#)

²¹ [Thinkbroadband](#)

²² Office for National Statistics – [Census 2021](#)

²³ [Buckinghamshire Council Air Quality Annual Status Report 2024](#)

Vision and Objectives

We have developed a vision and objectives for transport in Buckinghamshire to guide LTP5 and all supporting strategies. The vision and objectives are for all of Buckinghamshire, recognising the different needs of our towns, villages and rural areas. They have been developed using evidence, the key challenges and opportunities and through engagement with residents and key stakeholders.

The vision and objectives are closely aligned with the Local Plan vision and objectives due to the links between planning and transport. The vision and objectives also support the strategic priorities in our Corporate Plan.

Vision

By 2045 it will be easier for our residents to travel to work, school or college, to shop, use public services, or visit friends or leisure destinations.

For journeys in our towns, people will feel like they have the choice to walk, wheel, cycle or use public transport as these will be attractive, reliable and affordable options for local journeys.

In our villages and between our towns walking, wheeling, cycling or using public transport will be better and safer than it is now, but we will support those who need and want to travel by car to do so by tackling congestion, reducing delays and improving road safety.

By improving people's travel choices and helping our residents make the shift to electric and alternatively fuelled vehicles, we will have reduced our transport emissions, reduced noise and air pollution from traffic, helped to ease congestion, and created thriving neighbourhoods.

Objectives

1. Connecting our economy

The productivity of local businesses; ability to attract investment; and access to opportunities for all residents are enhanced by fast, efficient, and reliable transport connections.

- a. Reduced delays and unreliable journey times caused by congestion and roadworks.

- b. High quality active travel and public transport options to local economic and employment centres, key services, schools and leisure facilities.
- c. Faster and easier journeys to London, the Midlands and within the South-East.
- d. The transport networks are well-maintained and prepared for the effects of adverse weather resulting from climate change.
- e. Minimise negative impacts of freight movement on local communities and ensure it is appropriate and efficient to support local business.

2. Reducing transport emissions

Transport emissions in Buckinghamshire (excluding motorways) are reducing and within our 2025-2050 carbon budget.

- a. Digital connections and access to more local services reduce the need for travel.
- b. Walking, cycling, and wheeling are safe, attractive options for shorter local journeys, especially those in urban areas, and as part of longer journeys.
- c. Travel by public transport is a viable and attractive option for residents, including to new housing and employment sites.
- d. Use of low and ultra-low emission vehicles is affordable and convenient.
- e. Sustainable travel options are integral to new developments.

3. Creating high quality places

Streets, neighbourhoods, and rights of way are designed to put the needs of people first, and to be safe and accessible for all.

- a. Traffic is encouraged to use the most appropriate routes.
- b. Traffic noise and air quality impacts on communities are minimised.
- c. Neighbourhoods and local centres are walking, wheeling and cycling-friendly, putting the needs of vulnerable road users first.
- d. Street design is high quality, inclusive and meets the needs of all users of the space.
- e. Biodiversity on and adjacent to transport networks is enhanced.
- f. There is improved road safety for pedestrians, cyclists, equestrians, motorcyclists and drivers.
- g. We are working towards a Rights of Way network which supports the needs of all users, including mobility and visually impaired users.

Policies

This chapter outlines our transport policies which will be used to guide future work in Buckinghamshire. The policies set out the principles which will guide how we deliver our vision and objectives for transport in Buckinghamshire. Where further detail is required, this will be provided in the relevant supporting strategies.

The policies have been identified in a number of ways. This includes through review of evidence and best practice, alignment with Buckinghamshire Council Strategy, alignment with government strategy and statutory responsibilities. We have grouped the policies into 9 thematic areas; active travel, public transport, safety, place shaping, highway network, motor vehicles, innovation, freight and delivery. Each theme and the transport policies are included in the below sections. A summary of policies can be found in the executive summary.

Theme 1 - Active Travel

Active travel is a collective term used to cover travel by active modes, including walking, wheeling or cycling. 'Wheeling' is an emerging term that refers to journeys made using wheeled mobilities, such as wheelchairs, mobility scooters and adapted cycles. Active travel is an important transport mode for many residents, and it has a range of benefits such as improved physical and mental health through physical activity. Increased active travel can also help to reduce congestion and emissions. Our policies in this section seek to make active travel a viable, attractive transport option and enable more people to choose to walk, wheel or cycle.

Transport sustainability hierarchy

Our transport networks support the productivity of local businesses and their ability to attract investment. They also support residents' everyday lives, enabling and shaping how we travel, how reliable journeys are, how goods are received and how healthy we are. However, traffic congestion is an issue across Buckinghamshire, disrupting people's everyday journeys and impacting on the local economy. Our Economic Growth Plan has identified high levels of congestion as one of the challenges contributing to restricted local economic growth and productivity. The current transport network also contributes to emissions and negative health impacts from air pollution and reduced physical activity.

In order to address these challenges, future work should consider many aspects of transport need to improve people's transport choices and enable people to choose sustainable transport modes.

Therefore, we will seek to follow a transport sustainability hierarchy to inform future development of transport strategies and interventions. The hierarchy has also been embedded in our new Local Plan to ensure new developments are required to embed the principles. The hierarchy helps prioritise interventions in the following order:

- Substitute Trips: replace the need to travel beyond your community: Can I do it locally? Can I do it online? Can I do it online and have it delivered?
- Shift Modes: are there different transport options to choose: Can I use active travel? Can I use public transport? Can I use shared or on-demand mobility?
- Switch Fuels: for any trips that must be made by car, ensure the vehicle is zero emission: can I use an electric vehicle?

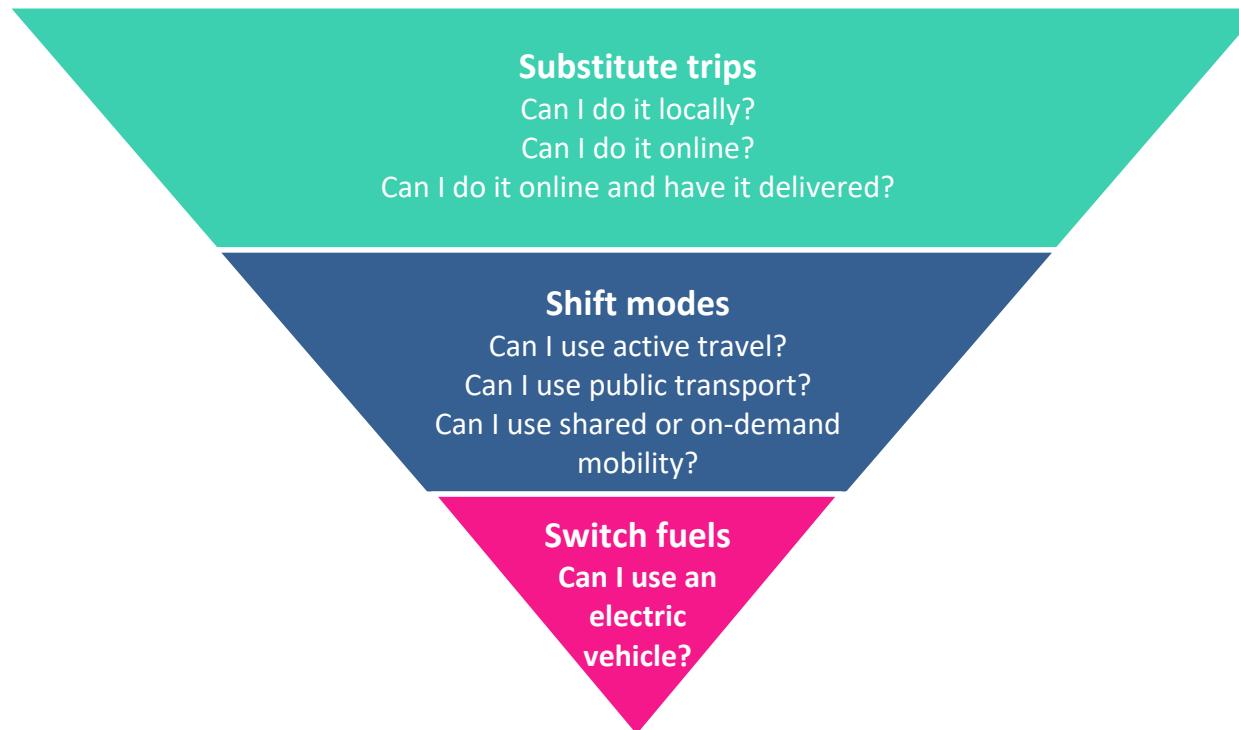


Figure 1 – Transport sustainability hierarchy diagram²⁴

²⁴ [RTPI – Net Zero Transport: The role of spatial planning and place-based solutions](#)

Adopting this approach will enable us to deliver our vision for residents to be able to choose to travel on foot, by bicycle, by other wheeling modes or by public transport. It will be a central policy to support delivery of our objectives to connect our economy and reduce emissions by providing safe, high quality transport options to local economic and employment centres, key services, schools and leisure facilities. Following this approach will improve the transport choices available to residents making everyday journeys easier and supporting a greater range of travel needs. It will also help improve people's health through reduced air pollution, noise pollution and increased physical activity.

Policy AT1 – We will seek to follow the principles of the transport sustainability hierarchy when developing transport strategies and interventions.

Walking, wheeling and cycling

Walking, wheeling and cycling are a common mode of transport in Buckinghamshire, especially for short journeys.

Around 80% of trips under 1 mile are walked in England²⁵ and 65% of Buckinghamshire adults do any walking at least once per week²⁶. Walking is an important part of many residents' everyday lives and we need to ensure that it is an attractive, safe and comfortable option for all.

Cycling is also an important transport option in Buckinghamshire with 7% of Buckinghamshire adults cycling at least once per week²⁷. There is significant potential to increase cycling particularly in urban areas due to the lower travel cost, faster travel times and longer distances that can be covered. In order to do so we need to provide attractive cycling environments so that it is a safe and viable option to all.

Supporting and increasing walking, wheeling and cycling is an important part of our vision and objectives. This is to recognise the everyday importance of these modes and the potential benefits they offer. More people choosing to walk, wheel or cycle for local journeys will help to reduce delays and unreliable journey times caused by congestion, supporting the productivity of local businesses, their ability to attract investment and residents' access to opportunities.

More people choosing to walk, wheel and cycle will also deliver health and environmental benefits. Physical activity benefits everyone and reduces the risk of developing many long-term conditions including heart disease, cancer and dementia. If all Buckinghamshire adults walked for 30 minutes a day, we estimate this would reduce death rates by 14%. If all Buckinghamshire adults cycled for 30 minutes a day, we estimate

²⁵ Department for Transport – [National Travel Survey 2023: Mode share and multi-modal trips](#)

²⁶ Sport England - [Active Lives Survey](#)

²⁷ Sport England - [Active Lives Survey](#)

death rates would reduce by 21%²⁸. There is an opportunity to increase physical activity as part of our everyday routines by incorporating it through travel.

Similarly, more people choosing to walk, wheel and cycle will reduce air pollutants from transport. Concentrations of air pollutants are often highest at roadside locations and in populated urban areas. Reducing air pollution will therefore deliver health benefits for all and especially benefit pregnant women, children, elderly and those with health conditions who are more vulnerable to harm from air pollution exposure.

Measures to provide safe walking, wheeling and cycling routes will help children and young people to travel sustainably to school and reduce the number of unsafe walking routes in the county (see policy PS5 for further information). More children and young people choosing to walk, wheel or cycle to school will improve their health and reduce traffic associated with school travel.

Walking, cycling and wheeling measures will also support tourism and provide local economic benefits. New or improved infrastructure can help to link people to transport and key employment hubs supporting the local economy. This is recognised in the [Buckinghamshire Economic Growth](#) Plan which commits to delivering enhanced walking, wheeling and cycling infrastructure within our town centres. More people choosing to walk, wheel and cycle will also help to improve health and reduce the likeliness of dropping out of the workforce due to ill health.

Our vision to develop the Buckinghamshire Greenway will support tourism by providing access to visitor attractions. The first section of the Buckinghamshire Greenway was delivered in 2018 and now provides access from Aylesbury Vale Parkway Station to Waddesdon Manor and Waddesdon village (Waddesdon Greenway).

