

# derbyshire

LOCAL TRANSPORT PLAN  
2006-2011

progress report 2008

## Annex 2 Policy Update

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### A2.1 Introduction

The following tables give some indication of plans, policies and programmes which have been produced at national, regional and local level since the Local Transport Plan was published. In most cases, this reinforces the existing strategies which underpin the Local Transport Plan.

### A2.2 Key developments

Key developments, however, which are to be noted include:

#### National level

The rising profile of **climate change** following the Stern Review on the Economics of Climate Change (2006), the Eddington Transport Study (2006) and the Department for Transport's '**Towards a Sustainable Transport System**' (TAST)(2007) is a significant policy development. TAST describes how the government intends to implement a new approach to strategic transport planning for the period 2014-19 and beyond. A fundamental goal of transport policy must be to ensure that the transport sector plays its proper role in our fight to tackle climate change.

#### Regional/Sub-Regional level

Cross-boundary working is very much to the fore with, for example, the **Sheffield City Region** including Chesterfield, North East Derbyshire, Bolsover and Derbyshire Dales, and the Growth Point **Housing Market Areas**. Amber Valley and South Derbyshire fall under the Derby Housing Market Area, and Erewash falls under the Nottingham Housing Market Area.

#### Local level

At local level, the most significant development is the **Local Area Agreement** in which the Derbyshire Partnership Forum has selected 35 priorities from the national indicator set, which has included targets relating to maintenance, road safety, accessibility, per capita CO2 emissions and tackling climate change. A new **Sustainable Community Strategy** is being developed to run from 2009, with transport and access being one of the key topic areas.

## A2.3 Policy update linked with LTP strategies - summary

Considering all the policy updates since the start of the LTP2 period, these may be summarised as follows:

LTP Strategy Objective	Influence from plans, policies and programmes
<b>Shared issues covering all strategies</b>	<p><i>Sustainable Transport</i> - Promote greater equality for access to transport for all citizens and promote travel modes that benefit well being and health. Avoid climate change by reducing CO2 emissions and other greenhouse gases from transport as well as understanding how transport can be used to generate a sustainable level of GDP growth while maximising the competitiveness and efficiency of the economy.</p> <p><i>Travel Behavioural Change</i> - Marketing campaigns and advertisements of new services to encourage a modal shift away from the private car.</p> <p><i>Tackling Congestion</i> - The identification of 'hot spots' along congested routes within Derbyshire will help devise ways in which these can be reduced.</p> <p><i>Reform of the Planning Procedure</i> - Improving the speed and responsiveness to improve efficiency in the land use planning process to focus on the impact on traffic and transportation.</p> <p><i>Bus Operators</i> - By giving local authorities more power bus operators tendering contracts, means that local communities can receive service that better meet the requirements and increase usage.</p> <p><i>Walking and Cycling</i> - The benefits of walking and cycling as a healthy and sustainable form of transport to try to change people's travel behaviour through education, training and marketing.</p> <p><i>Connectivity</i> - Looking at the way that better transport connectivity to the surrounding counties, cities and airports can improve the economic prosperity of Derbyshire. This includes investigating where infrastructure needs improving, reduced congestion, improved public transport access and minimising the effect on the environment.</p>
<b>Efficient maintenance and management</b>	<p><i>Street Design</i> - Focus needs to be given to the design of road layouts in order to reduce the risk of road accidents.</p> <p><i>Co-ordination of Road Repairs</i> - Co-ordinate road works with other street related repairs to minimise the interference on traffic flows.</p> <p><i>Maintenance and Road Safety</i> - Continuation of the link between road maintenance and road safety implementation e.g. signage, street lighting, safety camera installation.</p> <p><i>Asset Management</i> - With guidance from LTP2, continue to collect information on the condition of the highway assets.</p> <p><i>Improvements of the Network</i> - focus on delivering public transport improvements e.g. transport interchanges, bus stops and train stations as well as local walking and cycling facilities.</p>
<b>Improving local access and healthier travel choices</b>	<p><i>School Travel Planning</i> - Help schools to establish an active travel plan to promote healthy and environmentally friendly travel modes as well as travel safety awareness to young children.</p> <p><i>Access to the Peak District and Rural Areas</i> - Promote the use of bus and rail services to allow greater accessibility to the Peak District National Park for those who do not have access to a private motorcar.</p> <p><i>Tackling Poor Health and Obesity</i> - Use walking and cycling as a way to get people to exercise more, especially young children.</p> <p><i>Social Exclusion</i> - Remains an important issue for rural communities to be connected to the transport network.</p> <p><i>Travel Awareness</i> - On going through effective travel planning and public transport service marketing.</p> <p><i>Rights of Way and Greenways</i> - Making sure that the planned cycle and walking routes connect people to where they want to go and fit in line with transport priorities.</p> <p><i>Accessibility for Older and Disabled People</i> - Continue to reduce social exclusion by providing transport options to those who have limited mobility such as disabled and elderly people.</p>

