

4. Improving local accessibility and healthier travel choices

Strategic Aim:

To improve local accessibility and promote healthy and sustainable travel choices

4.1 Introduction

The Derbyshire Accessibility Strategy has been developed to ensure that everyone in Derbyshire has the opportunity to access key services such as healthcare, education, employment, food shopping, leisure, and culture, particularly if they do not have access to a car. In doing this, it also looks to provide accessibility through healthy and sustainable travel options.

We have established a number of partnerships to help deliver the Accessibility Strategy across the county. These partnerships, which include two Community Rail Partnerships, build on the good work started by Rural Transport Partnerships and allow us to understand local issues and implement solutions.

The partnerships are developing their own Accessibility Strategies which complement the county wide strategy and will contribute to its delivery, as well as to the delivery of a number of Local Area Agreement performance indicators.

4.2 Progress 2006-2008

Objectives and Key Actions

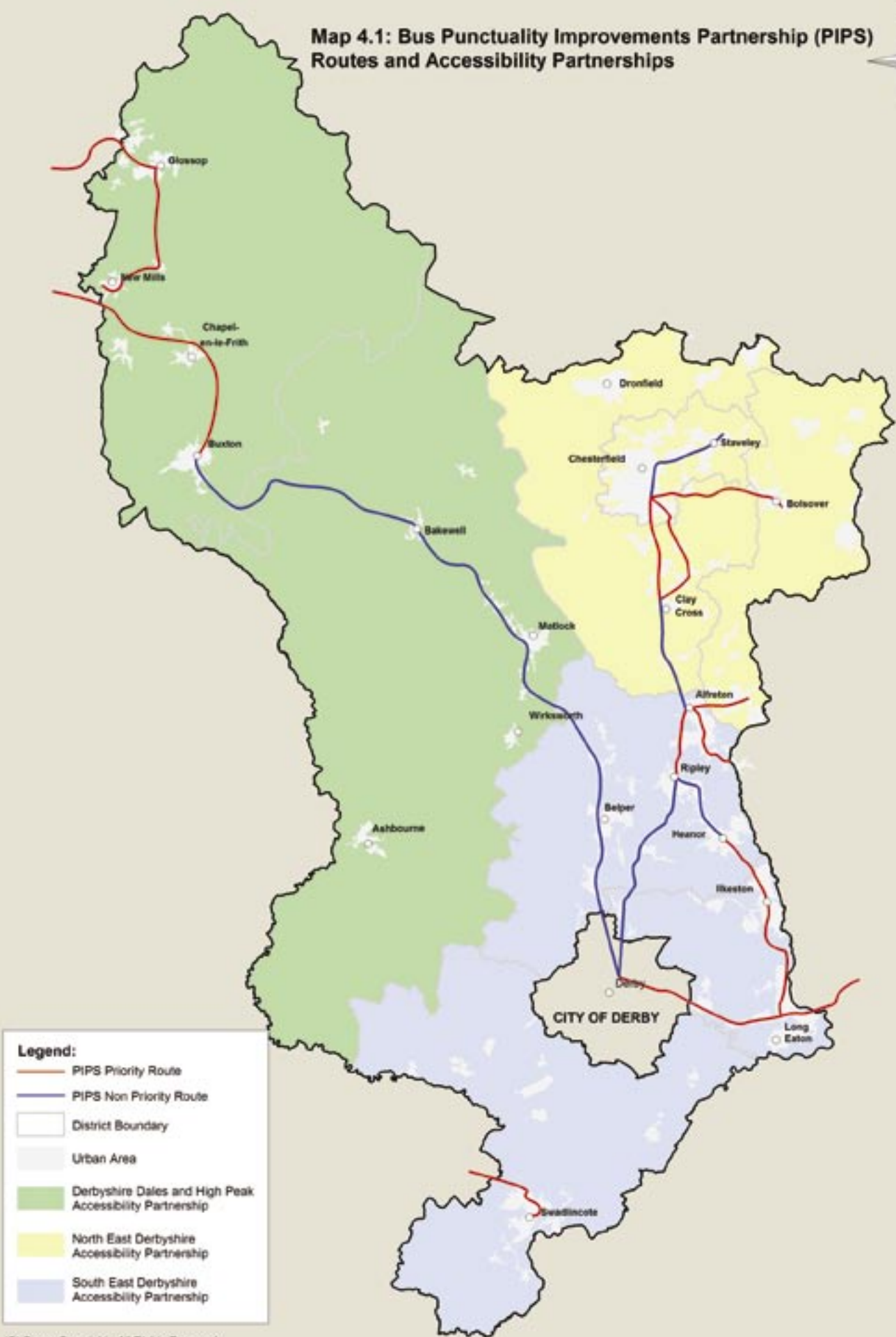
Progress on the key actions identified is as follows:

Objective 1: Ensure new facilities are located where they can be accessed by means other than the private car

Key Action: Location of New and Relocated Facilities

Working to ensure that new facilities are located where they can be accessed by means other than the private car is a key objective of our Accessibility Strategy. Our development control teams work closely with the local planning authorities to ensure that development takes place in accessible locations e.g. planning permission was granted for the redevelopment of a former industrial area to provide a new supermarket and stadium for Chesterfield FC close to the centre. The site is accessible by public transport and walking with upgraded facilities to be included within the development. A key part of our work is preventing inaccessible development taking place. Whilst we cannot refuse permission ourselves, we ensure that the planning authorities have all the relevant information when making their decision. We are currently working on the development of an easy to use Accessibility Audit Toolkit and will be looking to integrate this into the planning applications process before the end of the second LTP. We have also been using the Accession modelling tool to inform local planning authorities where the most accessible locations are for where housing should be provided through Local Development Frameworks.