Policy AT2 – Guided by our adopted Local Cycling and Walking Infrastructure Plans (LCWIP) which identify our infrastructure priorities, we will:

- a. Develop walking, wheeling and cycling networks which are designed to be coherent, direct, safe, comfortable and attractive. Designs will be in accordance with our Buckinghamshire Design Guidance.
- b. Engage with stakeholders to consider the needs of equestrians in the development and design of walking, wheeling and cycling schemes where appropriate.
- c. Seek funding and necessary permissions to deliver new and improved infrastructure, including the Buckinghamshire Greenway, Aylesbury Gardenway and connections within and between settlements.

²⁸ [Buckinghamshire Physical Activity Strategy](#)

Public rights of way

Buckinghamshire's public rights of way network is a vital part of the county's transport infrastructure. Measuring 3,353 km, the network provides access to the countryside, supports health and wellbeing in our residents, and enables sustainable travel modes. With increasing development and population growth it is important to protect, maintain and enhance this network to meet current and future needs.

In order to set out our goals and priorities for public rights of way and access, we have produced a [Rights of Way Improvement Plan](#) (ROWIP). The plan was adopted in 2020 and covers the time period to 2030. ROWIPs are required by law and must fully consider the needs of current users and the wider public. ROWIPs must then assess how public rights of way meet those needs now and in the future.

Our ROWIP is set out in six themes, with each theme containing a number of more detailed actions. Our themes are mapping the network, looking after the network, an evolving network, knowing where to go, access for everyone and effective delivery. The ROWIP and LTP5 aim to deliver similar active travel and healthy lifestyle aims and are therefore complimentary. When the ROWIP is reviewed there will be an opportunity to seek further policy alignment.

The public rights of way network will play an important role in supporting delivery of our vision and objectives. As Buckinghamshire experiences growth in its population it is vital that links with the countryside and public rights of way are maintained and improved by developments. This will ensure residents remain connected to nature and the countryside as well as existing towns and villages.

Improving surfaces along the rights of way network and upgrading their status, for example footpath to bridleway or cycleway, will also enable people to walk, wheel and cycle safely to local amenities, schools and employment. This will provide improved transport choices, particularly in rural areas, and promote physical activity, but needs to be balanced with the needs of equestrians. Enhancing the network also helps support tourism and local businesses.

Policy AT3 – We will maintain and enhance the public rights of way network to ensure it is accessible, safe, well signposted and in a suitable condition to support active travel, in response to the Local Plan and in accordance with the Rights of Way Improvement Plan (2020-2030).

Information, education and promotion

Alongside improving the physical environment for walking, wheeling and cycling, we also need to provide supporting measures. Evidence from national and international locations shows that multiple component interventions are the most effective at increasing walking, cycling and wheeling. An example of this type of intervention is providing education or training to influence behaviour alongside physical infrastructure.

Supporting measures can therefore play a vital role in enabling people to choose walking, wheeling and cycling. We have broadly grouped these measures into 3 categories; information, education and promotion.

An important form of information is wayfinding which helps people to navigate the network and promote awareness of routes. Clear and consistent signage and information in multiple formats can help to create familiarity and give people confidence when using or exploring routes. Education and training programmes can give people the confidence to walk, wheel or cycle. We already deliver examples of these programmes in Buckinghamshire. Simply Walk, the Council's health walk programme offers free, volunteer-led walks and the Bikeability cycle training programme and Footsteps road safety training programme provide children with the skills and confidence to walk, wheel or cycle safely.

We provide resources that workplaces can use to promote walking, wheeling and cycling, including information about national campaigns. We have also trialled the BetterPoints app which promotes and rewards healthy activities such as walking or cycling. During 2024 35,643 journeys were assessed on BetterPoints, of which 57% replaced a car journey.

Continuing to provide information, education and promotion measures will support delivery of our vision by helping people feel able to travel by walking, wheeling and cycling. This will deliver the benefits associated with more people choosing to walk, wheel or cycle such as improved health, reduced transport emissions and reduced congestion which supports economic growth.

Information, education and promotion measures will also ensure we support all residents in Buckinghamshire. Walking and cycling levels are not equal across the population with there being demographic differences. National statistics show that demographics affecting walking and cycling activity levels are gender, ethnicity, disability and level of deprivation²⁹. Information, education and promotion can be an important tool in helping to understand where different interventions are best targeted and overcome the barriers faced by different people.

Policy AT4 – We will:

- a. Continue to deliver digital and physical information, education and promotion measures to support walking, wheeling and cycling.
- b. Work to identify and deliver new information, education and promotion measures in support of future walking, wheeling and cycling schemes.

²⁹ Sport England - Active Lives Survey

Theme 2 - Public Transport

Buckinghamshire is served by a range of public transport options with bus routes, Demand Responsive Transport (DRT) services, community transport operators, Dial-a-Ride service and train stations in the county. Hackney carriage (taxis) and private hire vehicles also form part of the wider public transport network. Public transport can play a significant role in reducing congestion and emissions. It is also an important way of connecting our economy and improving access to opportunities as identified in our Economic Growth Plan. Our policies in this section seek to support our public transport network and ensure travel by public transport is a viable and attractive option for residents.

Bus and community transport

Buckinghamshire has a wide array of bus operators based both within the county and in neighbouring authorities. There are Community Transport operators and Dial-a-Ride services to cater to people who are unable to use other public transport services. DRT services funded by the Rural Mobility Fund (RMF) were introduced in High Wycombe (2022) and Aylesbury (2024) with great success in enhancing local bus service options.

Bus patronage in Buckinghamshire has fluctuated over the last 10 years. The COVID-19 pandemic saw a significant reduction in bus passenger numbers with patronage falling to approximately 32% of 2013 levels in 2021. Since the COVID-19 pandemic, passenger numbers have increased significantly but recovery has been slower to recover than in many other areas and remains lower than pre-COVID-19 levels.

Some of the factors that affect the use of bus services were highlighted in a public survey undertaken in 2021. The factors identified include high levels of car ownership, journey time reliability, lack of convenient access and interchanges, low parking costs and the quality of services. These factors were used to inform development of our [Bus Service Improvement Plan \(BSIP\)](#). The BSIP outlines our vision to establish buses as a key mode of travel in Buckinghamshire providing connectivity and accessibility to all with safe, reliable, and regular services.

The BSIP has five objectives which were developed to align with local and national priorities. It identifies a range of measures and schemes to support delivery of our objectives such as bus priority infrastructure, increased bus service provision, integration with other transport modes, improved ticketing and bus stop accessibility measures. LTP5 and the BSIP both seek to make buses an attractive transport choice for all. When the BSIP is reviewed there will be an opportunity to seek further policy alignment.

There is ongoing work to deliver the BSIP and we produce yearly delivery plans. Delivering the BSIP will improve the bus user experience and make local bus services more reliable and desirable. The potential expansions of Heathrow Airport and Luton Airport and applications for

Universal Studios at Kempston and Puy Du Fou near Bicester also provide a significant opportunity to work with partners to develop reliable bus connections and related infrastructure to benefit residents and the local economy. The Buckinghamshire Economic Growth Plan recognises the need to enhance public transport access to jobs, particularly the key employment sites at Silverstone and Westcott which are being restricted by limited public transport access.

We also entered into an [Enhanced Partnership](#) with local bus operators on the 1st March 2024. This partnership will be the means to deliver bus service improvements in Buckinghamshire and builds on the existing positive relationships between the Council and operators.

Supporting and increasing bus usage will be key to delivering our vision and objectives. Buses offer a viable transport option for longer trips such as those from rural areas or between towns and in 2024 over 96% of the population were within walking distance of a bus service. More people choosing to travel by bus will help to reduce congestion, unreliable journey times and transport emissions.

Improving local bus services, particularly to key employment sites and enterprise zones, will also support our objective to connect the economy by enhancing access to major destinations and economic centres. This will help to provide residents with improved access to opportunities and support economic growth. It will particularly support residents who are unable to drive or afford a car to access opportunities, such as older, disabled, low-income or [Opportunity Bucks](#) ward residents, and build on the county's legacy as the home of the Paralympics.

Policy PT1 – We will:

- a. Assess and prioritise each of the proposed bus improvement schemes to ensure that we deliver the Buckinghamshire Bus Service Improvement Plan (BSIP) vision.
- b. Commit to keep our BSIP up to date to reflect changes in the transport landscape and the evolving needs of the community.
- c. Make the most of new opportunities and technologies to ensure that our bus services are accessible and a benefit for all.
- d. Work in partnership with bus operators through the Enhanced Partnership to deliver bus service improvements.

Rail

Buckinghamshire is well connected by rail with regular rail services to London, Oxford and Birmingham. The county also includes part of the London Underground network (Metropolitan and Elizabeth lines) and will benefit from the new East-West Rail line which is due to open in 2025.

Buckinghamshire is positioned at the heart of several major rail projects, and we are actively working with partners and key stakeholders to shape and deliver these initiatives. Some notable rail infrastructure projects and proposals include East West Rail (EWR), HS2, Western Rail Link

to Heathrow, and Chiltern Main Line improvements and future link to Old Oak Common. Further detail about these projects can be found in the LTP5 Evidence Base Report.

Buckinghamshire Council is not directly responsible for the proposal and delivery of strategic rail infrastructure projects. However, our long-term strategy recognises the role of rail in reducing road congestion, improving connectivity, supporting economic growth and unlocking housing and economic opportunity across the county. We will therefore lobby for those projects that we view as a priority to improve travel choices and support housing and economic development. Our rail priorities are the EWR Aylesbury Link, Chiltern Main Line improvements (including electrification), a direct passenger service link from the Chiltern Main Line to Old Oak Common, and the Western Rail Link to Heathrow.

Delivery of the EWR Aylesbury Link is a key piece of infrastructure that is needed to improve travel choices, support housing growth and support the local economy. The link would be transformative for Aylesbury and surrounding communities, offering a connection to Milton Keynes, Oxford, Bicester, Bedford, Northampton, Birmingham and Cambridge.

Decisions and plans made by Department for Transport (DfT), Network Rail, EWR and neighbouring authorities may not always align with our rail priorities and may cause irreparable damage to our local economy and environment. We will continue to work with relevant parties to ensure Buckinghamshire's interests are represented in planning decisions and consultation processes.

We are proactively engaging with England's Economic Heartland (EEH), who play a critical role in guiding transport policy and investment across central and eastern England. EEH's advocacy for rail infrastructure delivery in the region provides a platform to influence regional and national transport decisions, which we feed into on a regular basis. The EEH [Main Line Priorities Rail Study](#), [Northants-Old Oak Common Study](#) and EWR Legacy Integration Report align with our LTP5 vision and priorities for rail transport.

Buckinghamshire Council can also play a role in improving the area around train stations, improving access to train stations and integrating rail with the wider transport network. This can be done through measures such as developing land and improving urban realm around train stations, improving walking, wheeling and cycling routes to stations and better coordination with buses. Improving integration between rail and other modes will help to improve journey experiences and enable more residents to choose to travel by train. It will also help to enhance public transport access to jobs and support economic growth as identified in the place and infrastructure priority of our Economic Growth Plan.

Policy PT2 – We will:

- a. Continue to collaborate with our partners and key stakeholders in the rail industry to lobby the government to invest in the delivery of the Northampton, Milton Keynes, Aylesbury, High Wycombe and Old Oak Common rail corridor and ensure Buckinghamshire's interests are represented in planning decisions and consultation processes.
- b. Continue to engage with external partner organisations in workshops and forums for ongoing rail projects like East West Rail and HS2 to ensure local issues are addressed and they create a lasting legacy for our communities.
- c. Support plans to reduce emissions from train services through efficiency improvements in diesel operation, the deployment of battery/hybrid trains, and overhead line electrification. This will include encouraging the trials of new zero emission trains in the county.
- d. Work to improve access to train stations and integrate rail with the wider transport network.