LTP Strategy Objective	Influence from plans, policies and programmes
<b>Safer roads and communities</b>	<p><i>Pedestrian Safety</i> - Use identification and implementation of best practice to provide a secure pedestrian environment.</p> <p><i>Child Safety</i> - Increase child awareness of travel safety through education, publicity, infrastructure improvements and enforcement.</p> <p><i>Speed Limits</i> - Reviewing the speed limit on major and accident prone roads continues to be a primary concern for road safety.</p> <p><i>Motorcycling</i> - The Derby and Derbyshire Road Safety Partnership has devised plans and procedures with the aim of reducing the number of motorcyclist casualties, specifically killed or seriously injured casualties, in Derbyshire and to help the increasing number of motorcyclists within Derbyshire, stay safe. For example, through working closely with the police to enforce speed limits, awareness raising campaigns, increased warning signage and improved road and surfacing design.</p> <p><i>Community Safety</i> - Linking the transport issues with community safety strategies e.g. well lit bus stops, secure car parks.</p>
<b>Reduced congestion and strong local economy</b>	<p><i>Develop Next to Existing Services</i> - where possible new developments must be placed close to existing services to reduce the need to travel and ensure public transport route changes are minimised.</p> <p><i>Efficient Movement of People and Goods</i> - To effectively use the strategic road network within Derbyshire to improve the efficiency of transporting people and goods.</p> <p><i>Regeneration</i> - Locate large employers and provide access from areas of low employment to job locations to boost local prosperity. Promote and support sustainable tourism through transport incentives e.g. concessionary fares.</p> <p><i>Travel Planning</i> - Working with developers to ensure that new developments have travel planning considerations and promotion of sustainable transport.</p> <p><i>Spatial Planning</i> - Aims to encourage sustainable modes of transport by combining land use planning with transport planning to steer new developments and regeneration into areas with existing public transport links or close to services to reduce the need to travel and provide an opportunity for public transport use.</p>
<b>Better air quality and environment</b>	<p><i>Protection of the Historic Environment</i> - Integrate new transport developments with regard to protecting and maintaining the natural history of the environment and protect from traffic related damages.</p> <p><i>Air Quality</i> - Reduce the impact of carbon emissions on the local area with reference to sensitive areas and Air Quality Management Areas, proposed AQMA in Chesterfield, September 2008.</p> <p><i>Climate Change</i> - Aim to change people's travel behaviour towards more sustainable and environmentally friendly modes. Cutting the need of use of the private car can considerably reduce the emissions of harmful gases from the transport sector as well as reduce congestion.</p> <p><i>Green Infrastructure</i> - The East Midlands area has an action plan to develop infrastructure with consideration given to sustainability and the environment. In particular it focuses on the regeneration of coalfields within North East Derbyshire with consideration to the natural woodland environment.</p> <p><i>Flooding and Water supply</i> - looks at the increased threat of flooding and increased rainfall as a result of climate change along with the effect this will have on the transport network.</p>

## A2.4 LTP2 Policy update matrix (national strategies)

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
DCLG Communities in Control White Paper (July 2008)	The duty is concerned with how public bodies involve local people in planning and delivering local services. This relates to the three main areas of information, consultation and involvement. LTP strategies will need to ensure that these areas are fulfilled.	✓	✓	✓	✓	✓
DfT Public Service Agreement (PSA) Target 2, (June 2006)	Improve performance of commercial rail services by increases reliability and punctuality to at least 85% by 2006 and further improvements by 2008.		✓			
DfT Public Service Agreement (PSA) Target 3, (May 2007)	Increase public transport use by 12% on 2000 figures by the year 2010; seeing improvements in every region.		✓			
DfT Towards a Sustainable Transport System, Department for Transport, (October 2007)	The document proposes five high level goals for transport strategy (economy; climate change; safety, security and health; quality of life and environment; social equity). It highlights the need to promote greater equality for access to transport for all citizens and promote travel modes that benefit well being and health. One of the main goals is to avoid any dangerous climate change by reducing CO <sup>2</sup> emissions and other greenhouse gases from transport. How transport can be used to generate a sustainable level of GDP growth while maximising the competitiveness and efficiency of the economy. The document outlines ways in which transport can be used to increase life expectancy through reducing the risk of death, injury or illness as a result of transport related actions.	✓	✓	✓	✓	✓
PPG15 Planning and the Historic Environment, revised, (March 2007)	Looks into ways that new transport network developments can be integrated with the protection of natural historic buildings and environments to protect them against affects of traffic pollution and other transport related damages. By managing and developing the existing public transport network effectively in the long term, the need for route changes in the future can be reduced. Accident and road safety can be improved by restricting car use and lower speed limits in historic areas.	✓	✓	✓		✓
PPS3: Housing / PPS6 Town centre and retail development revised, (March 2007)	Highlights the benefits of developing next to existing public transport routes and near existing services reduces the need to travel. Advises to locate new developments in existing built up areas with good links to the road and public transport network, rather than locate in low density areas which will require new infrastructure.		✓		✓	
Education and Inspections Act 2006, Office of Public Sector Information, (November 2006)	Sets out specific legislation regarding the safety and availability of schools applying sustainable methods of transportation. This involves the schools developing travel planning solutions for students wishing to walk, cycle and use buses.		✓		✓	