Map 4.1: Bus Punctuality Improvements Partnership (PIPS) Routes and Accessibility Partnerships



Legend:

- PIPS Priority Route
- PIPS Non Priority Route
- District Boundary
- Urban Area
- Derbyshire Dales and High Peak Accessibility Partnership
- North East Derbyshire Accessibility Partnership
- South East Derbyshire Accessibility Partnership

Objective 2: Improve the quality and use of public transport, community transport and other demand responsive transport

Key Action: Public Transport Interchanges

We have continued to make improvements to various public transport interchanges and around the county. General waiting facility enhancements, including raised bus boarders and new bus shelters, have been delivered in all areas of the county including Alfreton, Glossop, Matlock, New Mills, Ripley, Swadlincote and along the Transpeak corridor which is an important trans-county route linking Nottingham, Derby and Manchester. Real Time Information has also been introduced on service 15 in Ilkeston and Long Eaton, and is about to go live along the Transpeak route. To improve access to Alfreton railway station, a new bus stop was created outside the booking office and services 140 (Matlock-Alfreton) and 142 (Nether Heage-Alfreton) have been extended to the station. A number of rural stations serving key visitor destinations on the Derwent and Hope Valley rail lines have benefited from new waiting facilities and CCTV improvements. These improvements have been jointly funded from the Local Transport Plan with public realm funding from East Midlands Tourism. Additional public transport facilities are sought through the development process such as a new bus station next to the rail station in Matlock through the Cawdor Quarry redevelopment.

Key Action: Punctuality Improvement Partnerships (PIPs) and Bus Quality Partnerships (BQPs)

The Punctuality Improvement Partnership was initiated following guidance from the national Bus Partnership Forum and Traffic Commissioners, and the implementation of the Traffic Management Act (2004), and set up in February 2007. Its main purpose is to improve the reliability and punctuality of bus services as a way to improve the public's opinion and experience of local bus travel. See page 6-5 for more information on PIPs.

The partnership has been developed with the cooperation of Derby City Council, the local borough and district councils and the bus operators, with Derbyshire County Council taking the lead. The first task of the partnership was to organise a working group to identify and investigate the routes that were susceptible to unreliability and poor punctuality. 16 routes were originally identified by operators as having particular difficulties, which were reduced to 13 as having the highest priority by a working group set up by the partnership. Detailed journey time surveys of the routes were carried out to identify locations where delays to buses were occurring. These were shared with bus operators to identify specific problems and potential solutions developed together. Some of the highway works identified have been allocated funding for 2008/09 and included in the capital programme. The benefits of the PIP have yet to be quantified as the before and after studies set up to capture the outcomes of the schemes are not complete. Anecdotal evidence from operators suggests that this and other improvements have improved the situation.

No new Bus Quality Partnerships have been established so far during LTP2 as we have been concentrating our resources on establishing Punctuality Improvement Partnerships. We anticipate that PIPs and BQPs will become closely linked.

Key Action: Co-ordination of Existing Transport Services

Initial work has been completed on the current routes and usage of social



services transport. More detailed work is required to fully understand the work undertaken by social services and community transport.

Objective 3: Improve the quality and availability of public transport information

Key Action: Site Specific Public Transport Information

Investigations into access to healthcare issues identified hospital accessibility as a particular problem in many areas of Derbyshire. Chesterfield Royal Hospital is the main hospital in Derbyshire (outside Derby) and it was decided, in conjunction with the hospital, to improve the travel information available to patients and visitors. A leaflet has been designed which includes details of all bus services entering or passing the hospital and a detailed map of the hospital layout.

Initially, 3000 leaflets were produced which were distributed to all GP surgeries in the county and the Chesterfield Tourist Information Office, with the hospital also maintaining a supply in its reception area. A further 5000 leaflets were printed after the initial supply was used up. The cost was funded jointly by the county council and the hospital.

It is our intention to produce similar leaflets for other locations, not just healthcare, in the county where access is considered to be an issue. Our initial focus will be examining accessibility to employment sites such as Markham Vale and other larger industrial estates.

Key Action: Public Transport Marketing Plan

Derbyshire was rated the best 'shire' county for transport information in user satisfaction surveys that took place at the end of 2006. The questions were set by the Audit Commission. These surveys included people who never use public transport. Our Integrated Transport Unit has since hosted North Yorkshire County Council on a visit to discuss best practice.