Mobility hubs

A mobility hub facilitates the integration of public, shared and active modes of transport in an accessible and convenient location. These transport services are supplemented with enhanced community facilities and information features to attract and benefit the traveller. Mobility hubs provide us with an opportunity to reclaim public space to promote sustainable transport and expand transport choices. In Buckinghamshire, mobility hubs will facilitate and enhance connections between new developments, rail and bus stations and key tourist and employment zones.



Figure 2 – Example of a mobility hub³⁰

To provide further information about how mobility hubs will be developed in Buckinghamshire we are developing Mobility Hub Guidance. The guidance will outline our approach for planning, design, implementation and management of hubs as part of the wider transport network. Where and how mobility hubs are implemented will vary depending on specific site constraints.

³⁰ Trueform Manufacturing & Technologies Group 2025

One of the main ways we anticipate mobility hubs will be delivered is in new housing developments. We have therefore embedded considerations about mobility hubs into Local Plan policy. Developers will be required to refer to the guidance to ensure the right mix of sustainable transport modes are viably implemented. We will also work with stakeholders to deliver mobility hubs at key transport interchanges such as train stations.

Delivering mobility hubs will support our public transport and active travel policies by increasing the attractiveness of these modes. Most people walk, wheel or cycle at either end of their public transport journey, so it is important to improve the experience of changing between these modes. More people choosing to walk, wheel or cycle to a mobility hub will help to improve health. Delivery of mobility hubs will also unlock access to housing, education and employment opportunities.

Policy PT3 – We will:

- a. Promote the delivery of a cohesive network of mobility hubs at transport interchanges and through new developments.
- b. Work with developers to deliver mobility hubs in new developments as outlined in our Mobility Hubs Guidance.

Hackney Carriage and Private Hire Vehicles

Hackney carriage and private hire vehicles form an important part of the transport network in Buckinghamshire. They help to support the public transport network by getting people to or from public transport interchanges. They also improve connectivity by providing a travel option to people in areas not served by public transport and supporting people that need safe or accessible transport options.

The Council has responsibility for regulating the hackney carriage and private hire trades. We do this by managing the driver and vehicle licensing process. Our [licensing policy](#) sets out our approach to hackney carriage and private hire licensing to provide transparency and consistency for both those working in the industry, passengers, other road users and members of the public.

Our current licensing policy includes requirements for new vehicles to comply with Euro 5 or 6 emissions standards to help reduce transport emissions. We also aim to improve access to wheelchair-accessible transport so all new additional hackney carriage vehicles are required to be wheelchair accessible.

We are currently updating our licensing policy, this work will take LTP5 into consideration to ensure taxi and private hire vehicles support delivery of our vision and objectives for transport in Buckinghamshire. In order to support our ambitions to reduce transport emissions, we are proposing an aim to only issue licences to ultra-low or zero emission vehicles by 2035.

Aligning our licensing policy with LTP5 and supporting the industry to provide a high-quality hackney carriage and private hire service will support our vision to make it easier for residents to travel within Buckinghamshire. It will improve travel choices, particularly supporting disabled residents who need an accessible transport option. Reducing emissions from hackney carriage and private hire vehicles will also help to improve health.

Policy PT4 – We will:

- a. Work with stakeholders and operators to deliver a safe, accessible and high-quality hackney carriage and private hire service.
- b. Regulate hackney carriage and private hires in accordance with our Hackney Carriage and Private Hire Licensing Policy.

Theme 3 - Safety

We have a statutory duty under the Road Traffic Act 1988 to prevent road traffic collisions. We therefore conduct work to improve road safety for all road users through data analysis, education and infrastructure improvements. Road safety is a particularly important factor affecting walking, wheeling and cycling levels. More broadly, we also need to ensure people feel safe and secure on our streets and when travelling on Buckinghamshire's transport network. Our policies in this section seek to improve road safety, personal safety and security for all road users.

Road safety

The term "Road Safety" covers all actions undertaken by the Council to manage risk of harm to road users. Road Safety measures are funded and delivered through a number of Council services. These measures include school crossing patrollers, active travel schemes, speed limit changes, safety/enforcement cameras and traffic calming measures. Road safety measures are also funded and delivered through third parties including developer works, and partner organisations such as Thames Valley Police and the Police and Crime Commissioner.

Almost all collisions involve an element of human error, ranging from simple mistakes and poor decisions through to deliberate, dangerous and illegal behaviour such as drink or drug driving. There are usually several contributory factors which when combined result in a collision and in some instances harm. The most common contributory factors are basic errors such as failing to look properly, losing control, inappropriate speed and impairment or distraction.

Education, training and publicity forms an essential part of what we do at the Council to raise awareness of contributory factors and provide road users with information and learning to minimise the risk of harm. This includes campaigns on topics such as drink and drug driving, seatbelt usage and mobile phones. We also offer training courses for young and mature drivers.

Whilst there have been some fluctuations, the long-term trend in Buckinghamshire shows a gradual reduction in casualties, even as traffic volumes have increased, which may reflect successful safety interventions. Between 2014 and 2023 the number of people killed or seriously injured (KSI) in road collisions has decreased by 23%³¹. Further information about the road safety trends in Buckinghamshire can be found in the LTP5 Evidence Base Report.

Road user type	Buckinghamshire	South East	England
Pedestrian	-22%	-10%	-11%
Pedal cyclist	-46%	-34%	-18%
Motorcycle user	-19%	-17%	-22%
Car occupant	-27%	-8%	-7%

Figure 3 – Comparison of road user type KSI trends (shows as percentage change) between 2014 and 2023

To bolster our existing data led approach, moving forward we will adopt the Safe System approach which creates a road transport system that anticipates human error and minimises the risk of serious injuries and fatalities. This involves considering interactions between people, vehicles and the road environment to ensure that the systems in place work together to minimise the chance of a crash or prevent death or serious injury if a crash occurs. The Safe System approach is based on five key pillars:

- Safe road users
- Safe vehicles
- Safe speeds
- Safe roads and roadsides
- Post-crash response

Safe System therefore involves those who use, manage and design roads and responsibility for safety is shared by everyone such as road users, policy makers, designers, developers and fleet managers etc. Safe System is a more integrated approach to road safety which helps to increase efforts on risk reduction and strengthen coordination across Council areas and with external partners.

³¹ Department for Transport – [Number and rates of reported road casualties by severity and local authority, Great Britain, 10 years up to 2023](#)

A new national Road Safety Strategy was published by the government in January 2026. The strategy sets out a plan to reduce deaths and serious injuries on Britain's roads by 65% by 2035³². In order to deliver this reduction, the strategy adopts the Safe System approach. The Safe System approach is therefore endorsed by government and adoption of the approach in Buckinghamshire will ensure alignment with national strategy.

Adopting a Safe System approach will help to further improve road safety and reduce the devastating impacts of death or serious injuries resulting from road traffic collisions in Buckinghamshire. Creating a safer transport environment will benefit all transport users and enable more people feel able to choose to walk, wheel or cycle.

Policy S1 – We will:

- a. Adopt a Safe System approach to road safety in order to minimise death and serious injury on our local road network supplementing our obligations under Road Traffic Act 1988.
- b. Invest in effective, targeted actions ensuring that our transport system protects all users and supports wider public health and sustainability goals.
- c. Strengthen coordination across transport, planning, health, enforcement, and emergency services in the planning and delivery of safety interventions to ensure that all parts of the transport system work together to prevent death and serious injury.

Personal safety and security

When people are travelling in Buckinghamshire they should feel safe. If our streets or public transport system do not feel safe, people may feel they have reduced transport options and are more likely to drive even if it is not their first choice. People from ethnic minority backgrounds, those who identify as LGBTQ+, disabled people and women have been found to feel more vulnerable when using public transport³³.

Factors such as street lighting, the design of our streets and neighbourhoods, maintenance of transport infrastructure and CCTV coverage can all affect gender accessibility and perceptions of safety and feelings of security. Additionally, the location of bus stops and train stations is important to consider because isolated areas, areas with low footfall or places perceived to be unsafe can reduce feelings of safety. Recognising the need to deliver a more accessible and inclusive bus network, the government's [Bus Services Act 2025](#) includes plans to mandate staff, including drivers and those based at bus stations, to undertake training on improving safety for women and girls.

³² Department for Transport – [Road Safety Strategy](#)

³³ Department for Transport – [Protected characteristics and public transport perceptions and safety](#)

Incorporating considerations about personal safety and security into our work will play an important role in delivering our vision. It will ensure all transport options are attractive and improve people's options as they will feel able to choose to travel on foot, by bicycle or on public transport. It will also support the delivery of high-quality places by creating streets and neighbourhoods that are safe and put the needs of people first.

Policy S2 – We will:

- a. Incorporate considerations about personal safety and security into our work and look to implement measures that improve the perceived and actual safety of Buckinghamshire's transport network.
- b. Incorporate "[Secured by Design](#)" into our work and work with Thames Valley Police and other partners to deliver safe and inclusive environments.

Theme 4 - Place-shaping

Place-shaping involves work on different aspects of a place to improve quality of life for residents, support health and wellbeing, enable economic growth and support vibrant and sustainable communities. Transport is a key part of place-shaping, influencing how our communities feel and function. The design of our streets, neighbourhoods, towns and villages also affects how people choose to travel and their travel experiences. The policies in this section recognise the wider interactions between transport and place-shaping. They seek to put the needs of people first and create high quality places for all.

Accessible Streets

The design of our streets plays an important role in people's everyday lives, health and wellbeing and influencing the quality of life in Buckinghamshire. It is also an important factor impacting on travel choices as it affects how attractive, safe and enjoyable it is to walk, wheel or cycle. Current design is in accordance with national guidance from [Manual for Streets](#) and [Manual for Streets 2](#). This approach can often lead to streets being designed around vehicle movements and not accessible for all residents.

Buckinghamshire is the birthplace of the Paralympics with the movement beginning in 1948 at Stoke Mandeville Hospital. In order to continue our Paralympic legacy, improving accessibility is a core part of many aspects of Council work. To build on this legacy through transport we will work to create accessible streets and build places for people.

To improve street design and create accessible streets we will integrate use of the nationally recognised Healthy Streets approach to our transport planning and design work. The Healthy Streets approach is an evidence-based approach to creating fairer, sustainable and attractive urban spaces. Healthy Streets uses 10 evidence-based indicators, each describing an aspect of the human experience of being on streets. By balancing and prioritising these ten indicators we can improve the sustainability and accessibility of our streets³⁴.

Creating accessible streets will support our objective to build high quality places and align with the Local Plan objective to create great places to live, grow-up, work and age. It will ensure we put the needs of people first and create streets that are accessible for all. This will particularly support vulnerable road users ensuring their transport needs are met and our streets support all users.

The creation of accessible streets will also help to support delivery of our [Healthy Ageing Strategy](#) and keep people walking, wheeling, cycling as they age. This will help older adults to meet physical activity guidelines and gain the associated health benefits. Furthermore, with the right environments and support, people can age well and live independent and meaningful lives. Accessible, affordable and appropriate travel options are a key part of this to allow people to access services they need.

³⁴ [Healthy Streets](#)

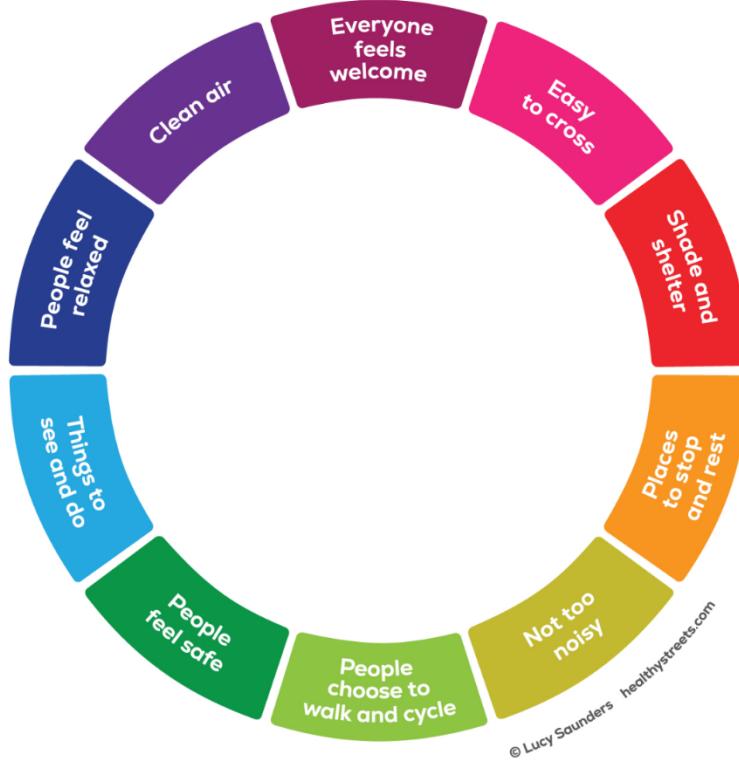


Figure 4 – Key principles as set out in Healthy Streets indicators diagram³⁵

Accessible streets will also help people feel able to choose to walk, cycle or use public transport by making our streets more attractive and safe. This will improve everyday journey experiences for residents and deliver benefits associated with more sustainable travel such as reduced congestion, traffic noise, air pollution and health benefits from increased physical activity.

