

9. Contribution to wider objectives

9.1 Introduction

Transport services are an essential part of our daily lives. The range of services covered by the Local Transport Plan is fundamental to the delivery of all other public service areas, such as health, education and economic regeneration. In particular, the strategic framework of the Local Transport Plan included the additional local priorities of maintenance, the economy, community safety, and wider environmental issues over and above the central/local shared priorities for transport (tackling congestion, delivering accessibility, safer roads, better air quality). When the Local Transport Plan was devised, therefore, each strategy was developed to link in with the Derbyshire Council Plan and community strategy in order to reflect wider local objectives.

In turn, the Sustainable Community Strategy identifies the role of the Local Transport Plan in supporting the development of sustainable communities.

9.2 Progress 2006-2008

Efficient maintenance and management

In particular, this strategy is fundamental to delivering all other public services, and contributes to economic regeneration.

This strategy also contributes to environmental improvements particularly in the use of more environmentally friendly methods of both structural and routine maintenance e.g. Road Verge Reserves (see Chapter 7 best practice case study). The best practice case study in Chapter 3 shows how this strategy is contributing to the increased use of recycled materials and also using locally distinctive materials to improve the landscape and townscape. Noise reducing surfacing is now widely used to reduce the impact of traffic related noise in both urban and rural locations.

A key priority for Derbyshire's Sustainable Community Strategy 2006-2009 is 'ensuring a clean and attractive environment'. Achieving the priorities of Sustainable Communities includes:-

- Manage waste in a more sustainable and integrated way (re-using, recycling, composting, recovering more value from waste and land filling less) - We have achieved 100% of carriageway planing being re-used (recycled or used elsewhere). We recycle all our steel lighting columns and electrical equipment. Lanterns are recycled under the Waste Electrical and Electronic Equipment (WEEE) Directive. We have an objective of zero waste to landfill.
- Minimise the impacts and maximise the benefits of mineral working while acknowledging Derbyshire's role as a provider of valued minerals - linked to the bullet point above, by recycling and reusing materials we reduce the need to use primary aggregates.
- Improve access to public transport and encourage walking and cycling - We maintain an extensive network of footways, rights of way and cycle routes.
- Continue to work to protect and improve the natural and built environment - As described elsewhere our working methods and use of materials contribute to an improved natural and built environment.

Improving local accessibility and healthier travel choices

Accessibility planning contributes towards regeneration objectives, social inclusion, sustainable communities and health (travel planning/awareness).

Safer roads and communities

This LTP strategy area specifically contributes towards safer communities through reducing casualties, and links to the local council priority of community safety which relates to reducing crime or the fear of crime.

Reduced congestion and a strong local economy

This work ties in with the Council Plan priority of regeneration, aiming to create more new jobs for local people. Measures to improve congestion, as well as benefiting the economy, also improve personal and public health both in terms of improving air quality and encouraging more active and sustainable travel habits.

Better air quality and environment

The air quality and environment strategy is closely linked with the achievement of wider local objectives. With its focus on Air Quality Management Areas through supporting rigorous monitoring, the declaration process and action planning, this will contribute to the wider objectives of the Derbyshire Partnership Forum's Climate Change Strategy, and personal and public health issues.

A key priority for Derbyshire's Sustainable Community Strategy 2006-2009 is 'ensuring a clean and attractive environment.' Achieving the priorities of sustainable communities includes:

- Manage waste in a more sustainable and integrated way (re-using, recycling, composting, recovering more value from waste and land filling less).
- Continue to work to protect and improve the natural and built environment.
- Improve the condition of roads, reduce congestion and limit the environmental impacts of transport.

Additionally, 'supporting biodiversity within Derbyshire', and 'playing a key role in managing the built and natural heritage' are actions of the Council Plan 2008-09, which is directly reflected in the use of the environmental mitigation budget.

Helping to deliver the Council Plan and the Sustainable Community Strategy

The Local Transport Plan is part of the policy framework of the county council as a whole, and contributes to the successful delivery of services for the Council Plan and the multi-agency Sustainable Community Strategy. The following diagrams give examples of how the first two years of the Local Transport Plan (2006-2008) helped to deliver wider local authority objectives (the Council Plan), and Derbyshire wide objectives (the Sustainable Community Strategy).