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Guidance on the Appraisal of Walking and Cycling Schemes - TAG Unit 3.14.1, Transport Analysis Guidance, (March 2007)	Contains guidance on various aspects of the analysis of cycling and walking schemes in order to promote the healthier travel choices and by improving the availability for people to be able to access services by walking and cycling.		✓			
DfT Public Service Agreement (PSA) Target 6, (June 2006)	Improve air quality by meeting the UK Air Quality Strategy targets. Joint with DEFRA PSA 2005-8 Target 8.				✓	✓
DfT Public Service Agreement (PSA) Target 7, (June 2006)	To reduce Greenhouse gas emissions by 12.5% from 1990 figures, working with DfT PSA target 6. Joint with DEFRA PSA 2005-8 Target 2.					✓
National Air Quality Strategy, Department for Environment Food and Rural Affairs, (July 2007)	The strategy aims to reduce carbon emissions/pollutants to protect the environment and health. Many targets are set with various achievement dates. The strategy does comment on all sources of pollution not just transport. It highlights the need for monetary benefits for compliant users in the form reduced vehicle excise duty. It also states that lorries and buses need to meet Euro Emission standard V by 2009 and early conformity by firms would receive incentives.					✓
National Climate Change Bill, (March 2007)	The bill outlines ways to reduce CO2 emissions from various sources. Reductions in transport emissions can be obtained through travel behavioural changes and the use of sustainable fuels.	✓	✓	✓		✓
Conserving Biodiversity: The UK Approach, Department for Environment Food and Rural Affairs, (Oct 2007)	The plan sets out a strategic framework to deliver targets and objectives set to reduce the harm and protect the environment. The strategy focuses on the idea of delegating management to the lowest possible level to achieve the best results. It looks into the relationship between human behaviour and the affect on the ecosystems.	✓				✓
Planning Policy Statement 7:Sustainable development in rural areas, (2004)	Little reference to transport but focus on sustainability regarding encouraging sustainable tourism and new farming methods can reduce wastage and pollution.		✓			✓
DfT Public Service Agreement (PSA) Target 1, (May 2007)	This target is aimed to achieve a more reliable road network by lowering the average vehicle delay on major roads.				✓	
DfT Public Service Agreement (PSA) Target 4, (July 2006)	Reduce congestion in 10 of the largest urban areas (including Nottingham and Leicester)				✓	

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Local Transport Bill: Draft Regulations and guidance, (April 2008)	The Bill allows local authorities to tackle congestion by giving them power to improve local bus services and introduce local road charging schemes. The Local Transport Bill aims to give power to local councils regarding bus service provision and the deliverable objectives in tendering contracts. The Bill aims to have greater impact on bus operators and provide local communities with bus services that greater meet their requirements and increases usage.		✓		✓	✓
Circular 2/07: Planning and the Strategic Road Network, (March 2007)	Highlights the importance of the link between the need to have an efficient movement of people and goods on the road network to support the growing economy. It looks at ways that the impacts of new developments on the network with a view for economic viability and sustainable growth within regions. In carrying out this role, the Agency will work co-operatively within the framework of the Government's policies for planning, growth areas, regeneration, integrated transport and sustainability. The efficient movement of people and goods on the strategic road network has a key part to play in supporting the economy and the need to maintain and manage (through demand management and the effective use of available capacity) the network is highlighted within the document.	✓			✓	
Road Transport Forecasts for England 2007, Department for Transport, (Oct 2007)	This report presents the latest DfT forecasts of road traffic growth, plus the associated congestion, journey times and emissions.				✓	✓
The impact of transport on business locations, Department for Transport, (Sept 2007)	An area audit report carried out to gain a quantified understanding of business location, particularly the role of transport within this, and implement that understanding within a model that can be used for forecasting the number of jobs in each area of the country.		✓		✓	
Regional Spatial Strategies: Guide to Producing Regional Transport Strategies, Department for Transport, (July 2007)	The underlying aim of a RTS is to provide a long term planning framework for transport in the region. It should be developed as an integral and clearly identifiable part of RSS and contribute towards the integration of realistic and affordable transport, spatial and economic planning policies within the RSS. Transport policies and priorities set out in a RTS should be consistent with national policies.				✓	
Manual for Streets, Department for Transport, (June 2007)	The document refers to new ways of maintaining and providing street management to link communities together. This document has guidelines for best practice for designing and approving changes to residential streets. It provides aims for improving quality of life through developing people orientated streets and ways to reduce road accidents.	✓	✓	✓	✓	✓