We are currently reviewing the amount and type of transport information we produce prior to developing a revised public transport marketing plan. This will embrace newer technology e.g. text messaging, interactive website etc., whilst recognising the popularity of publications such as timetables. In the meantime, our b_line and Gold Card travel and discount cards for younger people, and older and disabled people, continue to be popular.

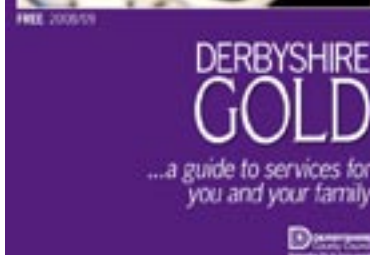
b_line travel and discount card for young people between 14 and 19

"I think it's wicked that we can get half fare on buses and trains and that new discounts are always being added to the list!!!" NW, 15, Merrill College

Derbyshire Gold Card Guide to Services for You and Your Family

The 48-page guide to local services about transport, money matters, health, social services, housing and leisure is given away free inside the Gold Card magazine with additional copies available in libraries, district councils and via 50+ forum members. This was first produced in 2006/07 and, due to its popularity, was produced again in 2007/08, taking into account user responses to a survey.

"I think the Derbyshire Gold Card services gives excellent information out on anything you require and excellent value for us elderly." Mrs MJ, Pinxton
"I have never seen a better guide for any area, and so many very useful phone numbers." Mrs KRF, New Mills



“I think it is a very well explained booklet which I shall keep in my handbag for future reference.” Mrs T, Hasland

Objective 4: Improve access to facilities by healthier and more sustainable modes

Key Action: County Cycle Network/Greenways

46 km of new routes have been added to the Strategic Cycle Network over the first two years of LTP2, of which nearly 20 km were off road Greenways. The total completed network is now 404km (251 miles). Two of the schemes involved the development of Greenways that link Derbyshire and Nottinghamshire across the county boundary: the Trent Valley Greenway and the Silverhill Trail, the latter being a former railway line. Built into several of these schemes have been local links between the trails and local communities, amenities and schools to encourage utilitarian as well as recreational use of these trails.

LTP and Countryside Capital funds were used to lever in an additional £977,300 of external funds needed to deliver £1.27m of work on the ground. 80,000 copies of a newly revamped Cycle Derbyshire leaflet were printed and circulated to promote cycling in the county.

Two new Greenway Strategies for different areas of the county have been produced in the past 2 years: the first covering the district of South Derbyshire was finalised in May 2006 has taken the total network to be developed up to 932km (579 miles). Consultation on the Draft West Derbyshire and High Peak Greenway Strategy took place during 2007/08 and also identifies additional potential new routes that could be developed in the future.

The county council has put in place a programme for monitoring the use of the Greenway network. In 2006, in excess of 500,000 walkers and cyclists were recorded using the county's Greenways.

Key Action: Pedestrian Access to public transport

Improvements for pedestrians in accessing public transport are underway with raised borders being installed at bus stops and dropped kerbs along pavement routes to bus stops. Local pedestrian access issues are also being identified through our developing Accessibility Partnerships. Pedestrian access between Cromford railway station and Cromford village was identified as an issue through the Derwent Valley Line Community Rail Partnership and, as a result, a scheme to improve the footway and lighting has just been completed.

A series of audits of pedestrian routes linking with public transport facilities will be completed over the next year, building upon our pilot project in Buxton as part of our ongoing creation of a quality pedestrian network in support of the South East Manchester Multi Modal Strategy. The project, which builds upon our work during LTP1 to improve core routes through the town; by examining all routes within 1km of the railway station and within 500m of key bus stops serving Greater Manchester. The audit considers surface condition, crossings (including dropped crossings), rights of way, signage, information and any other issues relating to the journey to/ from public transport facilities.

Key Action: Dropped Kerbs

Our dropped kerb programme continues as part of wider improvements to pedestrian facilities, using feedback from local elected members about where

Killamarsh Greenway
Before:



After:



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the public want them, and on the wider pedestrian network.

Objective 5: Support the development and implementation of travel planning

Key Action: Business Travel Plans

The implementation of business travel plans spans a wide range of initiatives.

Derbyshire employers who have implemented travel plan initiatives, with help from the county council's Business Travel Grant scheme, include:

- *Wirksworth Leisure Centre - installed cycle lockers*
- *Gamesley Community Centre - installed cycle racks*
- *High Peak Borough Council - installed pilot video-conferencing system*

There has been an increasing occurrence of new developments where travel plans have been a planning requirement. Examples are as follows:

- **Dove Valley Business Park:** an outline travel plan has been produced for the extension of this rural business park, which contained on-site major companies such as ACR Logistics (the largest supply company in Europe), Truma UK, JCB, FI UK - (first overseas base for Japanese supplier to Toyota), Starcross Foods, Dairy Crest, Futuba, Kuehne & Nagel.
- **Silkston, Clay Cross:** produced a framework travel plan which covered a hybrid application of residential development (Phase 1, 130 dwellings. Later, a further 60 dwellings), leisure facilities, an hotel, and employment uses (B1, (offices) B2, (industrial) and mainly B8 (distribution) use).
- **At the opposite end of the spectrum,** a full travel plan has been developed by the Level Centre, Rowsley, which contractually obliges staff to access the site on foot, by cycle or by public transport. We also requested that travel plan co-ordinator responsibilities should be included in the job description.