Figure 9.1: How the LTP contributed to the Council Plan

DERBYSHIRE COUNCIL PLAN PRIORITIES 2006-2008					
Regeneration	Older people/ vulnerable adults	Community Safety Services	Children's services	Sustainable communities	Cultural/ Community Services
Create more new jobs for local people	Improve quality of life by increasing the number of older people and vulnerable adults who are able to live independently	Reduce crime	Improve the health and well-being of children and young people	Improve the condition of roads, pavements and footpaths Improve road safety Improve access to public transport and community accessibility	Improve participation in cultural activities and further improve satisfaction with cultural facilities and services
<i>Markham Vale transport infrastructure and services - opening of M1 Junction 29a</i>	<i>Walking and cycling facilities</i>	<i>Street lighting</i>	<i>Healthy travel initiatives e.g. Walk to School/ Travel Smart Weeks</i>	<i>Improved maintenance</i>	<i>Rights of Way Improvement</i>
<i>Access to industrial estates</i>	<i>Crossings with facilities for disabled people</i>	<i>CCTV on buses</i>	<i>School transport services</i>	<i>Road safety engineering, education and publicity</i>	<i>Sustainable recreational use of the countryside</i>
<i>Wheels to Work</i>	<i>Special Needs Transport</i>		<i>Cyclist training</i>	<i>School and Business Travel Plans</i>	
<i>Sustainable tourism initiatives</i>	<i>Concessionary fares - Gold Card</i>		<i>b_line travel card</i>	<i>Travel Awareness</i>	
<i>Improved road maintenance</i>	<i>Reduced road accident casualties deprived areas</i>		<i>School Travel Plans</i>	<i>Improved public transport services, information and marketing</i>	
	<i>Community Transport</i>			<i>Walking and cycling facilities</i>	
				<i>DCC car share scheme</i>	
				<i>Land use planning</i>	
				<i>Supporting biodiversity</i>	
LOCAL TRANSPORT PLAN DELIVERY					

Figure 9.2: How the LTP contributed to the Sustainable Community Strategy

DERBYSHIRE SUSTAINABLE COMMUNITY STRATEGY PRIORITIES 2006-2008			
Safer and Stronger Communities	Children and Young People	Healthier Communities and Older People	Sustainable Communities
<p>PRIORITY: REDUCING ANTI-SOCIAL BEHAVIOUR</p> <p>Achieve further reductions in crime and fear of crime</p> <p>Create safer and more cohesive communities</p>	<p>PRIORITY: ENGAGING YOUNG PEOPLE IN POSITIVE ACTIVITIES</p> <p>Be healthy</p> <p>Stay safe</p>	<p>PRIORITY: TACKLING OBESITY</p> <p>Ensure better health for people in Derbyshire</p> <p>Reduce health inequalities</p> <p>Ensure a better quality of life and independence for vulnerable and older people.</p>	<p>PRIORITY: ENSURING A CLEAN AND ATTRACTIVE ENVIRONMENT</p> <p>A sustainable environment</p> <p>Increased economic prosperity</p> <p>Fair access to local services, facilities and housing</p> <p>Cleaner and greener public spaces</p>
<p><i>Street lighting</i></p> <p><i>CCTV</i></p> <p><i>Road safety engineering, education, training and publicity</i></p>	<p><i>School Transport Services</i></p> <p><i>Road safety education</i></p> <p><i>Cyclist training</i></p> <p><i>b_line</i></p> <p><i>School Travel Plans</i></p> <p><i>Walk to School/ Travel Smart Weeks</i></p>	<p><i>Sustainable travel initiatives</i></p> <p><i>Community Transport services</i></p> <p><i>Special Needs Transport Services</i></p> <p><i>Gold Card</i></p> <p><i>Accessibility Partnerships</i></p> <p><i>Crossings with facilities for disabled people</i></p>	<p><i>Improved road maintenance</i></p> <p><i>Reduced congestion</i></p> <p><i>Bus and community transport services, information and marketing</i></p> <p><i>Rights of Way Improvement, including cycleways</i></p> <p><i>Travel Plans and Awareness</i></p> <p><i>Land use planning</i></p> <p><i>Environmental mitigation measures</i></p> <p><i>Sustainable management of waste</i></p>
LOCAL TRANSPORT PLAN DELIVERY			