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Rail Network Utilisation Strategy, Department for Transport, (August 2006)	The aim of the Capacity Utilisation Policy is to deliver benefits for rail users. It will help deliver better train running performance, service improvements (in advance of infrastructure enhancements), and better access arrangements for effective engineering work. It aims to get the best use out of existing capacity in the short and medium term and to inform choices about what is needed in the longer term.		✓			✓
Local Government and Public Involvement in Health Bill, (March 2007)	The Act sets out the place-shaping and community leadership role of local councils, working with Local Strategic Partnerships and local partners. Central Government wants to see a streamlining and rebalancing of the performance framework with a greater focus on the citizen experience and local partnership working, rather than central targets, as the main drivers for improvement.		✓			✓
Planning for a Sustainable Future; white paper, Department for Transport, (May 2007)	The White Paper sets out detailed proposals for reform of the planning system, improving the speed, responsiveness and efficiency in land use planning, and taking forward proposals for reform of major transport infrastructure planning.		✓			✓
Personal security issues in pedestrian journeys, Department for Transport, (January 2006)	Sets out to identify and prioritise three areas. Pedestrian concerns for personal security (both on discrete journeys and as part of the whole journey), assess the effectiveness of individual initiatives for pedestrian security and identify best practice to provide a more secure pedestrian environment to encourage walking and create a safer community.		✓	✓		✓
DfT child road safety strategy, (February 2007)	The strategy sets out ways to reduce the numbers of children aged 0-15 killed and seriously injured in Great Britain by 50%, by 2010, compared with the average for 1994-98. (note: DCC agreed to use a baseline of average for 1995-98) They set to achieve this by education, publicity, infrastructure improvements, enforcement and in-car safety and vehicle standards.			✓		
Road Safety Partnership Grant Scheme, Department for Transport, (October 2006)	The Scheme will promote a collaborative approach to all aspects of delivering enhanced road safety. In particular it aims to encourage partnerships between traditional road safety professionals and other service providers including the education sector, the health sector, the police, the fire service, the youth service and the voluntary sector. It also hopes to stimulate road safety schemes which produce environmental and regeneration benefits.			✓		
Local Transport Bill: Draft Regulations and guidance, (April 2008)	The Local Transport Bill aims to give power to local councils regarding bus service provision and the deliverable objectives in tendering contracts. The Bill aims to have greater impact on bus operators and provide local communities with bus services that greater meet their requirements and increases usage.		✓		✓	✓

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Building Sustainable Transport into New Developments: A menu of Options for growth points and eco-towns, Department for Transport, (April 2008)	This document provides guidance on planning, designing and implementing sustainable travel options when building new developments. This document builds on a previous document Homes for the Future: affordable and sustainable. It highlights ways that new communities can incorporate a sustainable transport by making sure that pedestrian and cycle paths are present as well as accessible public transport infrastructure.		✓		✓	✓
Puffin Crossings Good Practice Guide, Department for Transport, (April 2008)	The good practice guide is simply guidance for the installation of Puffin and Toucan crossings to aid pedestrians crossing the road.			✓		
Co-ordination of Street Works and Works for Road Purposes and Related matters - third edition, Department for Transport, March 2008)	This guide provides advice to councils on how to set up minimal disruption maintenance plans and efficient ways of working to get work in a timely and effective manner.	✓			✓	
Operational Guidance to Local Authorities: Parking Policy Enforcement, Department for Transport, (March 2008)	In relation to the Traffic Management Act 2004, this guidance focuses on the civil enforcement of parking controls. It looks into the various options for enforcement, exemptions with all the relevant consultation procedures.	✓			✓	
Walking and Cycling action plan, Department for Transport, (March 2008)	The eighth report sets out progress to date of the Walking and Cycling Action Plan's 42 specific commitments aimed at increasing levels of active travel by creating places to walk and cycle in and influencing travel behaviour through training, education, marketing and promotion.		✓	✓	✓	✓
A sustainable future for Cycling, Department for Transport, (January 2008)	A new report has been produced by the DfT and sets out the Government's cycling policy and demonstrates the health and environmental benefits of cycling. This has followed on from the increased investment and joins the Department for Health's campaign to tackle obesity in Britain's population.	✓	✓	✓		✓
King Review of Low Carbon Cars, HM Treasury, (October 2007/March 2008)	The King Review outlines the importance of reducing the carbon output of the transport sector. It explores the importance of new fuel technologies and engine efficiency and along with structuring ways that local can incorporate solutions to tackle these into their policies and strategies through more effective travel planning for example.		✓			✓

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
The Stern Review Report on the Economics of Climate Change, HM Treasury, (March 2006)	The Stern Review looks into the idea of the economics of climate change. It indicates that there is a need for an emphasis on the effects of climate change and global warming through the changing behaviour of many aspects of daily life including transport. The links between economic growth are pointed out and a need to understand this linkage in local transport policy was called upon.		✓		✓	✓
Eddington Transport Study Report, Department for Transport, (December 2006)	The Eddington Transport Study concluded that the environmental impacts of transport must be fully reflected in decision-making. A 'sophisticated policy mix' is required to meet both economic and environmental goals which includes making better use of what we've got, pricing, and infrastructure investment by the public/private sector working together, recognising also the value of small scale schemes such as walking and cycling schemes and tackling bottlenecks.	✓	✓	✓	✓	✓
Impact Assessment of the Planning Policy Statement: Planning and Climate Change, Communities and Local Government, (January 2008)	The new PPS, which has been issued as a supplement to PPS1, sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions.		✓			✓
Key elements of a global deal on climate change, London School of Economics, (April 2008)	The report looks into many aspects effecting climate change including the implication of economic growth on climate change with specific insight into the challenges and opportunities that developing economies face. A brief explanation on effective travel planning and ways to achieve per capita pollution targets are explored along with the international factors of climate change.					✓
State of the Countryside Report and Data, Commission for Rural Communities, (August 2007)	The State of the Countryside Report provides a unique analysis of how rural England is changing. The report has three central chapters; Living in the countryside - social issues, economic wellbeing - economic issues and land and environment - environmental issues.		✓			
Post Office Closures, Post Office, (July 2008)	The post office has released a consultation document referring to the closure of post offices and the alternatives that people are adversed to use if their local post office is closed.		✓			
DfT Circular 1/06. New Guidance on setting speed limits, (August 2006)	Guidance to authorities on the setting of local speed limits where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit.			✓		
Sub National Economic Development and Regeneration Review, HM Treasury (2007)	The review outlines the Government's plans to refocus both powers and responsibilities to support its objectives to encourage economic growth and tackle deprivation.				✓	