To date, 16 draft travel plans have been produced for Children's Centres (service hubs where children under 5 and their families can receive seamless integrated services and information) at various locations throughout the county. These have been, in some cases, entirely new builds and, in others, extensions or adaptations to existing premises. It is understood that there will be in the region of another similar number to fulfill targets, under the Government's 'core offer' to provide 'good quality integrated services'. The new Joint Service Centre, to be constructed at South Normanton, is an example of a 'hub' where many services will be offered from one location, including health, childcare, Police, Jobcentre Plus, information and advice services, amongst others.

Other Derbyshire employers and organisations have independently considered car-sharing as a travel plan initiative and have sought advice from the county council. These include:

- **Drakelow Power Station** - wished to cut down on vehicle use during the construction phase of the new power station, and felt that car sharing through the liftshare scheme could be appropriate for their needs.
- **Sustainable Youlgrave** - this small village in the Peak District is attempting to implement many sustainable initiatives and has held discussions with the Sustainable Transport Officer about the potential benefits of car sharing for their residents.

- East Midlands Designer Outlet Centre - this large retail park close to M1 Motorway Junction 28 voluntarily produced a Travel Plan with advice/guidance from Nottinghamshire and Derbyshire's Sustainable Transport Officers.

Derbyshire County Council is a member of the liftshare car sharing organisation, currently with 282 members within its private group. We also operate a county-wide car share scheme, carsharerbyshire, which is free to use by anyone resident in Derbyshire. Liftshare has 270,000 members nationally and over a million trips registered.

Key Action: Safer Routes to School

Over the three years (2004-2006) 55% of children killed or seriously injured in Derbyshire were walking. A further 19% were pedal cyclists. Considerable effort has gone into improving safety within the vicinity of the school gate and improving safety on routes away from the school gate are being linked with our extensive School Travel Plan programme. There are 3 School Travel Plan Coordinators covering the three geographical areas of Derbyshire who are supported by a Travel Assistant. All schools nationally are to adopt a School Travel Plan (STP) by 31 March 2010.

The number of Derbyshire schools who had developed and adopted an STP by 31 March 2006 was 96. Since then the number of adopted plans has increased as follows; by 31 March 2007 - 221 schools, 31 March 2008 - 320 schools against a planned Derbyshire target at this stage of 300. The adopted plans are from all types of schools including, nursery, infant, junior, primary, secondary, special, independent and pupil referral units, and form a key component of the authority's Sustainable Modes of Travel Strategy.

Our School Travel Plan Team has worked closely with our Road Safety Officers to promote and encourage cycle training which may in turn contribute to increased levels of cycling. They have also strengthened links with our traffic and safety and countryside services teams and externally with district councils and agencies such as Sustrans.

The School Travel Plan Team has played a vital role in successful bids for Sustrans Safe Routes to Schools external funding which has enabled such projects as the Five Pits Trail link to Tibshelf Community School (see page 5-7) and installation of a pegasus crossing on Tibshelf High Street.

Since 2006 the School Travel Plan Team has taken on the development and promotion of Walk to School Week. This has been re-branded Travel Smart Week in order to include all types of sustainable transport. Travel Smart week takes place twice yearly in May and in October and participation has steadily increased:

Table 4.1 Participation in Walk to School Week

	May 06	Oct 06	May 07	Oct 07	May 08
Number of Schools	213	228	223	248	254
Number of Children	38500	40000	40500	41500	43000

Our Safer Routes to Schools engineering schemes totalling approximately £150,000 were identified for completion during the financial year 08/09 by



School Travel Plan Coordinators and prioritized against national walking to school statistics. These schemes will improve sustainable access to 21 schools. A similar amount is expected to be available for improvements to help sustainable access to School Travel Plan schools for the financial year 09/10.

As well as the support provided for the development of School Travel Plans, the School Travel Plan Coordinators provide ongoing support to help schools develop and maintain sustainable transport initiatives that contribute towards National Indicator NI198 children Travelling to school - Mode of transport to school.

The team also identifies and supports areas of curriculum work related to school travel and road safety. This can include directing teaching staff to existing resources or developing new resources that build on the work of Travel Smart to ensure a sustained change in modal shift and not just during focus weeks, by linking with other national curriculum and extra curricular activities - i.e. Qualifications and Curriculum Authority (QCA) schemes of work, Eco schools, and Healthy Schools.

The work of the travel assistant directly supports the functions above in practical and administrative roles. This includes developing methods of manipulating and using various different sources of travel mode data which can be analysed and presented to show progress and trends relating to modal share and this also feeds into the process of identifying schemes.

Objective 6: Implement prioritised Public Rights of Way improvements

Key Action: Targeted Public Rights of Way Improvements

The county council produced its first full Rights of Way Improvement Plan (RoWIP) in November 2007 following an extensive consultation exercise. The RoWIP has identified the need to make considerable improvements to path furniture, specifically replacing stiles with gates or gaps to make the Public Rights of Way (PRoW) network more accessible to all users. As a consequence 370 new gates have been bought and installed over the first two years of LTP2 in many cases replacing stiles that were out of repair.