Policy PS1 – We will create inclusive and accessible streets by incorporating the Healthy Streets approach into our work and putting the needs of people first in street, public space and neighbourhood design.

³⁵ [Healthy Streets](#)

Public space

In addition to the design of our streets, how we use the space available also has an impact on quality of life and transport choices. The amount of space available for people to walk, wheel and cycle affects how attractive and safe these are as transport options. Similarly, there needs to be suitable space and prioritisation for buses to ensure they are a reliable and attractive option. Ultimately our streets are for everyone and so the way space is allocated should reflect this.

Recognising the diversity of Buckinghamshire, the way street space is allocated will vary and needs to be appropriate to the place. In our towns and urban areas it is likely that more space is needed for buses, walking, wheeling and cycling. More public realm space may also be needed for social interaction. In new developments there is opportunity to design and plan how we use space but in existing towns there might need to be trade-offs due to constraints. In our villages and rural areas there are different transport needs and users to consider such as equestrians. It is also important to consider space for freight and logistics to minimise impacts on other road users and support our local economy.

On-street parking is a key use which can take up a significant amount of street space and cause issues, particularly for vulnerable road users. As part of the Local Plan we are developing new parking standards which will set out our approach to parking in new developments. This will include the number of spaces provided and the size of spaces. The standards will help to manage how space is used for parking in new developments.

Reconsidering how we use public space will support delivery of our objective to create high quality places. It puts the needs of people first and will create attractive local environments for walking, wheeling and cycling. This will enhance quality of life in Buckinghamshire, improve safety and enable everyone to make the most of their local area. Ensuring buses have suitable space and prioritisation in our urban areas will be critical to increasing public transport viability and its attractiveness as a transport option.

A new approach to public space will also support the delivery of wider strategies and goals such as those in the Buckinghamshire Regeneration Framework and Economic Growth Plan. Our vision for regeneration in Buckinghamshire is to create places where people want to be, driving local revitalisation and creating vibrant spaces to live and work. The way we use street space for transport, particularly in town centres, will play an important role in supporting these goals and delivering our vision for regeneration.

Policy PS2 – We will:

- a. Design and appropriately allocate public space to support the needs of all people and transport options.
- b. Work to align the LTP5 and Buckinghamshire Design Code for new developments.
- c. Support delivery of the Buckinghamshire Regeneration Framework through public space design and allocation.

Land use planning

Land use planning has a major impact on our transport networks and wider place-making. The location and design of new developments affects people's transport options and choices. If people are not provided with real travel choice, new developments will contribute to our transport challenges such as emissions and increasing traffic congestion across the county.

Recognising the importance of land use planning and the close links between planning and transport, we have developed LTP5 to align closely with the new Local Plan for Buckinghamshire. The new Local Plan will set out the vision and policy framework for future growth including housing and employment development in the county. The LTP5 vision and objectives are closely aligned with the Local Plan vision and objectives.

In order to deliver the vision and objectives of LTP5 and the Local Plan, a different approach to transport is needed in the new Local Plan compared to previous plans. We are therefore taking a vision-led place-based approach to shape future development and transport infrastructure in Buckinghamshire.

A vision-led approach means defining a vision for a new development and providing the transport solutions to deliver that vision. This is different to the traditional approach of predicting future transport demand based on past trends and providing capacity. This approach also identifies the need to follow a transport sustainability hierarchy which is embedded within both LTP5 and Local Plan policy (see policy AT1 for further detail).

In practice, this will mean prioritising locating new developments in sustainable locations and improving the sustainability of locations by prioritising the supply of sustainable transport modes such as walking, wheeling and cycling. This will include considering end to end solutions so that improvements are delivered across whole routes and new developments are integrated with the wider area. Delivering a new Local Plan in this way will ensure new developments improve people's transport choices and enable people to choose sustainable transport modes.

This approach is well aligned with and will also contribute to delivery of our LTP5 vision and objectives, particularly creating high quality places. It will improve people's transport choices helping to tackle congestion, reduce emissions and create healthy neighbourhoods. It will also improve residents access to opportunities by providing active travel and public transport options to new economic, employment and leisure facilities.

Policy PS3 – We will align the LTP5 and Local Plan, adopting a vision-led approach to transport planning and embedding the LTP5 policies in spatial planning and land use decision making.

Development Management

As outlined in the Land Use Planning policy, new developments play a vital role in shaping sustainable, accessible, and high-quality environments that support active travel and efficient transport networks. The Local Plan sets out the policy framework for future growth including new housing and employment in the county.

As the Highway Authority we are responsible for assessing development proposals and making recommendations for the determining of planning applications. Applications and development proposals should align with the council's transport vision and objectives as well as those set out in national planning policies and design guidelines.

To provide more detailed guidance about what should be included in planning applications we have produced Highways Development Management Guidance. Developers should refer to the Highways Development Management Guidance which builds on the policies in the Local Plan and provides guidance for delivery of transport requirements and mitigating transport impacts. The guidance states that developers must:

- Design layouts that prioritise sustainable transport modes (walking, wheeling, cycling, public transport) over private car use.
- Assess and mitigate transport impacts through Transport Assessments or Statements.
- Engage early with the council and comply with relevant legislation, guidance, and local plans.
- Provide coherent, safe, and attractive routes within and beyond the site for all users.
- Contribute to strategic transport infrastructure where required to support growth and connectivity.

The Highways Development Management Guidance supports delivery of LTP5 and the Local Plan by helping to make sustainable transport options integral to new developments in Buckinghamshire. The guidance will ensure developments contribute positively to the public realm and local transport infrastructure improving accessibility and mobility for all.

Policy PS4 – We will assess planning applications in accordance with the Highways Development Management Guidance.

School travel

We have a statutory duty to provide transport to schools and educational settings. Our approach to this is set out in our [Home to School Transport Policy](#). We also have to produce a Sustainable Modes of Travel Strategy, ours is called the [Getting to School Strategy](#). The strategy supports our Home to School Transport Policy and sets out how we will promote use of sustainable modes of travel to schools, colleges, and education centres.

We are required to keep our Sustainable Modes of Travel Strategy under review to ensure it continues to meet local needs and comply with statutory requirements. Our Getting to School Strategy is therefore a live document that will be reviewed annually and updated as necessary. The current strategy was developed to support the draft LTP5 vision and future updates will make any changes required to enhance alignment.

We primarily promote sustainable travel to and from education through school travel plans, by buying scholar passes for eligible students to use on the local bus network and by our contracted home to school transport providers. We provide Council-funded school transport for some students, in accordance with the law, including where the walking route to the nearest suitable school has been assessed as unsafe. Moving forward we are working to reassess unsafe walking routes, rectify these where it is financially viable to do so and avoid unintentionally creating more unsafe walking routes.

Buckinghamshire is a leading local authority nationally in terms of the number of schools which have an up-to-date travel plan registered with the national Modeshift STARS scheme. To help schools fulfil their travel plans we promote a range of initiatives including Bikeability training, walking maps and school crossing patrollers. We also recognise car travel is needed and promote measures such as park and stride and considerate parking to improve safety and reduce air pollution around schools. As part of future updates to the Getting to School Strategy, we will work with communities to explore further initiatives that could be offered such as school streets.

Promoting sustainable and active travel as the preferred choice to and from education is important for a number of reasons. A key reason is increasing physical activity which helps to keep children and young people healthy and happy. To achieve health benefits children and young people should be physically active for at least 60 minutes per day but currently only 51.9% of children in Buckinghamshire meet this³⁶.

Sustainable and active travel to and from education will help to deliver the LTP5 vision and objectives by reducing congestion and emissions. Children are particularly susceptible to the health effects of air pollution, as their lungs and other organs are still developing. Reducing traffic around schools is therefore an important step to improve children's health.

Policy PS5 – We will:

- a. Promote sustainable and active travel to and from education as outlined in our Getting to School Strategy.
- b. Continue to promote initiatives outlined in the Getting to School Strategy and explore the potential for further initiatives.

³⁶ [Public Health Outcome Framework – physical activity](#)

- c. Ensure developers provide safe, direct and accessible walking, wheeling and cycling routes to schools within the development from first occupation, where that school is within statutory walking distance of the development (currently 2 miles for under 8 years of age and 3 miles for over 8 years of age).
- d. Work with developers to consider existing unsafe walking routes to schools, within statutory walking distance of the development, and opportunities to rectify them as part of the development.

Workplace travel

Travelling for work is one of the most common journey purposes. Whilst there have been changes to work practices since the COVID-19 pandemic, it remains one of the main reasons we travel and a part of many residents' daily routines. The majority of working residents in Buckinghamshire live and work in the county. In total around 70% of residents work at or mainly from home or travel within Buckinghamshire for work³⁷. Therefore, there is significant potential to improve the transport options available to residents for work travel.

Travel to work associated with new development sites can be influenced through the travel planning process. Travel Plans are long-term management strategies that are required for new commercial and residential developments that meet the Travel Plan thresholds. Travel planning is also conducted for existing schools and businesses. Travel Plans are unique to each development and focus on supporting individuals to travel by active and sustainable modes of transport.

We produce Travel Plan guidance, review Travel Plans and monitor Travel Plans. Our Travel Plan guidance sets out requirements including targets to reduce the proportion of single-occupancy vehicle trips by a minimum of 10%. Our most recent [Travel Plan guidance](#) was updated in June 2025 and is aligned with LTP5. We will continue to review our Travel Plan guidance and make updates as required.

We also influence travel to work behaviours through the planning process for new development sites. For example, by following best practice when determining location and availability of facilities such as bus stops and cycle parking at home locations and destinations, we can increase the attractiveness of using sustainable and active transport modes for work related journeys.

Working with businesses and employers to deliver workplace Travel Plans and encourage sustainable and transport journeys will support delivery of our vision and objectives. It will help to increase access to opportunities for all residents and support our objective to connect the economy

³⁷ ONS – [Census 2021](#)

by increasing the provision of viable active travel and public transport options to local economic and employment centres. More people choosing to use active or sustainable modes of travel to work will also help to reduce congestion, traffic noise and emissions.

Policy PS6 – We will:

- a. Promote sustainable and active travel to and from workplaces through travel planning and the development management process.
- b. Work to build relationships and partnerships with key employers to support workplace travel planning.

Theme 5 - Highway Network

We are responsible for managing the highway network in Buckinghamshire, including maintenance, managing traffic flow, parking and enforcement. As well as the current network, we also need to ensure our highway network is resilient to future changes. Ensuring our highway network is well managed is critical for connecting our economy, supporting economic growth and ensuring the safety, convenience and efficiency of all road users. The policies in this section seek to deliver effective highway network management in line with our vision and objectives.

Asset management

We are responsible for maintaining a range of highway assets in the county. This includes 3,200km of highway infrastructure which is the council's most valuable asset, valued at £4.6 billion. Good asset management requires joined-up leadership, planning, decision-making and delivery to ensure we provide consistent value to our customers and stakeholders.