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Natural Environments and Rural Communities Act 2006, Office of Public Sector Information, (2006)	Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. Section 72 of the act gives National Park authorities the power to make traffic regulation orders on rights of way and carriageways with unsealed surfaces within National Park boundaries. Sections 66 and 67 restricted motor vehicle use of byways by preventing claims for motor vehicle access on the basis of historical use by horse-drawn vehicles from January 2005.					✓
Motorcycling Strategy: Revised Action Plan, Department for Transport, (July 2008)	This is an update to the 2005 Motorcycling Strategy and updates and revises previous actions. It also shows where the actions have been completed and includes some new ones.			✓		
How to reduce costs and carbon emissions from business related transport, Department for Transport, (July 2008)	The document outlines the importance of the link between cost saving and reduced transport. This focuses mainly on the concept of persuading companies to cut down their carbon emissions reviewing their vehicle fleet and managing commuter and business travel.				✓	✓
Roads: Delivering Choice and Reliability, Department for Transport, (July 2008)	The purpose of the document is to discuss how road capacity should be managed to support the needs of people and businesses in the most sustainable and reliable way. There are considerations to the need and want of the road network regarding city and regional roads as well as motorways. It highlights some of the choices, and trade-offs, that are going to need to be made.	✓	✓		✓	
Carbon Pathways Analysis: Informing Development of a Carbon Reduction Strategy for the Transport Sector, (June 2008)	This report updates projections of transport CO2 emissions and sets out the climate change challenges faced by the transport sector. To assist in the development of policy options to further reduce CO2 emissions, the paper also analyses transport emissions by mode and reports new analysis which relates CO2 emissions from transport to journey purpose and journey length.					✓
IHIE Guidelines for motorcycling, Institute of Highway Incorporated Engineers, (May 2008)	The guidelines give practical advice on how the different characteristics of motorcycles can be recognised and addressed in highway and traffic design and management.			✓		
2007 Core Accessibility Indicators, Department for Transport (May 2008)	These indicators provide a number of measures of accessibility by public transport, walking and (where appropriate) cycling to seven service types: primary schools, secondary schools, further education, GPs, hospitals, food shops and employment.		✓		✓	

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Cohort II: A study of learner and new drivers, Department for Transport, (May 2008)	Cohort II is a study of learner and new drivers in which 'cohorts' of candidates taking the practical driving test were invited to participate in a postal survey. Those who passed the test were followed up at intervals over the next three years. The results provide a picture of how people learn to drive, their attitudes and experiences in the first years of driving. It also explores the impact of introducing hazard perception testing in 2002.			✓		
Planning Policy Statement 12: Local Spatial Planning, (June 2008)	Planning Policy Statement 12 (PPS12) sets out the Government's policy on local spatial planning, which plays a central role in the overall task of place shaping and in the delivery of land uses and associated activities.		✓		✓	
Final Report: Spatial Plans in Practice - Supporting the reform of local planning, Communities and Local Government, (June 2008)	This report brings together the different components of investigations that are carried out to inform Communities and Local Government on how the reforms to the planning system are performing in relation to their original purpose. This includes suggesting changes that ought to be made to legislation, policy and guidance to assist in the continued positive evolution of the planning system and provide useful lessons to practitioners.		✓		✓	
Project: Vision Zero. Adopting a target zero to Road Safety, Department for Transport, (August 2008)	In 1997 the Swedish parliament set a zero tolerance target for road safety. Since its reported success, this idea has been explored to see the effects such a target would have on the UK if it were to be introduced. This project intends to inform UK policy makers of the risks, costs, benefits and opportunities associated with this step change in transport policy. The study investigates the consequences of implementing this step change and examines which steps are needed to achieve a UK Vision Zero within 30 years.			✓		
Travel Behaviour, Experiences and Aspirations of Disabled People, (October 2008)	The study involved understanding the Travel Behaviour, Experiences and Aspiration of Disabled people. This included investigating the limitations of different disabilities while travelling on different modes of transport. The study concluded that personal mobility options and transport choices were important for disabled people across different disability groups. Training of transport providers also emerged as a key enabler for disabled people in accessing, and having confidence in accessing, transport.		✓			