The RoWIP has targeted specific path schemes that fit with accessibility aims. As a result surface improvements have been carried out within the capital programme on 18 rights of way, totalling 15 km. These surface improvement works have contributed to other aims within the RoWIP and the wider LTP including 2 schemes for improvements in urban areas, 2 schemes have contributed additional routes/missing links in the network, 3 schemes have been aimed specifically at easy access improvements and 8 schemes contributed to providing safe off road routes to schools and other local amenities. The total amount spent within the capital programme on surface improvements for 2006/08 was just under £400,000.

The RoWIP made a commitment to partnership working to open up the PRoW network. As a result 17 schemes have been delivered over 2 years with local parish or town councils, either directly by DCC staff or through Service Level Agreements with the Peak District National Park and Groundwork Derby and Derbyshire. In two cases the BVPI pass rate of PRoW that are easy to use was increased from 77% at the start to 93% after the work was completed. Work has continued to compile an up to date Definitive Map and Statement for



the county to record and provide information about the county's 5,176 km of PRow. Over 1,000km of PRow are now accurately digitised and digital maps for 4 districts and boroughs within the county are available on the website - Bolsover, Erewash, South Derbyshire and North East Derbyshire.

The county council has met its BVPI target of 70% of PRow that are easy to use for each of the first 2 years of LTP2, recording pass rates of 71.8% and 70.6% for 2006/07 and 2007/08 respectively.

Objective 7: Encourage the use of healthier and more sustainable travel opportunities

Key Action: Travel Awareness

From 2005 onwards, the Travelwise Derbyshire bus-back and poster campaign 'If you're not going far, forget the car' was a countywide campaign. In subsequent years, with the combination of the increasing national profile of climate change through extensive external media coverage, central government websites (e.g. <http://actonco2.direct.gov.uk/index.html>) and rising fuel prices, the need for and potential effectiveness of such campaigns is perhaps questionable. Instead, for the LTP2 period, there has been a focus of effort on aligning external campaigns with events within Derbyshire County Council itself as a major employer.

In 2007, a free breakfast was provided for those cycling to the Matlock headquarters site during Bike Week in June. Unfortunately the summer weather was very poor, so this was repeated in September during "European Mobility Week - At Work Without my Car" - joining with 2000 European towns and cities to promote a car free-day. This extended beyond the Matlock base and a prize was offered of vouchers for a hamper of healthy local produce.

In 2008, our own car share scheme which has been running since 1997 was moved to www.carsharerbyshire.com. This was publicised through a week long promotion in the foyer of County Hall. The scheme went 'live' on the website in January 2008, and has 282 members in its private group. We linked up Bike Week with Adult Learners Week using a Virtual Tour de France to promote healthier living. Vouchers were awarded for winners in varying categories - commuting, distance, static bike. European Mobility Week's theme of car free day this year was 'Clean Air for All'. Again, vouchers were offered for a range of 'healthy' products. Participation in Bike Week has more than trebled comparing 2008 with 2006 (81 compared with 25).

Increasingly, influencing transport behaviour is part of the wider effort to tackle climate change and is promoted through these broader programmes: see reference to the Derbyshire Climate Change Strategy and the 'everybody's talking' campaign in Chapter 7 (page 7-5).

Key Action: Green Tourism

Peak Connections was previously reported as a successful 'green tourism' transport marketing project. Although direct county council and levered in external funding for the Peak Connections transport marketing project has ceased, the Peak District National Park Authority, with close liaison with Derbyshire County Council, is supporting the continuation of this 'green tourism' project, with updated re-issues of Peak Connections branded marketing products.

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www.CarShareDerbyshire.com
or call: **08700 111199**



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The stunning landscape and numerous visitor attractions that Derbyshire has to offer provide many opportunities to promote Green Tourism. The Derwent Valley Line between Derby and Matlock provides easy rail access into the heart of the county, access to the popular destinations and attractions of Matlock and Matlock Bath and the Derwent Valley Mills World Heritage Site. The line is being jointly marketed by the Derwent Valley Line Community Rail Partnership and the train operator (Central Trains until November 2007 and now East Midlands Trains). Discounted entry vouchers for rail ticket holders are included in the leaflet 'Great Days Out on the Derwent Valley Line' for visitors to the Heights of Abraham, Chatsworth House, Peak Rail, Sir Richard Arkwright's Masson Mill and Crich Tramway Village. Rail services on the Derwent Valley Line continue to be promoted to the ever popular Matlock Bath Illuminations with extra trains provided to cater for demand on the firework nights to supplement temporary park and ride bus services from Cromford and Matlock. The new rail franchisee, East Midlands Trains are working very closely with the Derwent Valley Line Community Rail Partnership to further enhance marketing opportunities as part of a new hourly service from Nottingham introduced in December 2008.