Our [Highway Infrastructure Asset Management Plan](#) (HIAMP) provides a structured framework for managing assets in a way that delivers our objectives. The HIAMP is delivered through a suite of interrelated documents that collectively define the council's asset management framework. The figure below shows these interrelations and reflects the line of sight between strategic priorities and operational delivery.

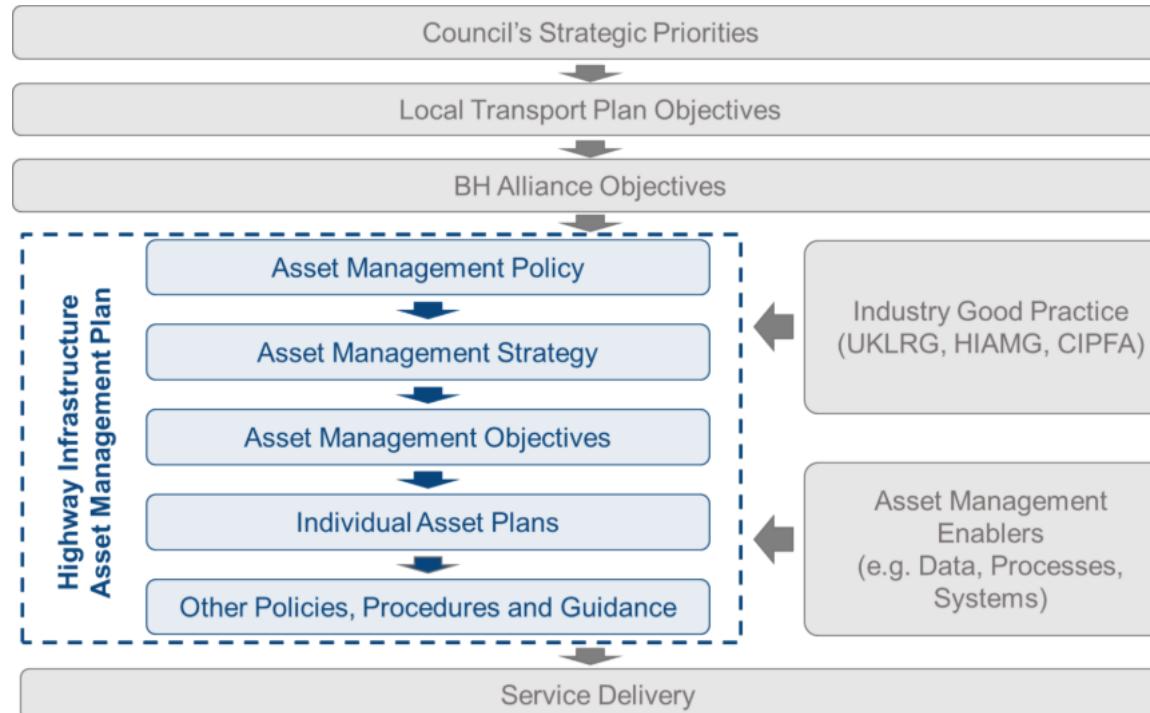


Figure 5 – Summary diagram of Highways Infrastructure Asset Management Plan strategic alignment

As part of the HIAMP, the Highway Infrastructure Asset Management Policy maintains a clear line of sight from LTP5. It ensures asset management objectives are aligned with the council's strategic priorities, LTP5 objectives, and the Buckinghamshire Highways objectives. Our policy is reviewed on an ongoing basis and will be updated as required to reflect any changes in the Council's priorities, its stakeholders or wider good practice.

Our Highway Infrastructure Asset Management Policy was most recently updated in October 2025. This update reflects a clear alignment with the LTP5 objectives and demonstrates how our approach to asset management will contribute to delivery of our wider vision for transport in the county. This includes maintaining a safe network, working to decarbonise our highway services and maintaining the road network in a way which promotes active travel and further integrates other modes of transport.

Delivering good asset management and ensuring alignment with LTP5 will support delivery of our vision and objectives. A well-maintained highway network improves safety and plays an important role in creating an attractive environment for walking, cycling and wheeling. It also improves the quality and attractiveness of everyday journeys.

Ensuring our highway network is well-maintained and resilient to the effects of climate change will help to reduce delays on our network. This will support delivery of our objective to connect the economy and economic growth in the county by ensuring residents and businesses are provided with fast, efficient and reliable transport connections.

Policy HN1 – We will maintain our highways infrastructure in accordance with our Highway Infrastructure Asset Management Policy.

Network management

Under the Traffic Management Act 2004 we have a statutory Network Management Duty to manage the day-to-day operation of the highway network efficiently and effectively. This includes management of works on the highway, contingency plans for incidents and plans for significant events. Network management is essential to reduce congestion, ensure safety, and maintain accessibility for all users.

To provide further information on our approach, we have developed and adopted a [Network Management Policy](#). The policy outlines how street works and roadworks are managed to reduce congestion and delay, incidents, emergencies, and weather events are planned for, and developers and event organisers are coordinated with to manage occupancy.

An important part of our network management is managing works on the highway. We manage works by all parties (such as Council, utility or third parties) to ensure they are coordinated and minimise disruption to the network. The Council's approach to managing works is through our [permit scheme](#). The scheme allows the Council to set restrictions on work durations, enforce compliance, and penalise those who overstay or breach conditions. These rules apply equally to utility companies and the Council's own works. The objectives of this approach are to:

- Reduce disruption on the network
- Improve overall network management
- Reduce delays to the travelling public
- Reduce costs to businesses caused by delays
- Promote a safer environment
- Reduce carbon emissions

We are currently in the process of introducing a Lane Rental Scheme to reduce disruption caused by roadworks. If successful, we will be one of the first authorities in the country to obtain the relevant powers to deliver such a scheme. The lane rental powers enable an authority to charge those working on key roads up to £2,500 per day. The scheme therefore incentivises works to become more efficient or moved to less busy times of day. At least 50% of any surplus revenue generated will be spent on highways maintenance, the council and utility companies can decide how the remaining 50% is spent in accordance with the scheme's objectives and DfT guidance.

Effective network management will help deliver reliable journey times, reduce and manage delays and support economic growth. It also helps to create high quality places by encouraging traffic to use the most appropriate routes, improving safety and air quality. Network management is important to supporting public transport by ensuring it remains a reliable and attractive option for residents.

Policy HN2 – We will manage the highway network in accordance with the Traffic Management Act 2004 and as outlined in the Buckinghamshire Council Network Management Policy.

Parking

The way we provide, manage, and enforce parking directly influences how people choose to travel. It can also shape where new developments happen, make places more attractive and accessible and play a key role in supporting local businesses. Driver behaviour and parking demand have shifted significantly in recent years due to population growth, evolving work patterns, and the need to reduce emissions. It is therefore important that we find smarter, more innovative ways to manage parking effectively.

In order to provide a framework which can inform decisions on parking, we developed and adopted our [Parking Strategy](#) in 2024. The strategy seeks to manage parking to reduce congestion, promote safety, and encourage alternative transport. The strategy embraces new technology to provide customers with a high-quality parking service that offers greater choice, flexibility and streamlined parking charges. When the Parking Strategy is reviewed there will be an opportunity to seek further policy alignment. This will include consideration of car parking assets, pricing policy and use of the kerbside to meet the needs of all road users.

As part of the Local Plan, we are also updating our Parking Standards for New Developments. The standards set out clear expectations for car, cycle, motorbike, disabled, and electric vehicle parking provision and will be embedded within the Local Plan. The standards provide us with the opportunity to play a key role in shaping how new streets look, feel and function.

The Parking Standards for New Developments will be supported by our guidance on car clubs and mobility hubs. Car clubs and mobility hubs are closely related to parking and consideration alongside parking will help to further enhance travel choices and reduce pressure on the existing transport network by ensuring residents have access to shared and low emission transport options.

Managing parking is an extremely important tool for supporting delivery of our vision and objectives. Parking influences how people choose to travel and so can help to make sustainable transport an attractive choice, delivering benefits such as reduced congestion and emissions. Parking facilities for bicycles is also a key factor in enabling more people to choose to cycle. Cycle parking should be fit-for-purpose, secure, well located, and cater for all cycle users and cycle designs.

Effective parking management supports the efficient operation of our roads and transport network, helping to deliver our objective to connect the economy by reducing delays and unreliable journey times. Parking is also a key factor in delivering high quality places that support all users, both through the provision of blue badge spaces and by preventing inappropriate on-street parking.

Policy HN3 – We will:

- a. Continually review the best model for delivering parking services, working work with members and partners to deliver against our strategic aims as set out in our Parking Strategy.
- b. Ensure parking in new developments meets local needs, is high quality and supports delivery of the Local Plan and Local Transport Plan objectives.
- c. Ensure cycle parking is provided at destinations and designed into residential developments that is fit-for-purpose, secure, well located, and caters for all cycle users and cycle designs.

Enforcement

As the highway authority we conduct transport enforcement. Our transport enforcement powers include:

- Dealing with various unlawful interferences with the highway under the Highways Act 1980. This includes, but is not limited to, unauthorised signage and things placed on the highway such as scaffolding or builders' skips.
- Moving traffic enforcement granted under Part 6 of the Traffic Management Act 2004. These allow fines to be issued to vehicles that break moving traffic restrictions.
- Parking enforcement through Civil Enforcement Officers (CEOs) who enforce parking permit issue and suspension schemes and issue Penalty Charge Notices (PCNs) to those who break parking regulations.

- Highway and freight enforcement such as weight restrictions for heavy goods vehicles (HGVs) and permit schemes for roadworks and streetworks.

Enforcement is a tool to help manage road space demand, support and enhance accessibility in our towns and villages and meet our planning and transport objectives. It helps to builds trust in transport management and ensures that rules are applied consistently and fairly across all road users.

Our enforcement seeks to balance the needs of all road users and is conducted in line with relevant strategies to support delivery of the LTP5 vision and objectives. A key benefit of enforcement is improving road safety by reducing traffic collisions, deterring dangerous driving behaviours and deterring illegal or obstructive parking.

Other benefits include ensuring fair access and considerate use of shared spaces, especially for Blue Badge holders and residents with permits, and reducing traffic congestion caused by obstructive parking or HGVs on inappropriate roads. Enforcement can also support work to reduce transport emissions and allows the council to respond to emerging trends or issues.

We also have a duty under section 130 of the Highways Act 1980 to assert and protect all public rights of way and unsurfaced roads in Buckinghamshire. To ensure the network in Buckinghamshire remains in a condition that is safe and easy for use by the public we carry out a range of work including where necessary, taking direct enforcement action. Our [rights of way enforcement policy](#) sets out our aims and procedure for this work.

Policy HN4 – We will conduct enforcement of traffic, parking, rights of way and highway restrictions in accordance with statutory legislation and to support delivery of LTP5.

Road infrastructure

As well as managing existing road infrastructure, we recognise that new road infrastructure will need to be provided. The road network is critical to supporting many residents' everyday journeys, connecting our economy and supporting our public transport network. However, there are current issues with congestion which are forecast to get worse in the future. We will therefore need to deliver mitigation measures including some strategic road improvements to help address issues, improve safety and improve journey time reliability.

We will be adopting a vision-led approach to transport planning for new developments in Buckinghamshire as outlined in policy PS3. This approach will ensure we consider the transport sustainability hierarchy and all transport users' needs. The approach still recognises that car use will remain an important transport choice and if required, strategic road improvements will be identified to mitigate impacts once other options have been assessed. The delivery of new strategic roads will also be essential to connect new housing developments to the existing road network.

There may be opportunities for the delivery of new strategic roads to improve the quality of places and improve residents' quality of life. Rerouting through traffic away from populated urban areas, towns or villages will help to improve safety, reduce air pollution and create environments that are more attractive for people to walk, cycle or spend time in. The Aylesbury Link roads are an example of this type of scheme.

Policy HN5 – We will provide strategic road improvements where required, ensuring minimal severance and connectivity provisions.

Resilience and emissions

Through our own highway network and associated work, there are opportunities to reduce emissions. We are also seeing more frequent extreme weather events such as flooding, heatwaves and storms, so need to ensure our highway network is resilient.