## A2.5 LTP2 Policy update matrix (regional strategies)

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Growth Point and Community Funding Initiative, (2008)	A New Growth Point initiative for the 3 Cities sub-area (Nottingham, Derby and Leicester) is underway for each Housing Market Area (HMA) to determine a work programme covering 2008-09 to 2010-11. Amber Valley and South Derbyshire fall under the Derby HMA, Erewash fall under the Nottingham HMA. Some funding for capital projects is available together with a limited amount of revenue, most of which is being used to boost staff resources available to ensure delivery of projects. The Community Infrastructure Fund offers further funding for projects to accelerate housing delivery, and a bid has been made against this for a park-and-ride site at Boulton Moor within Derbyshire (on the urban fringe of Derby City).	✓	✓	✓	✓	✓
6Cs Congestion Management Study, (2008)	The 6Cs partnership is made up of the 6 city and county councils of Derby and Derbyshire, Leicester and Leicestershire, Nottingham and Nottinghamshire. Developing an efficient transport network is one of the key links between housing development strategies and economic growth objectives, because it enables the free movement of people and goods. In terms of transport, the 6Cs are exploring the problem of traffic congestion and looking at options for tackling it in the long term future through, land use policies, smarter choices, local safety and accessibility improvements, public transport improvements, traffic management and demands constraint as well as effect maintenance of the network.	✓	✓	✓	✓	✓
EM Regional Transport Strategy (RTS), Government Office for the East Midlands, (adopted in 2008)	The RTS forms a key part of the Regional Planning Guidance (RPG) and was adopted in 2008 following a partial review of the RPG by the East Midlands Regional Assembly. The RTS focuses on clarifying the link between Spatial Planning Proposals, for example, exploring the relationship between Housing Growth Areas (HGA) and the Transport Strategy. The RTS aims to encourage sustainable modes of transport by combining spatial planning with transport planning to steer new developments and regeneration into areas with existing public transport links or close to services to reduce the need to travel and provide an opportunity for public transport use. It focuses on delivering solutions to the transport need of people living within the HGAs and progresses schemes being brought forward through the Regional Funding Allocation process.		✓			
Regional Energy Strategy The East Midlands Energy Challenge 2004 Framework for action 2007, East Midlands Regional Assembly, (2007)	Provides a framework for a sustainable approach to energy across the East Midlands. Set of policies relating to the reduction of greenhouse gas emissions, the skills and knowledge required to respond to the changing energy market, improve energy efficiency, ensure that an increasing amount of electricity used is generated from renewable sources, and support the use of cleaner fossil fuels in transport.					✓

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
East Midlands Green Infra-structure - Phase 1 Scoping Study - Final Report, East Midlands Regional Assembly, (September 2006)	Outlines the East Midlands area plan to develop and deliver Green Infrastructure (GI). The idea behind this is that planning, management and delivery and these projects always have a focus on the environment and therefore contribute to improving health through air quality amelioration, sustainable economic development and stabilising and increasing biodiversity.					✓
Green Infrastructure in the East Midlands - A Public Benefit Mapping Project, East Midlands Regional Assembly, (July 2006)	This project provides the region with an overall picture of the “hot spots” around the region in terms of the multiple public benefits that can be accrued from investments in Green Infrastructure (GI) delivery. A series of “public benefit” maps have been produced, each relating to a separate theme of the Integrated Regional Strategy, then combined to give maps highlighting the potential for the delivery of multiple public benefits through investment in GI. A series of ‘public benefit’ maps include flood mitigation and alleviation, water quality, air quality, renewable energy potential.					✓
Towards a programme of action on climate change for the East Midlands, East Midlands Regional Assembly, (2007)	<p>Consultation document on how the region should respond to the challenge of climate change.</p> <p>The region will experience some of the most substantial climate changes in England in terms of temperature and precipitation, leading to increased risk of flooding from rivers and surface water drainage systems, with warmer temperatures possibly encouraging more cycling and walking.</p> <p>Transport is identified as a cross-cutting theme, with opportunities to strengthen policy objectives around adaptation and resilience of the transport network to extreme weather events, and to strengthen public transport links.</p>					✓
East Midlands Developing Agency, A Flourishing Region: regional economic strategy 2006 - 2020, East Midlands Regional Assembly (2006)	This paper not only outlines the economic strategy for the region, but it has specific reference to how the effect of transport can impact economic activity. The strategy aims to improve connectivity with other regions by improving infrastructure, increasing investment, improving accessibility, reduce congestion, minimise environmental impacts, realise the economic benefits of airports (EMA and RHDS) and managing the travel demand of individuals through travel planning initiatives.				✓	
South Pennines Integrated Transport Strategy (SPITS), (December 2007)	Strategy covering parts of four regions. Objectives include traffic restraint in the Peak District, enhancement of public transport, and selective/limited improvements on the A57/628/616 trunk road.		✓		✓	

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Derby and Derbyshire Economic Partnership Business Plan 2005-2008 and Sub-regional Investment Plan 2007-2010, Government Office for the East Midlands, (2007)	Aims to stimulate, develop and exploit a range of sustainable economic opportunities in Derby and Derbyshire to improve the economic prosperity, quality of life and overall environment for business, individuals, communities and visitors. Acknowledges that transport infrastructure is the foundation of the economy. Supporting measures to remove barriers to accessing employment opportunities. Supporting transport solutions to attract new business and improve supply chain for emerging manufacturing growth zone along A38 and A50 corridor.				✓	
Area wide Multi-modal studies (2000 - Present)	All studies are now completed having been originally set up to gather research for schemes including, M1 N-S widening, A 38 Derby Junctions, A453, E-W Midlands, SEMMMS, S&W Yorks Motorways. The only scheme that is still live is SEMMMS which has an active budget to promote non car commuting for Derbyshire residents travelling to Stockport and Manchester. The SEMMMS budget aims to alleviate the pressure on the road network by aiming to create modal shift away from the private car through improvements to public transport, development business travel planning and improving the greenway network.	✓	✓		✓	
Highways Agency Targeted Programme of Improvements (TPI), Highways Agency (2006 ongoing).	Three schemes in Derbyshire: M1 widening, A38 junctions, Mottram-Tintwistle by-pass.	✓				
Derby TAMP, Derby City Council (2006)	The TAMP for Derby City.	✓				
Adjoining authorities' TAMPs	There are three metropolitan county TAMPs adjoining Derbyshire; Greater Manchester, South Yorkshire and West Yorkshire. There are six shire TAMPs adjoining Derbyshire; Cheshire, Leicestershire, Nottinghamshire (2 TAMPs), Staffordshire and Warwickshire.	✓				
Adjoining Authorities' Spatial Plans	There are four UDP's adjoining Derbyshire; Rotherham, Sheffield, Stockport and Tameside. (Kirklees and Oldham also adjoin but their UDP boundary is the PDNP boundary not that of the MBC). There are five Structure Plans adjoining Derbyshire; Cheshire, Leicestershire, Nottinghamshire, Staffordshire and Warwickshire. There are ten Local Plans adjoining Derbyshire; Ashfield, Bassetlaw, Broxtowe, East Staffordshire, Lichfield, Macclesfield, Mansfield, North Warwickshire, North West Leicestershire and Rushcliffe. (Staffordshire Moorlands also adjoins, but their LP boundary is the PDNP boundary, not that of the district council).	✓	✓	✓		✓