Good Practice

Good Practice Case Study 1: Wheels to Work Derbyshire

In April 2004, Derbyshire Rural Community Council developed a 'Wheels to Work' (W2W) scheme in the High Peak and Derbyshire Dales districts of the county. The scheme, formerly known as STEER, was based on a national initiative of scooter loan to enable young and long term unemployed people from rural areas access to employment, training and education opportunities when they would otherwise have been prevented from doing so due to transport difficulties.

In early 2008 the scheme was under financial stress, despite having extended its operation to the whole the county, and was facing termination as a result of a lack of funding. We agreed a short-term funding plan to help keep the scheme up and running whilst the results of 3 funding applications to Derby and Derbyshire Economic Partnership (DDEP), Alliance Sub-regional Strategic Partnership (SSP) and Coalfields Regeneration Trust (CRT) were being decided, as the scheme helps deliver part of our Accessibility Strategy. We are also represented on the Steering Group to aid the future growth of the scheme and ensure that the scheme is available to those who need it.

We gave the scheme £10,000 in 2007/08 to fund the general running of the scheme during the few months of uncertainty, and in 2008/09 we have been able to increase our contribution to £30,000 - all capital funding, which is being used to buy scooters and protective clothing, consisting of a helmet, high visibility vest, leather gloves and a weather-proof suit across Derbyshire. We have also contributed £2,500 of revenue funding for a W2W project specifically for the Alliance area of the county (sub-regional partnership designed to deliver economic growth in North East Derbyshire/ Nottinghamshire).

All three of the funding applications were successful, with each funding member supporting the scheme in different areas of the county, except our contributions which are used across the whole county. DDEP specifically fund the Amber Valley, Erewash, South Derbyshire, Derbyshire Dales and



High Peak areas until 2009. The Alliance SSP specifically fund the scheme in Chesterfield, North East Derbyshire and Bolsover District until 2009, whilst the CRT fund the most deprived wards in the former coalfields areas of the county until 2011.

The project also provides Compulsory Basic Training (CBT), insurance and breakdown cover for the scooters, and the scooters are also regularly serviced and maintained to a high safety standard by the project. Our road safety team are working with the project to develop additional road safety training to the clients which will take place 3 months after they loan the scooter to ensure that good safety practices learned during the initial CBT are maintained and built upon.

The Wheels to Work scheme is able to loan scooters to the user for £15 a week for a 6 month loan. After that time, it is hoped that the client has managed to save up for his or her own transport provision. The scheme has helped 350 users since it began, and continues to receive daily enquiries from new clients needing to use the scheme in order for them to access employment, training and education placements all over the county.

Good Practice Case Study 2: Wirksworth to Bolehill Footpath

The footpath between the town of Wirksworth and Bolehill village has undergone a path improvement scheme to encourage more people to walk between Wirksworth and the outlying area of Bolehill.

The work was carried out by Derbyshire County Council between January and March 2008 with help from the British Trust for Conservation Volunteers and with support from the Bolehill Improvement Group and Wirksworth Town Council.

Following years of constant maintenance on the footpath, cutting back overgrown vegetation, replacing and repairing a collapsing retaining wall and amendments to paths defaced by cattle, money from the 07/08 LTP budget was spent on improving the whole path to provide an all weather route connecting Bolehill to Wirksworth.

A total of £12,276 was spent on building a new retaining wall and putting tarmac down on the steep enclosed top section of the path, resurfacing the lower section of the path with limestone chippings, and cutting back or removing vegetation from the path as well as improvements to gates and signage. The work has been carefully completed and materials have been selected to fit into the existing landscape as a way to maintain the rural environment of the area.

The new improvements to the path have been warmly received and supported by local residents on both sides of the connection. Those from Bolehill now have improved access to the local primary school and shops through sustainable travel alternatives as the path reduces the need for people living in the neighbourhood to use their cars to access these services. Those from Wirksworth now have a connection to the High Peak Trail and Black Rocks which provides them with the opportunity to use the trail as access to leisure activities and exercise.



As the footpath has been a success, Wirksworth Town Council is looking at ways they can improve the rights of way network and infrastructure in the wider area.

Targets

The following targets were developed to measure the outcomes from the accessibility and healthier travel choices strategy.

KEY: The target titles are coloured to highlight the position we are currently at in achieving the target compared to the milestones we set ourselves. **Green = achieved/ on track; Amber = milestone target narrowly missed;** and **Red = not on track; Grey = no clear evidence.**

Key Outcome indicators

- **BVPI102 Bus Patronage [On Track]** - Following the trend experienced in LTP1, bus patronage figures continue to rise in Derbyshire. The National Concessionary fare scheme is likely to have assisted this rise in patronage.
- **BVPI104 Percentage of users satisfied with local bus services [Narrowly Missed]** - Although the milestone has not been met, performance has remained constant at a very high satisfaction level and this should be viewed a success itself. With 64% of users satisfied, Derbyshire is the third highest performing shire authority in the country.
- **LTP1 Percentage of all households within 60 minutes of a hospital (with general outpatient facilities) by public transport [On Track]** - This has been consistently above 95% and it has been agreed with the Government Office that the target has been met. Consequently, a new LTP1 indicator and target is being evaluated in consultation with the Government Office.
- **LTP3 Number of cycling trips [No Clear Evidence]** - Despite improving data collection techniques through installing a network of automatic counters we are still finding it difficult to identify trends in cycling use due to a wide variability in weather conditions, which continues to fluctuate levels greatly.
- **LTP4 Number of school pupils travelling to school by non-car modes [On Track]** - Comparable data for the first time shows that an improvement in the percentage of children travelling to school by non-car modes has been achieved.