9.3 Forward look 2008-2011

The Council Plan 2005-2009 was revised for 2008/09 to reflect changes in the National Performance Framework. The Local Government White Paper “Strong and Prosperous Communities” introduced a new role for Local Area Agreements, giving local authorities and partners the flexibility and capacity to deliver the best solutions for their areas, and replacing multiple sets of indicators with one core set of National Indicators. Through the Local Area Agreement, clear targets for improvement have been agreed, so the Council Plan outlines the council’s contribution to achieving those targets.

On the basis of the Council Plan 2008 priorities, this adjustment emphasises the role of transport planning (with associated targets in brackets) in:

Children's services:

- Improving the health and well-being of children and young people (NI 56¹)

Environmental services:

- Improving the condition of roads, pavements and footpaths (NI 168, NI 169, ENVBV 178)
- Improving access to public transport and community accessibility (NI 175, NI 176, NI 177, NI 178)
- Improving waste management and protecting the environment (NI 185, NI 186, NI 188)

Regeneration:

- Improving the employment of local people (NI 153)

Community safety:

- Improving road safety (NI 47, NI 48)

Cultural services:

- Improving learning and skills levels of local people (NI 117)
- Improving activities for young people (NI 110)

The priorities of the Derbyshire Local Area Agreement and the New Performance Framework were considered in the strategy reviews. As well as implementing ongoing adjustments for the remaining years of the present Local Transport Plan up to 2011, this is seen in part as the preparation towards the development of the next Local Transport Plan beyond 2011.

Risk Management Project Plans - follow through to Local Area Agreement Action Plans

The self-assessment process (see page 2-3 and Annex 4) resulted in a list of around 80 actions as areas for improvement; around half of these are potentially relevant to partnership working. These, illustrated in Tables 9.1 - 9.3, will be taken forward to help develop joint action planning through the Local Area Agreement.

TRANSPORT - LAA targets: **NI 169 Non-principal classified road maintenance**
NI 175 Access to services and facilities by public transport, walking and cycling

LTP Strategy: Efficient maintenance and management

1. Find out what is relevant to local residents, demonstrate how maintenance delivers other LAA targets, and communicate expected levels of service for the different parts of the network.
2. Manage the mismatch between public concerns, targets/indicators and technicalities through the LAA e.g. survey criteria can give a negative picture of condition when it is fit for use and draw resources away from areas of need, condition of principal roads could deteriorate as resources are targeted against NI 169.

¹ See Annex 3 section A3.3 for more information about the new National Performance Framework.

3. Restrict new infrastructure in new developments and reduce maintenance costs (whole life cost approach).
4. Take advantage of the opportunities of partnership working to ensure that targets and monitoring do not divert resources from real problems.
5. Target additional resources for NI169 through the LAA.
6. Consider tackling the 'pre-red' categories of the network.

LTP Strategy: Improving local accessibility and healthier travel choices

7. Lobby with LAA partners to keep Post Offices open where the threat of closure reduces accessibility under accessibility target NI 175.
8. Work with LAA partners to retain essential services which may be threatened by rising fuel costs and the impact of concessionary fares.
9. Ensure the accessibility planning checklist and accessibility maps generated through Accession are used in the planning and implementation of new developments, in order to help deliver the LAA accessibility target (NI 175).
10. Strengthen input to Local Development Frameworks e.g. securing green infrastructure through development, locations for GP surgeries etc.
11. Ensure travel plans will 'make a difference' and clarify the role of monitoring and enforcement (who, when etc.).
12. Emphasise the health benefits of travel awareness activity and green tourism.
13. Exploit opportunities arising from the rising cost of fuel in school and business travel plans and travel awareness activity.
14. Include the potential role of community transport and social services transport in filling the accessibility gaps identified through the LAA accessibility target NI 175.