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Regional Travel Behaviour Strategy, East Midlands Regional Strategy, (March 2008)	The regional Travel Behaviour Strategy of the East Midlands investigates methods to change people's expectation and impressions of public transport. It also seeks ways to encourage sustainable transport modes through the decreased use of the private car.		✓			
Peak District National Park Action Plan, Peak District National Park Authority, (2006-2011)	The plan looks in detail on how the natural and historic culture of the Peak District National Park can be sustained. It explores areas such as, biodiversity, natural beauty, recreation/tourism, communities, economy, traffic, travel and accessibility. By 2011, the plan aims to have improved the transport infrastructure within the peak district to allow greater accessibility to the area through all forms of transport. This also encourages people to use other modes of transport apart from the private car, therefore reducing the dependency on private car and lowering CO <sup>2</sup> outputs.		✓		✓	✓

## A2.6 LTP2 Policy update matrix (local strategies)

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Improvement and Scrutiny Reviews, Derbyshire County Council, (2006 ongoing)	<p>There is an ongoing programme of improvement and scrutiny reviews of relevance to transport, forming part of the authority's Service Improvement Programme.</p> <p>Since LTP2 or current:</p> <ul style="list-style-type: none"> <li>• Review of section 106 planning agreements</li> <li>• Review of street scene (South Derbyshire)</li> <li>• Blocked gullies</li> <li>• Rural bus services/community transport (linked reviews)</li> <li>• Motorcycle accidents</li> <li>• Review of blue badge parking scheme</li> <li>• Rights of Way Implementation Plan</li> </ul>		✓		✓	
District Council Local Development Frameworks; Amber Valley, Bolsover, Chesterfield, Derbyshire Dales, Erewash, High Peak, North East Derbyshire, South Derbyshire	<p>At various stages, some under review, some adopted, containing sets of Development Plan Documents and Supplementary Planning Documents. Some of these include flood risk, community safety, landscape design, and town centre master plans.</p>	✓	✓	✓	✓	✓
Derbyshire Rights of Way Improvement Plan 2007, Derbyshire County Council (2007)	<p>Plan to ensure that the public rights of way network (over 3000 miles) meets the needs of local people and visitors now and in the future.</p>	✓	✓		✓	✓
Greenways Strategies South Derbyshire 2006, West Derbyshire and High Peak consultation until January 2008, Derbyshire County Council	<p>Greenways are largely car free off road routes connecting people to facilities and open spaces in and around towns, cities and to the countryside; for use by people of all abilities on foot, bike or horseback, for car free commuting, play or leisure.</p> <p>Derbyshire's interpretation also includes:</p> <ul style="list-style-type: none"> <li>• encouraging healthier lifestyles and interaction with nature and landscape</li> <li>• enhancing and protecting the natural environment, landscape and cultural heritage of the area</li> <li>• reducing traffic congestion and associated pollution</li> </ul>	✓	✓		✓	✓
2020 Vision - A strategy for the restoration and development of the Chesterfield Canal, Chesterfield Canal Trust (2006)	<p>The Chesterfield Canal Partnership is pursuing the restoration of the canal as a tourism, recreation and regeneration asset.</p>		✓		✓	