Intermediate Outcome indicators

- **BVPI103 Percentage of users satisfied with public transport information [Narrowly Missed]** - Although the milestone has not been met, performance has remained constant at a very high satisfaction level and this should be viewed a success itself. With 60% of users satisfied, Derbyshire was the highest performing shire authority in the country in 2006.

Other local indicators

- **BVPI165 Pedestrian crossings with facilities for disabled people [Narrowly Missed]** - Out of 352 crossings 12 do not meet the required criteria and therefore the target was narrowly missed. Five of these will be improved in 2008/09 which will bring performance almost in line with the target.
- **LPI14 Percentage of Derbyshire schools that have adopted School Travel Plans [On Track]** - 320 out of the 446 schools in the county have DfT approved School Travel Plans. Another 33 were already in development at the end of March 2008 and we are well on track to meeting the 100% target in 2009/10.

Bus patronage, accessibility, school travel mode and the number of schools with School Travel Plans are all on track (see Annex 3, Table A3.2 for more detail). Satisfaction with local bus services and public transport information, though not on track, still represents high satisfaction levels compared with other areas. Fluctuating levels of cycling due to changes in weather conditions is a difficulty for Derbyshire and therefore it is not possible to determine an overall trend. This will be overcome in future by measuring the use of individual routes.

Our Local Partners

Our Local Accessibility and Community Rail Partnerships, established to help deliver the Accessibility Strategy, are made up of members from the public, private and voluntary sector. They include district councils, neighbouring county councils and Passenger Transport Executives, the Primary Care Trust, Job Centre Plus, transport operators, community transport, Council for Voluntary Service and the Rural Community Council. See Table 4.2 overleaf.

Inform, consult, involve

A study to explore local access issues in the rural area to the south of Ashbourne has involved community meetings, attendance at Women's Institute meetings, and a questionnaire survey of 3,000 households. This information will be used to make better use of existing transport services in the area.

4.3 Forward look 2008-2011

Policy Update

An analysis of influence from recent policy and programmes at national, regional and local level (see Annex 2) has resulted in the following summary for this strategy area:

School Travel Planning - 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.

Access to the Peak District and Rural Areas - 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 car.

Tackling Poor Health and Obesity - Promote walking and cycling as a way to get people to exercise more, especially young children.

Social Exclusion - Remains an important issue for rural communities to be connected to the transport network.

Travel Awareness - On-going through effective travel planning and public transport service marketing.

Rights of Way and Greenways - Making sure that the planned cycle and walking routes connect people to where they want to go and fit in line with transport priorities.



Cycle stands at Long Eaton railway station



Table 4.2 Accessibility and Healthy Travel Stakeholder Audit

	Funding (additional to LTP)	Planning and reviewing	Doing
National	<ul style="list-style-type: none"> •European Regional Development Fund •Lottery •Central Government •Sustrans •Derelict Land Grant •Inland Waterways Association •British Waterways 	<ul style="list-style-type: none"> •Natural England •Learning and Skills Council •Sustrans •JobCentre Plus 	<ul style="list-style-type: none"> •Sustrans •British Waterways •Liftshare
Regional/ Sub-Regional	<ul style="list-style-type: none"> •East Midlands Development Agency •East Midlands Tourism •South-East Manchester Multi-Modal Study •Adjoining authorities e.g. Nottinghamshire •Yorkshire Forward •Peak District National Park Authority •Alliance SSP •Derby and Derbyshire Economic Partnership 	<ul style="list-style-type: none"> •Government Office East Midlands •Peak District National Park Authority •South Pennines Integrated Transport Strategy •South East Manchester Multi-Modal Study •Alliance SSP •Derby and Derbyshire Economic Partnership 	<ul style="list-style-type: none"> •Peak District National Park Authority
Local organisations and volunteers	<ul style="list-style-type: none"> •Districts/Boroughs •Private sector (developers) •East Midlands Trains •Northern Rail •Derbyshire Primary Care Trust •Local Area Agreement 	<ul style="list-style-type: none"> •Accessibility Partnerships •Derbyshire Primary Care Trust •Bus Quality Partnerships •Punctuality Improvement Partnerships •Derbyshire Cycle Liaison Group •Community Rail Partnerships •Community Transport Groups •Council for Voluntary Services •Town and Parish Councils •Bus and train operators •Derbyshire Rural Community Council •STAR •Local Strategic Partnerships •Groundwork Derby and Derbyshire 	<ul style="list-style-type: none"> •Accessibility Partnerships •Bus and Train operators •Community Rail Partnerships •Private sector (developers) •Districts/Boroughs •Derbyshire Primary Care Trust •Schools •Businesses •Derbyshire Rural Community Council •Groundwork Derby and Derbyshire
Local communities		<ul style="list-style-type: none"> •Local Access Forums •Community Forums •LTP public consultation •MORI (Public opinion) •Community Area Profiles 	
Derbyshire County Council	<ul style="list-style-type: none"> •Countryside 	<ul style="list-style-type: none"> •Planning Services •Countryside •School Travel Plan Officers •Accessibility Planning •Sustainable Travel Officer •Development Control 	<ul style="list-style-type: none"> •Countryside •Area Teams •Passenger Transport Unit •Community Transport •School Transport •Development Control •Adult Social Services

New Performance Framework

A review of the effect of the new National Performance Framework on this strategy is illustrated below (see Annex 3, Section A3.3 for more details).