Embodied carbon refers to the greenhouse gas emissions associated with materials and construction processes. Through implementation of the asset management strategy, we are actively implementing innovative approaches and collaborating with other authorities to reduce both embodied and operational carbon emissions in maintenance activities. This includes sustainable material selection, waste reduction and implementation of carbon neutral design principles.

In order to understand and manage the risks that climate change poses to the road network, we are taking a coordinated, data-driven, and community-focused approach to ensure that the network remains safe, reliable, and resilient. This includes managing a Resilient Network of key roads, as outlined in our [Resilient Network Plan](#), to ensure essential routes remain open and safe during severe weather events. These selected roads are prioritised for maintenance and support emergency services, public transport, hospitals, schools, and employment areas.

Reducing the embodied carbon in highways projects contributes to emissions reductions. This will help to protect Buckinghamshire residents and the natural environment from the impacts of climate change such as excessive heatwaves and flooding, damage to property, health impacts and disruptions to travel.

Similarly, ensuring our highway network is resilient to the impacts of climate change will deliver reliable journey times, reduce travel disruptions and manage delays. This will support those who need to drive, maintain the productivity of local businesses and ensure residents remain connected to local economic and employment centres, key services, education and leisure facilities.

Policy HN6 – We will:

- a. Reduce embodied carbon emissions in our highways maintenance and construction operations where feasible.
- b. Maintain our Resilient Network Plan and continue to prioritise key roads that form our resilient network.

Green Infrastructure

Green infrastructure is an integral part of the sustainability and resilience of Buckinghamshire's transport network. Green infrastructure is a strategically planned network of high quality multi-functional green spaces in both urban and rural areas as well as associated features. The term includes open green spaces such as parks and gardens, grass verges alongside our highways network and green corridors (including cycleways and rights of way). It also includes informal amenity green spaces and accessible countryside such as river and canal corridors and woodland. Water related green infrastructure is also known as 'Blue Infrastructure'.

The maintenance of trees and grass verges forms a core part of our work to prevent damage to the network. Green infrastructure also plays a role in mitigating and adapting to changing weather events. Buckinghamshire's green infrastructure can limit flood risk by reducing surface water runoff and by providing soakaways. It also improves air and water quality and can reduce the temperature of our streets by providing shade.

Embedding green infrastructure into our highways will support delivery of the LTP5 vision and objectives and the Councils overall vision for a healthier, greener Buckinghamshire. Green infrastructure High quality green (and blue) infrastructure is a key component in delivering our place making policy, creating visually appealing and high-quality places. Increasing shade and shelter is an important factor in enabling people to choose to walk, wheel and cycle, particularly in the future with increasing temperatures. This will particularly help those who are more vulnerable to the impacts of extreme heat such as children and older people.

Policy HN7 – We will incorporate green infrastructure into our projects and maintain existing green infrastructure, recognising its value in shaping a greener, more resilient Buckinghamshire.

Theme 6 - Motor Vehicles

Cars are the primary mode of transport for the majority of residents and an important transport mode, particularly due to Buckinghamshire's rural nature. Buckinghamshire has some of the highest levels of car ownership in the country and we recognise cars will continue to be an important transport option in the county. However, high car usage has a range of associated challenges such as congestion, road safety and emissions. The policies in this chapter seek to support those that need and want to travel by car, whilst helping to tackle these challenges.

Zero emission vehicles

The UK is undergoing a national transition to zero emission vehicles (ZEVs) with all new cars having to be 100% zero-emission from 2035³⁸. Transport is the largest emitting industry sector in the UK, contributing 28% of greenhouse gas emissions nationally³⁹ and 35% locally⁴⁰. The majority of transport emissions are from cars (55% nationally⁴¹ and 65% locally⁴²) so the shift to ZEVs will significantly reduce transport emissions. Electric Vehicles (EV) are the main form of ZEV in the UK.

We are committed to supporting residents and businesses with the adoption of ZEVs. We can primarily do this by expanding EV charging infrastructure in the county to ensure there are convenient and affordable charging options. We have adopted a 5-year Electric Vehicle Action Plan to set out how we will support the transition to EVs. The Action Plan aims to increase the number of publicly available charging spaces to 1,000 by 2027. We will develop a new Action Plan at the end of the current plan period, 2027, which will continue to support delivery of LTP5.

We have already conducted work to deliver the Electric Vehicle Action Plan and support the ZEV transition. This includes projects such as the installation of charge points in our managed car parks, on-street on lampposts and bollards, and trialling In Pavement Cable Channels. This work is helping to build a county wide network of accessible charging infrastructure for public use. We are working to reduce emissions from our own fleet, such as trialling a refuse collection vehicle retrofitted with an electric engine. We are also supporting ZEV uptake through our Parking Standards for New Developments, ensuring that new homes have easy access to EV charging spaces.

³⁸ [Department for Transport: Phasing out the sale of new petrol and diesel cars from 2030 and support for zero emission vehicle \(ZEV\) transition](#)

³⁹ Department for Energy Security and Net Zero: 2022 UK Greenhouse Gas Emissions, Final Figures

⁴⁰ DESNZ UK local authority and regional greenhouse gas emissions statistics: 2005-2022

⁴¹ Department for Transport – [Decarbonising Transport](#)

⁴² England's Economic Heartland Baseline Emissions Dashboard

Supporting the transition to ZEVs will be key to delivering our objective to reduce transport emissions. Our work to deliver EV charging infrastructure will focus on areas that are unlikely to receive private sector investment, particularly areas without access to off-street parking, to ensure all residents are able to affordably and conveniently use ZEVs.

The uptake of ZEVs will reduce air and noise pollution improving the health of residents. This will particularly benefit those that are more susceptible to the health impacts of air pollution and people in deprived areas which often have higher levels of traffic. The uptake of ZEVs and reduced pollution will also improve quality of life and support the creation of high-quality places.

Policy MV1 – We will:

- a. Support our residents and the Council's transition to Electric Vehicles in accordance with our Electric Vehicle Action Plan.
- b. Review and renew our Electric Vehicle Action Plan at the end of the plan period.

Car sharing

Car sharing is playing a growing role in helping to tackle congestion and support more sustainable travel choices. It can reduce car ownership, free up public space, lower transport emissions and improve accessibility for residents and businesses.

We want to support and facilitate car sharing across the county through the introduction of car club schemes. Car clubs give members access to vehicles they can hire by the hour, day, or week. These cars are usually parked in dedicated bays and managed by private operators offering a flexible and convenient alternative to owning a private vehicle.

It is estimated that for each car club operation, 26 private car vehicles are taken off the road. For Buckinghamshire, this offers an alternative transport option for our residents. It also has the potential to unlock housing sites deemed as difficult or unprofitable to develop due to a lack of land for parking, reduce overall parking pressure for new developments and increase the number of houses or amenity space on sites.

As part of the Local Plan we are recommending that all major new developments will be required to, where appropriate, include car clubs in their transport planning and design. To facilitate this, we are developing a Car Clubs Guidance document to provide developers with a framework for planning and implementing car clubs in their sites. The guidance will use best practice examples to outline our recommendations on how to best integrate car clubs in development design and transport planning.

Car clubs in new developments will help to provide residents with additional transport options, especially those that may be unable to afford a private car. They will also help to support delivery of our objective to create high quality places by reducing the need for and impacts of parking.

Within existing towns, villages, transport interchanges or mobility hubs, where appropriate opportunities exist, private sector investment and expertise will be encouraged, within the scope of applicable planning and regulatory frameworks, to deliver car clubs.

Policy MV2 – We will:

- a. Require development with a Transport Assessment or Travel Plan to deliver car clubs where possible, integrating them into the transport network as part of sustainable transport provision and as outlined in the Car Clubs Guidance.
- b. Require operators to introduce a higher proportion of zero emission vehicles in their fleets and share scheme performance data to inform future policy.
- c. Make provisions as appropriate to make the most of new car club opportunities across the county especially in high density areas, rural communities and transport hubs.

Theme 7 - Innovation

The transport system is continually evolving with new modes of travel, data and services being developed or delivered across the country. We recognise the need to monitor these developments and ensure the needs of people of Buckinghamshire are considered so that innovations deliver benefits for all. Our policies in this section seek to support transport innovation and position us as a living laboratory.

New Transport Services

We are committed to being a leader in transport innovation, recognising that new technologies and service models are necessary to meet the changing needs of residents and businesses. Travel patterns are changing and challenges from housing growth are increasing, requiring innovative transport services that offer flexibility, sustainability, and inclusivity.

Building on the successes of LTP4, we continue to embrace our role as a living laboratory for transport innovation. Since adopting LTP4 we have had several successful projects that help fulfil this ambition. These include the trialling of In Pavement Charging Channels (IPCC), lamppost charge points, e-scooters and induction charging. We also launched innovative DRT services in High Wycombe and Aylesbury.

Looking ahead, we are actively monitoring emerging innovations such as autonomous vehicles for passengers and goods, drones for logistics and infrastructure monitoring, and next generation intelligent transport systems (ITS). These innovative technologies have the potential to transform how people and goods move across the county.

New transport services can help to deliver our vision and objectives in several ways. By embracing transport innovation we can support economic growth and pioneering local businesses, such as those working on drones at the Westcott space cluster and autonomous vehicles at Silverstone. It also provides opportunities to deliver services more efficiently and ensure we are meeting the changing needs and expectations of residents.

New forms of mobility such as e-scooters expand residents travel choices and support the uptake of public transport by providing a last mile solution. This can help to improve residents health and everyday lives by reducing transport emissions and congestion. Drones provide an alternative to vans for deliveries, having the potential to further reduce congestion and emissions. Additionally, autonomous vehicles may help to improve accessibility and enhance access to opportunities for those residents who are unable to walk, wheel, cycle or drive themselves.

Policy I1 – We will:

- a. Support the research, development, and implementation of innovative and intelligent transport technologies, retaining our status as a living laboratory for innovation and demonstration.
- b. Support drone development and work with businesses in the county to identify opportunities for testing.

Theme 8 - Freight and logistics

Freight and logistics is an essential sector for Buckinghamshire's economy and daily life, enabling the movement of goods to businesses, homes, and services. Whilst we recognise the importance of this sector, there are also local challenges. The movement of goods by road in Heavy Goods Vehicles (HGV) and Light Goods Vehicles (LGV) poses challenges for our communities such as emissions, congestion and road safety risks. Our policies in this section therefore set out how we will minimise negative impacts of freight movement on local communities and ensure it is appropriate and efficient to support local business and economic growth.

Freight and logistics

With freight and logistics patterns evolving due to online shopping, infrastructure development, and emissions reductions, a clear and coordinated approach is needed to manage freight effectively and sustainably. We have therefore developed a Freight and Logistics Strategy to

set out how we will support the movement of goods, address the challenges and improve our partnership working. The strategy builds on and replaces our previous Freight Strategy which was published in 2018.

In order to guide the Freight and Logistics Strategy and our wider work on freight we have developed 5 freight objectives. These objectives have been developed to align with and support delivery of the LTP5 vision and objectives. Our Freight and Logistics Strategy objectives are:

- Planning – Promote the consideration of freight and logistics in our decision making and land use planning.
- Environment – Protect our environment and support reducing emissions from freight.
- Appropriate – Protect our communities through use of the most appropriate modes of transport and routes for the movement of goods.
- Safety – Improve the safety of freight movement and reduce risk to other road users.
- Collaboration – Work with internal and external stakeholders to enhance the performance of freight operations without negatively impacting on our communities.

The Freight and Logistics Strategy identifies actions to provide further detail about how we will deliver our objectives. The strategy and actions will be reviewed annually to ensure they remain relevant. As part of this review actions are subject to change as they are delivered, adjusted or removed. The overarching objectives will remain the same so that our work is consistently contributing to the same outcomes.

Supporting the safe and efficient movement of freight in the county will minimise negative impacts on local communities. Appropriate routing and the reduction of HGVs through measures such as increased rail freight, will reduce air and noise pollution improving residents' health. Measures to reduce the number of freight vehicles in our towns and villages will also improve safety for those walking, wheeling and cycling.