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Erewash Economic Regeneration Strategy, 2006 - 2011, Erewash Borough Council, (2006)	Key initiatives and projects set out to improve transport, connectivity and movement within the region. These include seeking opportunities to support the maintenance and future improvements to the public transport infrastructure and service provision supporting Erewash and supporting existing sustainable connections to East Midlands Airport to minimise traffic movements.				✓	
A Physical Activity Plan for Derbyshire 2006 - 2009, Derbyshire Sport, (2006)	The Derbyshire Physical Activity and Health Partnership's plan to improve health through the promotion of physical activity.		✓			
Chesterfield Update and Screening Assessment 2006, Chesterfield Borough Council (2008)	This report is part of the Local Air Quality Review and Assessment Process. It identifies three locations showing exceedence of the annual nitrogen dioxide air quality objective, namely Chatsworth Road (A619), Derby Road (A61 South) and Chesterfield Road, Staveley (A619). The Detailed Assessment 2007 uses dispersion modelling to model the air quality along the three roads in Chesterfield identified in the Update and Screening Assessment 2006. This will lead to the declaration of an Air Quality Management Area in Chesterfield after the current phase of consulting the AQMA boundary.					✓
Draft Derbyshire Climate Change Strategy, Derbyshire County Council (2008)	Derbyshire Partnership Forum is the countywide Local Strategic Partnership. It is due to be ratified by the partnership in March 2008. Current draft (December 2007) "Our goal is to put into place, at both the corporate and community levels, measures which will lead to a reduction of greenhouse gas emissions of 60% of 1990 levels by 2050; to ascertain the impacts of climate change in Derbyshire and to adapt the delivery of our services accordingly. By working together we intend to declare our commitment to becoming a low-carbon county by 2015 and a carbon-neutral county by 2030." A draft strategy outlining all the ways that DCC aims to reduce its carbon output. This focuses on operational areas of the organisation such as reducing staff business and commuting impact as well as promoting sustainable behaviour of staff.					✓
Derbyshire County Council Carbon Management Strategy and Implementation Plan 2007, Derbyshire County Council, (2007)	Plan to control our energy consumption, energy costs and reduce our carbon emissions.					✓
Derbyshire's Sustainable Community Strategy 2006-2009, Derbyshire County Council, (2006)	Multi-agency strategy of Derbyshire Partnership Forum to improve the economic, social and environmental well-being of the people of Derbyshire.				✓	✓

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
DCC Regeneration Plan 2006-2009, Derbyshire County Council, (2006)	Aims to co-ordinate the authority's regeneration activities, to enhance the economic competitiveness and performance of the local economy, particularly in areas of significant deprivation.				✓	
Derbyshire Local Area Agreement 2005-2008, Derbyshire County Council, (2005)	Agreement based on above which sets out the priorities for a local area through Local Strategic Partnerships.	✓				
Derbyshire: The Council Plan 2008-2009, Derbyshire County Council, (2008)	Sets out the county council's strategic goals and priorities.	✓	✓	✓	✓	✓
Derbyshire LTP 2006-2011, Derbyshire County Council, (2006)	26 service delivery objectives relating to efficient maintenance and management, improving local accessibility and healthier travel choices, safer roads and communities, reduced congestion and strong local economy, and better air quality and environment.	✓	✓	✓	✓	✓
Derby City Local Plan Review 2006, Derbyshire County Council, (2006)	Covers the city only. Contains transport policies and aspirations which transcend the political boundaries. Also contains land use policies and proposals which will affect traffic outside the city and beyond the Joint LTP boundary.	✓			✓	
Derbyshire Regeneration Plan 2006-2009, Derbyshire County Council, (2006)	Ensure transport measures help strengthen the local economy - for example: improved access to key sites and employment centres, reduced congestion. Environmental improvements /enhancement to support the regeneration of the Chesterfield Canal, the development of the Chesterfield Waterfront and A61 corridor.				✓	
High Peak and Derbyshire Dales Community Strategy 2006-2009, High Peak Borough Council, Derbyshire Dales District Council, (2006)	This document explains how the joint partnership of the two boroughs aims to improve the quality of life for people living in the area. The document focuses on maintaining and developing a high quality and built environment, improving access to services through rural transport and improving crime and community safety by providing safer car parks.		✓	✓		
Bolsover District, Sustainable Community Strategy 2006-2020, Bolsover District Council, (2006)	Focused on sustainability, the document outlines ways to allow residents the opportunity to have access to jobs, leisure facilities by sustainable forms of transport. An objective to make walking safer at night is proposed by introducing new street lighting programmes.		✓	✓		

Policy, Plan, Programme	Objectives/Requirements of Policy, Plan or Programme	Maintenance and management	Accessibility and healthy travel	Safer roads and communities	Congestion and local economy	Better air quality and environment
Amber Valley, Community Strategy 2006-2009, Amber Valley Borough Council, (2007 refinement)	2007-2009 priorities include healthier lifestyles and green and prosperous economy.		✓	✓		
Erewash, Community Strategy 2006-2009, Erewash Borough Council, (2006)	The strategy prioritises actions to reduce vehicle crime, investing in transport infrastructure to provide access to services, jobs, healthcare and education and a high quality street scene, free of litter and other environmental problems.		✓	✓		
South Derbyshire, Community Strategy 2005-2010, South Derbyshire District Council, (2005)	Transport related issues feature in the safer communities section where a reduction in road accidents is targeted. The sustainable environment section highlights the need to offer a greater range of transport options including improvements to cycling and walking routes. Road and pavement repairs, clean streets, reduced congestion and public transport improvements are also mentioned.			✓		
DCC Community Safety Strategy 2005-2008, Derbyshire County Council, (2005)	Strategy to reduce crime and create safer and stronger communities, and to mainstream community safety activity.			✓		
Chesterfield and N.E Derbyshire Community Strategy 2005 - 2015, Chesterfield Borough Council and North East Derbyshire District Council, (2005)	It has been developed with and for all the communities that live and work in the area and it describes a vision for the safe, healthy, diverse and prosperous communities that we all want to see. The strategy sets out the social, environmental and economic improvements that will help us to realise this vision.		✓	✓		