LTP Mandatory and Best Value Performance Indicators		New Performance Framework 2008 onwards	
Improving local accessibility and healthier travel choices			
✓ LTP1	Accessibility - households within 60 mins of a hospital by public transport	NI 175	LAA Sustainable Communities Access to services and facilities by public transport, walking and cycling
✓ BVPI 102	Public transport patronage	NI 177	Local bus and light rail passenger journeys originating in the authority area
✓ LTP4	Mode share journey to school	NI 198	Children travelling to school - mode of transport usually used
❖ New		NI 176	Working age people with access to employment by public transport (and other specified modes)
❖ New		NI 117	16 to 18 year olds who are not in education, training or employment (NEET)
❖ New		NI 153	Working age people claiming out of work benefits in the worst performing neighbourhoods
❖ New		NI 56	Obesity among primary school age children in Year 6
✗ BVPI 103	Satisfaction with public transport information (not mandatory)		
✗ BVPI 104	Satisfaction with local bus services		
✗ LTP3	Cycling trips		

KEY

✓ Continuation of LTP2 indicators

❖ Examples of new performance framework indicators of relevance to transport planning NB there are further potential cross-linkages not indicated on the table

✗ 'Remaindered' indicators

LAA: Indicators selected by the Local Area Agreements are highlighted in bold

While the LTP1 accessibility target was met, improving accessibility for people who do not have access to a car remains a very high priority for the county council and its partner organisations. This priority is reflected in the authority's commitment to accessibility planning and in the decision to include a target for improving access to essential services in the Local Area Agreement. This will be measured by NI 175 which, in accordance with guidance, should be based on the LTP1 indicator. Given the progress that has already been made in meeting this target a new indicator and target are currently being discussed with the Government Office. The new indicator is expected to monitor residents' accessibility in terms of walking and public transport, to a selected combined range of essential services (i.e. post offices, GP surgeries, pharmacies, food stores and FE colleges). While maintaining a high level of accessibility to these services, particular attention will be given to improving

access from deprived areas to areas of economic opportunity. The latter is thought to be especially important in the current economic climate.

Public transport patronage and mode share journey to school are both reflected in the New Performance Framework, and additional new indicators relevant to this strategy include working age people with access to employment by public transport, 16 -18 year olds who are not in education, training and employment, working age people claiming out of work benefits and obesity among school age children in Year 6. Other indicators of relevance include access to public libraries and adult participation in sport. Satisfaction with local transport information and with local bus services will be measured through Derbyshire's Place Survey in 2008. Cycle data will be more informative by measuring the use of individual routes.

Risk Register

Risk Register Key Risks (from Annex B6 of LTP2)

- **Any reduction in funding levels would reduce the number/ extent of accessibility schemes**
- **Continued loss of local facilities/ services through commercial de-registrations**
- **Increasing demands on budgets/ operating costs for providing services and transport**
- **Much of public transport and service provision is outside the authority's control**
- **Difficulties with maintenance of public transport infrastructure e.g. bus shelters**
- **Residential land use changes**

The second LTP identified a number of risks which would have an adverse effect on our ability to improve access to services. As yet we have not seen a major reduction in funding levels, although funding available through the East Midlands Development Agency is targeted at schemes which improve access to jobs and training providing measurable economic benefits. Therefore there is less funding available for solutions which improve access to healthcare, healthy food and other socially necessary activities such as access to leisure and culture.

The LTP identified loss of services through de-registration as a risk. The likelihood of this happening has increased with the dramatic rise in fuel prices over the past year and with the introduction of free national bus travel for all over 60s.

Areas for Improvement - Risk Management Project Plan

An internal review was carried out with reference to the objectives and actions of each strategy. This is seen as the first stage in identifying key issues and taking these up as appropriate internally, with working partners and the Department for Transport.

This included a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis which was followed through to a draft risk management project plan. Suggestions include:

- Consider how we can use community transport and social services vehicles as efficiently as possible.

- Work with LAA partners to retain essential services which may be threatened by rising fuel costs and the impact of concessionary fares;
- Work with bus operators to remove barriers which are causing reliability problems;
- Ensure the accessibility planning checklist and accessibility maps generated using 'Accession' software are used in the planning and implementation of new developments; and
- Strengthen input to Local Development Frameworks e.g. securing green infrastructure through development, location of GP surgeries etc.

The risk management project plan for each strategy will be reviewed by senior management and any subsequent actions will be incorporated into the Service Plan for 2009/10 onwards.