Ensuring the efficient movement of goods in the county is vital to deliver the vision of our Economic Growth Plan by connecting our economy, supporting the productivity of local businesses and their ability to attract investment. Ensuring that freight is considered in planning decisions and infrastructure design will help to support the freight industry, improve driver conditions and future proof our network.

Policy FL1 – We will:

- a. Support work to deliver our Freight and Logistics Strategy objectives.
- b. Deliver freight actions and measures in accordance with our Freight and Logistics Strategy.

Theme 9 - Delivery

This document has outlined our overall vision, objectives and policies for transport in Buckinghamshire. We have developed a high-level implementation plan to demonstrate how the policies will be delivered. Further detail, such as the schemes required in our towns, will be developed through a number of supporting strategies and our implementation plan updated accordingly. We will also safeguard land where needed to facilitate future scheme delivery and conduct annual monitoring of LTP5. Our policies in this section set out the principles to guide delivery of LTP5.

Supporting strategies

In order to provide more detail about specific topics and geographic areas we will develop a number of supporting strategies. The supporting strategies will include updating our town transport strategies. We currently have 3 town transport strategies for Aylesbury (2017), Buckingham (2017) and High Wycombe (2024). The strategies were developed in accordance with LTP4 and identify the schemes required to address transport challenges. Work will be conducted to review these strategies, update them to reflect changes since publication and identify the schemes required to deliver the LTP5 vision and objectives.

Similarly, work will be required to develop and update transport corridor strategies. Corridor strategies consider our key road corridors, identify challenges and the schemes required to address challenges. We currently have corridor strategies for the A421 and A404 published in 2025. Moving forward, we will explore the development of further corridor strategies.

LTP5 is also supported by a range of topic specific strategies, such as our Freight and Logistics Strategy which has been published alongside LTP5. Other strategies include topics such as parking, asset management, network management and electric vehicles. Future work to update these strategies will be aligned with LTP5 policies to ensure there is consistency and all work is contributing to the delivery of our vision and objectives.

As part of the work to develop LTP5 we have conducted an Integrated Sustainability Appraisal (ISA) and Habitats Regulation Assessment (HRA). These assessments ensure we have considered the potential environmental and social impacts of our policies. However, as LTP5 doesn't include specific schemes it is important that detailed sustainability appraisals are undertaken as part of future work to identify schemes. This will ensure potential impacts are understood, mitigated and our environment is protected.

Policy D1 – We will:

- a. Develop LTP5 supporting strategies that are aligned with and support delivery of the LTP5 vision, objectives and policies.

- b. Conduct detailed environmental sustainability appraisals for all LTP5 supporting strategies that identify transport schemes.

Implementation plan

LTPs are typically supported by an implementation plan. These will set out transport scheme priorities and proposals for the short, medium and long term. Implementation plans help to outline local priorities, levels of funding required to deliver the transport ambition across the area and provide an integrated approach to transport strategy delivery.

We have developed a high-level implementation plan in support of LTP5 (appendix 1). The plan outlines activities that will be undertaken throughout the life of LTP5 to deliver our transport policies and meet the vision and objectives. The implementation plan will act as our guide for future work, bidding and funding. Further work will be required to refine the plan as supporting strategies are developed and more detail is known. This will include aligning with the Local Plan Infrastructure Delivery Plan. We will also review the feasibility and deliverability of projects as LTP5 work progresses.

Some of the measures identified in our implementation plan and work to deliver them, will require cross boundary working with our neighbouring local authorities or collaboration with strategic partners such as Network Rail to deliver priorities such as EWR Aylesbury Link. This partnership working will be an important part of delivering LTP5 and we will continue to lobby, engage and work with partners and statutory authorities such as Natural England, Environment Agency and Historic England to support delivery of our transport priorities.

Delivery of the implementation plan will require maintenance, operation of the existing transport network and construction or enhancement of infrastructure. These developments have the potential to impact the environment, local communities and visitors to the affected area. We will ensure that throughout our design and implementation process we proactively understand and take account of the potential impacts and we will act to enhance resilience of the transport network to meet the challenges of the future.

Measures will be subject to the appropriate level of assessment during the design and planning stage, reflective of the scale and nature of the project. This will ensure that we understand potential impacts and how these can be best avoided, mitigated, or enhanced where beneficial. Dependent on the scheme, assessment will include, as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Environmental and sustainability considerations will be made throughout implementation and operation through measures such as Construction Environmental Management Plans.

Policy D2 – We will:

- a. Deliver LTP5 through a phased programme of interventions aligned with our vision and objectives.
- b. Oversee and review our implementation plan to ensure it remains relevant and delivers our transport vision and objectives.
- c. Support transport schemes based on their contribution to the LTP5 vision and objectives and prioritise available funding accordingly.
- d. Lobby, engage and work with partners to support delivery of our transport priorities.
- e. Conduct an appropriate level of environmental and wider sustainability assessment for all measures required to implement LTP5 as they come forward.

Safeguarding and Improvement Lines

Safeguarding is the process of protecting land for future highway improvements or transport schemes. The Local Plan serves as the mechanism for ensuring that required land is identified and reserved.

Highway improvement schemes encompass the construction and alteration of roads, cycle paths, and footways to meet current and future transport needs. To designate certain areas for future transport projects, formal lines known as 'Improvement Lines' are drawn on a map to indicate the location and extent of safeguarded land. We maintain an official record of current improvement lines which is accessible to the public and potential developers on request or via our [website](#).

It is important to note that an improvement line only reserves the land. If the land is not already owned by the council, it must be purchased before any work can be carried out.

By designating this land in advance, we can prevent conflicting development and ensure long-term transport improvements are not obstructed. This is especially important as the existence of an improvement line can directly affect a landowner's ability to develop their property and realize its full value. This has the potential to expose the council to the risk of financial claims for "blight," where property owners can compel the purchase of their land if a scheme negatively impacts its value.

To minimise the risk of blight notices, it is crucial that only schemes with a reasonably foreseeable timeframe for implementation have improvement lines retained. Improvement Line Reviews (ILRs) should be carried out regularly to allow for the revocation of unnecessary lines, alterations to lines to meet current transport needs and designation of new lines for future use. Outcomes of ILRs should be directly communicated to any landowners affected and used to inform future land searches and queries.

Safeguarding land and designating improvement lines will support delivery of LTP5 and ensure there is long term planning in place. Conducting regular improvement line review will ensure our improvement lines evolve to meet changing needs, residents are provided with accurate information and financial risk to the council is reduced.

Policy D3 – We will:

- a. Continue to safeguard land to support the future movement of people and services, revoking the designation only when it is no longer required or has been delivered.
- b. Carry out regular reviews of improvement lines and communicate outcomes to relevant parties and on our website.
- c. Implement a safeguarding criteria that ensures deliverability and mitigates the council's financial risk.

Monitoring

Monitoring is essential to ensure that LTP5 and schemes delivered in support of it deliver value for money and our objectives. A monitoring framework helps us to track progress on delivering LTP5 and provides us with evidence to inform decisions. It also ensures that there is transparency and accountability to the public.

We maintain a large monitoring system across the highway network. This includes a network of cycle and pedestrian counters and regular road condition surveys. We also work with developers to monitor travel plans and have a network of air quality monitors. In order to measure progress against the four corporate plan priorities we have corporate Key Performance Indicators (KPIs). There are two transport KPIs within these:

- The number of EV chargers installed per quarter.
- The average number of cyclists per cycle counter per quarter.

We currently use monitoring to support maintenance planning, with data used to prioritise investment in priority routes and identify opportunities for scheme development and future investment. It also helps us to understand the impacts of walking, wheeling and cycling interventions and what has been effective in different locations. Understanding the effectiveness of different interventions across the county enables us to tailor our approach to the delivery of LTP5 across the county.

Moving forward we will conduct monitoring of LTP5. This is important to ensure we are making progress towards delivery of our vision and objectives. It will also enable us to identify any changes required to improve delivery, reflect changes in national policy or reflect changes to transport demand.

Policy D4 – We will:

- a. Maintain and expand our network of walking, wheeling, and cycling counters to understand usage of infrastructure, monitor active travel trends and prioritise investment.
- b. Continue to report on transport corporate KPIs.
- c. Conduct monitoring of LTP5.

Decarbonisation

The [2008 Climate Change Act](#) requires the UK to reduce its carbon dioxide (CO₂) emissions and greenhouse gas emissions to reach net-zero emissions by 2050. Locally, our [Climate Change and Air Quality Strategy](#) targets net-zero Buckinghamshire Council carbon emissions by 2050 and objective 2 of LTP5 is to reduce transport emissions.

In 2022 transport was estimated to be the largest source of greenhouse gas emissions in the UK, contributing 28% of net greenhouse gas emissions⁴³. Similarly, transport is the second largest source of CO₂ emissions in Buckinghamshire, within scope of influence of local authorities, contributing 35% of CO₂ emissions in 2022⁴⁴. Local authorities can therefore play an important role and contribute to emissions reduction by delivering relevant transport schemes.

Recognising the role Local Authorities can play, the government established that Local Transport Plans will need to set out how local areas will deliver ambitious quantifiable carbon reductions in transport in [Decarbonising Transport: A Better Greener Britain](#). To support this, the government have produced [Quantifiable Carbon Guidance](#) to provide advice on how Local Authorities can prepare and use carbon analysis to inform development of their transport strategy and schemes.

We have conducted carbon analysis of the LTP5 policies, in line with the government guidance. This analysis will ensure the carbon impacts of our transport policies are understood and that LTP5 will support delivery of both local and national transport decarbonisation. The results are summarised below; our full methodology and results can be found in the Quantifying Carbon Reduction document published alongside LTP5.

Quantifying carbon emissions

The LTP5 policies have been tested using the [Carbon Assessment Playbook](#) developed by EEH and England's other sub-national transport bodies. The playbook allows policies to be tested in several different scenarios. We consider the 'Local ZEV' scenario to be the most appropriate as it considers ZEV uptake based on local characteristics throughout the period.

⁴³ Department for Energy Security and Net Zero: 2022 UK Greenhouse Gas Emissions, Final Figures

⁴⁴ DESNZ UK local authority and regional greenhouse gas emissions statistics: 2005-2022

The testing found that with the uptake of ZEVs and the delivery of LTP5 policies, emissions in Buckinghamshire are projected to decrease by 93.68% by 2050, compared to 2019 levels. It should be noted that full decarbonisation was not possible in any scenario tested, including when all interventions were applied to everywhere in the county. This is likely due to HGV and LGV emissions which showed minimal reductions. These modes have a less clear route to decarbonisation and local authority interventions will not significantly influence. Additional support from government is therefore required to fully reduce transport emissions in the county by 2050.

The LTP5 policies had limited decarbonisation impact on top of local ZEV uptake. This is because the majority of emissions in the county are related to car use and longer journeys. Therefore, significant emissions reductions come from the uptake of ZEVs particularly in large urban areas and from journeys of 25 miles or more.

However, it should be noted that this analysis only considers carbon reduction. The uptake of ZEVs will not address wider transport issues such as congestion, non-exhaust air pollution and physical inactivity. Simply replacing internal combustion cars with ZEVs will not reduce congestion in the county and there is a risk people drive ZEVs more due to the lower cost and reduced environmental concerns. This could worsen congestion, journey time unreliability and increase non-exhaust air pollution which is particularly damaging to health. The LTP5 policies are therefore vital to ensure a balanced approach that also addresses wider transport issues and supports all residents.