Table 9.1 Actions relevant to the LAA in transport

SAFER COMMUNITIES - LAA target: NI 47 People killed or seriously injured in road traffic accidents

LTP Strategy: Safer roads and communities

15. Work with the Police to identify routes/timescales for SPECS3 enforcement, with a particular view of targeting motorcyclist casualties.
16. Supplement the national road safety campaign programme with publicity which tackles local road safety issues.
17. Take further opportunities to link engineering measures with behavioural change e.g. concentrate civil parking enforcement around schools, using alternative training methods - Police Community Support Officers, possible expansion of Derby City's Bikeability scheme.
18. Undertake a publicity campaign to explain why speed limits are being lowered.
19. Make use of community safety and accident data in targeting the capital programme.
20. Ensure road and community safety issues are incorporated in local development documents.
21. Incorporate road safety into employee driver training courses.

Table 9.2 Actions relevant to the LAA in safer communities

CLIMATE CHANGE - LAA targets: **NI 186 Per capita CO2 emissions in the LA area**
NI 188 Planning to adapt to climate change

LTP Strategy: Better air quality and environment

- 22. Consider how training in environmental best practice can be refreshed on a regular basis.
- 23. Consider installing systems for monitoring fuel use and mileage of fleet vehicles to improve fleet efficiency.
- 24. Ensure the potential to improve vehicle fleets is considered as part of Chesterfield's Air Quality Action Plan.
- 25. Improve the environmental specification of vehicles in contracts.
- 26. Carry out reviews of fleet sizes, composition and efficient use.
- 27. Undertake an awareness campaign about fuel efficient driving, and reducing car use on business trips.
- 28. Propose a Change Management project to assess ways of applying carbon currencies to accounting systems/methodologies within Derbyshire's decision-making processes.
- 29. Further reduce energy use by undertaking a review to reduce illuminated infrastructure, or replace with more energy efficient illumination e.g. solar, LED or lower wattages/longer life, and also consider with relation to new developments.

LTP Strategy: Reduced congestion and a strong local economy

- 30. Increase involvement with master planning for towns, and seek to influence other authorities to consider the implications of development proposals in Derbyshire.
- 31. Encourage people from outside the county to visit Derbyshire tourist areas using public transport and cycle routes.
- 32. Seek early involvement with developers in order to secure contributions for new bus services.
- 33. Provide public transport information focused on routes into Derbyshire tourist areas from outlying cities.
- 34. Include congestion hotspot data in the county economic assessment, and focus congestion improvements in areas identified for regeneration.
- 35. Take advantage of funding opportunities for tackling congestion hotspots e.g. housing/growth point funding, South East Manchester Multi Modal Study.
- 36. Seek developer contributions to fund air quality improvement projects in Chesterfield.
- 37. Identify major events in the county that cause congestion and take steps to reduce it.
- 38. Continue to liaise and contribute to the implementation of cross-boundary projects.

Table 9.3 Actions relevant to the LAA in climate change

Update of the Sustainable Community Strategy 2009 - Local Quality of Life

During 2008, the new Sustainable Community Strategy is being developed in collaboration with all members of the Derbyshire Partnership Forum based on sound performance data, research and consultation gathered from a range of partner organisations. 'Transport and Access' is one of the key topics examined. Following a three month consultation period beginning in December 2008, the new strategy is due to be agreed by the end of March 2009. This will define the priorities for collective partnership action over the remaining years of the Local Transport Plan and beyond.

9.4 Wider objectives - conclusion

Local transport planning has a contribution to make to wider local authority and partnership objectives in community safety, social inclusion, climate change and air quality, employment and business growth, participation in cultural activities, street cleanliness, education and skills, health and well-being. The wider context therefore spans economic, social and environmental objectives. This shows how transport contributes to the 'place shaping' agenda as set out in the Local Government White Paper 'Strong and Prosperous Communities.' Place shaping focuses upon using power and influence to promote the general well-being of a community and its citizens (Lyons, 2007).