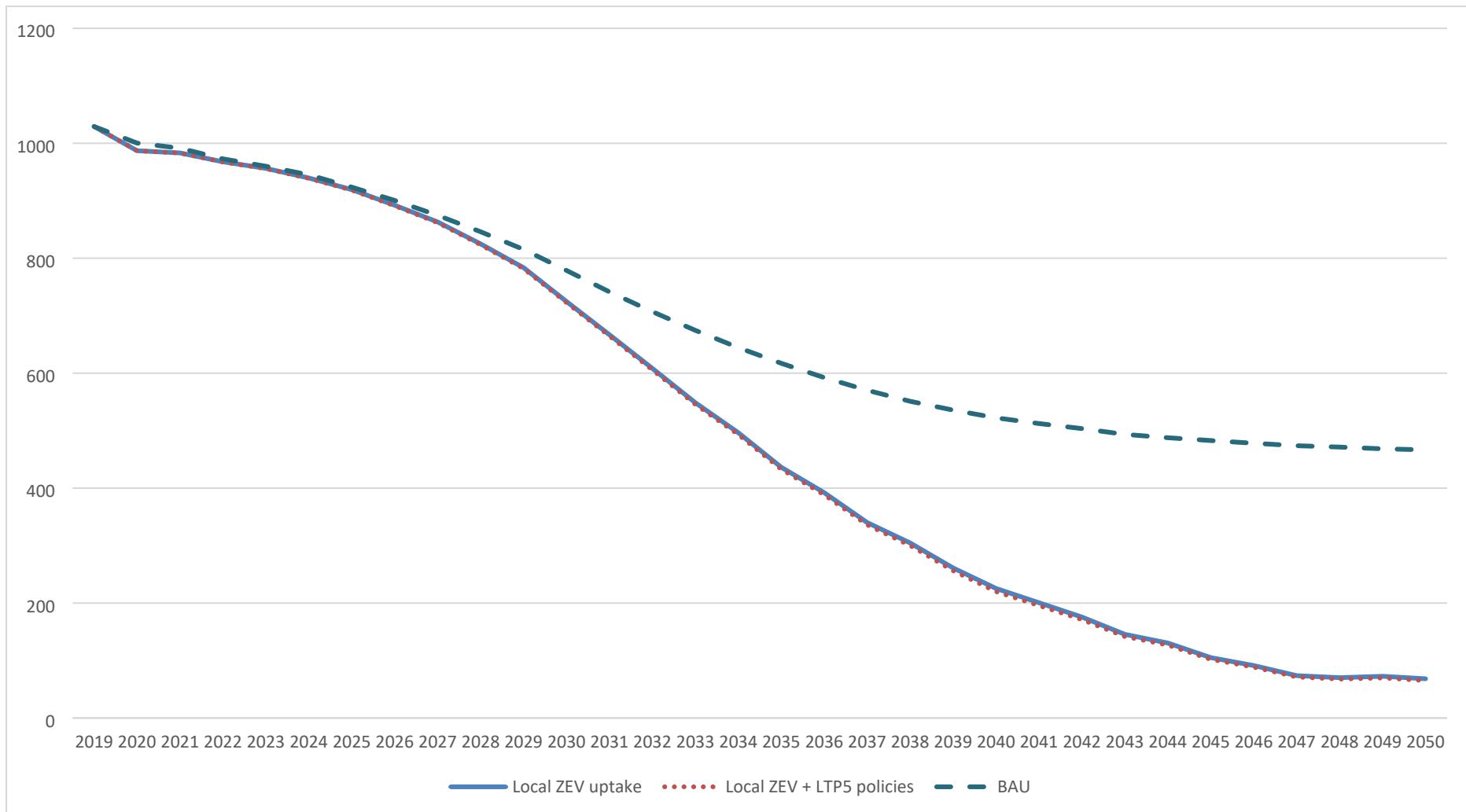


Figure 6 – Forecast transport carbon emissions in Buckinghamshire (through trips excluded) in business as usual (BAU), local ZEV uptake and Local ZEV uptake plus LTP5 policies scenarios.

Implementation

The policies in the delivery section provided an overview of how LTP5 will be delivered and the principles that will guide our implementation. This section provides a summary of our approach to implementation of LTP5 and further detail about funding.

Funding

In order to deliver the measures identified in LTP5 and further schemes identified in supporting strategies we will require strong partnerships with communities, local businesses, our neighbouring authorities and government bodies. Our funding strategy relies on securing resources from a variety of sources to deliver transport initiatives. The main sources of funding are:

- Central Government funding provides for specific programmes through Local Transport Grant (LTG) allocations.
- External bids for transport-related funding.
- Local sources such as developer contributions through mechanisms such as Community Infrastructure Levy (CIL) and Section 106.
- Partnerships with the private sector or joint funding bids for multi-agency projects.

Transport funding is usually aligned to specific schemes and is rarely available in full or simultaneously with similar schemes. Where funding is available, careful prioritisation and phasing of projects is required so that those that are likely to provide the highest impacts at the earliest stage are delivered first.

A key way in which we will fund delivery of future transport measures is through the development management process. By proactively working with developers, we are able to secure contributions that mitigate the transport consequences of new housing and business growth. The Local Plan will identify infrastructure that has to be delivered in order to enable the development of some sites.

Active advocacy will also play an important role in supporting delivery of strategic transport projects that benefit the county. For example, rail schemes are funded by the government. We will therefore continue to lobby for investment in Buckinghamshire to support the delivery of key schemes such as EWR Aylesbury Link. We will also work to ensure that strategic schemes align with our priorities and provide the best possible outcomes for us now and in the future.

Implementation Plan

As outlined in the Implementation Plan policy, we have developed a high-level implementation plan in support of LTP5. The plan can be found in appendix 1 and outlines the activities that will be undertaken throughout the life of LTP5 to deliver our transport policies and meet the vision and objectives. The implementation plan will be used to guide our future work, bidding and funding.

The plan has been published separately to the main body of LTP5 so that it can be reviewed and updated. Work to develop LTP5 supporting strategies, particularly town and corridor transport strategies, will provide further detail about specific schemes needed to deliver LTP5, timescales and costs. As this work is progressed the implementation plan will be updated accordingly.

Monitoring

We will conduct monitoring of LTP5 to understand progress made on delivering our policies and progress towards delivery of our vision and objectives. We will also use the monitoring process to identify and address any emerging conflicts in delivery. In order to monitor the LTP5 vision and objectives we have identified a set of indicators which can be found in appendix 2. We will review the document every 5 years to identify any changes or updates required to LTP5 to ensure it remains relevant.

Appendix 1 – Implementation Plan

Cost	
Low	< £500k
Medium	£500k - £2m
High	> £2m

Timescale	
Short	2026 - 2030
Medium	2030 - 2035
Long	2035 - 2045

Policy	Action	Cost	Timescale		
			Short	Medium	Long
Active travel					
AT1 – Transport sustainability hierarchy	Implementation of transport sustainability hierarchy	Low			
AT2 – Walking, wheeling and cycling	Delivery of LCWIP networks	High			
AT3 – Public Rights of Way	Rights of Way improvements	Medium			
AT4 – Information, education and promotion	Improve wayfinding for walking, wheeling and cycling	Low			
	Delivery of information, education and promotion measures in support of schemes	Low			
Public transport					
PT1 – Bus and community transport	Support and develop bus network	High			
	Delivery of BSIP	Medium			
	Delivery of improved public transport access to key employment sites and enterprise zones	Medium			
PT2 – Rail	Delivery of rail priorities	High			

	Delivery of EWR Aylesbury Link and improved connectivity between East West Rail and key employment sites and enterprise zones	Medium				
PT3 – Mobility hubs	Delivery of mobility hubs in new developments	Low				
PT4 – Hackney Carriage and Private Hire Vehicles	Improve safety, accessibility and emission standards of hackney carriage and private hire vehicles through licensing	Low				
Safety						
S1 – Road safety	Adoption of Safe System approach	Low				
	Delivery of road safety schemes	Medium				
S2 – Personal safety and security	Improve personal safety and security on Buckinghamshire's streets and public transport network	Medium				
Place shaping						
PS1 – Accessible streets	Incorporation of the Healthy Streets approach in design	Low				
PS2 – Public space	Delivery of public space, urban realm and regeneration schemes	High				
PS3 – Land use planning	Embedding of LTP5 policies in Local Plan	Low				
PS4 – Development management	Adoption and implementation of Highways DM guidance	Low				
PS5 – School travel	Delivery of the Getting to School Strategy	Medium				
	Delivery of safe walking, wheeling and cycling routes to local schools	Medium				
PS6 – Workplace travel	Promotion of sustainable and active travel to and from workplaces through the travel planning process	Low				
Highway network						
HN1 – Asset management	Maintenance of the highway network	High				
HN2 – Network management	Management of the highway network	Low				
HN3 – Parking	Delivery of parking schemes and management	Medium				
HN4 – Enforcement	Increased enforcement using Part 6 powers	Medium				

HN5 – Road infrastructure	Delivery of new road infrastructure schemes	High			
HN6 – Resilience and emissions	Develop resilience measures	Low			
	Incorporation of embodied carbon in Council programmes and schemes	Low			
HN7 – Green Infrastructure	Develop green infrastructure measures	Low			
Motor vehicles					
MV1 – Zero emission vehicles	Delivery of electric vehicle charging	Medium			
MV2 – Car sharing	Support delivery of car clubs	Low			
Innovation					
I1 – New transport services	Support E-scooter trials	Low			
	Develop and deliver transport innovation trials	Low			
Freight and logistics					
FL1 – Freight and logistics	Delivery of Freight and Logistics Strategy actions	Low			
Delivery					
D1 – Supporting strategies	Develop supporting strategies	Low			
D2 – Implementation plan	Delivery of implementation plan	High			
D3 – Safeguarding and improvement lines	Identification of improvement lines	Low			
	Improvement line reviews	Low			
D4 – Monitoring	Monitoring of LTP5 objectives	Low			

Appendix 2 – Monitoring indicators

1. Connecting our economy		
Overarching	GDP	ONS
a. Reduced delays and unreliable journey times caused by congestion and roadworks.	Average speed / delay on local A roads	DfT CGN05
b. High quality active travel and public transport options to local economic and employment centres, key services, schools and leisure facilities.	Journey times to services for individuals	EEH Cadence
c. Faster and easier journeys to London, the Midlands and within the South-East.	Journey times to destinations for individuals	EEH Cadence / Google maps
d. The transport networks are well-maintained and prepared for the effects of adverse weather resulting from climate change.	Road surface condition	DfT RDC0122
e. Minimise negative impacts of freight movement on local communities and ensure it is appropriate and efficient to support local business.	Average speed / delay on local A roads	DfT CGN05
	HGV complaints	BC data
2. Reducing transport emissions		
Overarching	Transport emissions	DESNZ UK local authority and regional greenhouse gas emissions statistics
a. Digital connections and access to more local services reduce the need for travel.	Digital connectivity	Superfast/ultrafast/full fibre premises – Think Broadband
	Residents access to services within journey time	EEH Cadence
		DfT CW302 and CW303

b. Walking, cycling, and wheeling are safe, attractive options for local journeys, especially those in urban areas, and as part of longer journeys.	Walking and cycling usage	BC sensor data
	Walking and cycling network quantity	BC monitoring data
c. Travel by public transport is a viable and attractive option for residents, including to new housing and employment sites.	Public transport patronage	DfT BUS01
d. Use of low and ultra-low emission vehicles is affordable and convenient.	Registered EVs	DfT VEH0142
e. Sustainable travel options are integral to new developments.	Travel modes in new developments	BC travel plan monitoring data
3. Creating high quality places		
Overarching	Physical activity recommendations	Public Health Fingertips
	Adults that do any walking or cycling	DfT CW301
a. Traffic is encouraged to use the most appropriate routes.	Traffic counts on select roads	BC traffic counter data
b. Traffic noise and air quality impacts on communities are minimised.	NO2 concentrations	BC monitoring data
c. Neighbourhoods and local centres are walking, wheeling and cycling-friendly, putting the needs of vulnerable road users first.	Walking and cycling usage	DfT CW302 and CW303
	Healthy streets score or LTN1/20 compliance	BC sensor data BC sample / assessment
d. Street design is high quality, inclusive and meets the needs of all users of the space	Walking and cycling usage	DfT CW302 and CW303 BC sensor data

	Healthy streets score or LTN1/20 compliance	BC sample / assessment
e. Biodiversity on and adjacent to transport networks is enhanced.	Biodiversity net gain	Defra biodiversity metric tool
f. There is improved road safety for pedestrians, cyclists, equestrians, motorcyclists and drivers.	KSI by mode	DfT RAS0403 or BC Road Safety Team
g. We are working towards a Rights of Way network which supports the needs of all users, including mobility and visually impaired users.	Number of Public Rights of Way	BC monitoring data
	Performance against ROWIP management matrix	