

12 Judging success

At the end of chapters 6 to 10, there is a summary of what we want to achieve in five years for each of the key transport priorities. These will be a way of judging success.

In addition to this, the Council Plan 'Derbyshire – Leading the Way' identifies measures of success. Table 8 summarises the key success measures for the LTP linked also with the Council Plan, and includes the findings of the SEA process.

Importantly, success measures will be linked with local projects so that there is a better connection between our actions and the results. Transport is also a contributory factor in other Council Plan success measures such as those relating to carbon reduction and obesity.

Table 8: LTP3 success measures

a LTP3 Key success measure.	Council Plan 2010-2014	SEA	LTP
b Council Plan success measure (subject to review in the next Council Plan)..			
c Council Plan success measure to which transport is a contributory factor.			
Project-based			
a Linked with individual LTP projects, to monitor success of the key transport priorities below on a localised basis e.g. more walking and cycling in Chesterfield, increased use of public transport, carbon reduction and signage reduction.			✓
Well maintained roads and PRoW			
a The condition of our non-principal roads has improved.	✓		✓
a Satisfaction with the condition of our highways improves.	✓		✓
a More of Derbyshire's PRoW are free from obstruction and are easier to access by local people.	✓		✓
Efficient transport network management			
a Energy usage of the Derbyshire lit transport asset per annum.		✓	✓
a Air quality has improved in Air Quality Management Areas relating to local traffic.		✓	✓
b Congestion has reduced and air quality has improved.	✓		
Improving local accessibility and achieving healthier travel habits			
a More people travel on community transport.	✓		✓
b More journeys are made by people cycling or on foot.	✓		
c CO ₂ emissions per head have reduced.	✓	✓	
c CO ₂ emissions from council activity to reduce.	✓	✓	
c Fewer children are obese.	✓	✓	
c More 16-18 year olds are in education, employment or training.	✓		
Better safety and security			
a Fewer people are killed or seriously injured in road traffic accidents on Derbyshire's roads.	✓	✓	✓
b Fewer children are killed or seriously injured on Derbyshire's roads.	✓		
A considered approach to new infrastructure			
a Number of signs within Derbyshire (SEA1).		✓	✓
a Number of street lights within Derbyshire (SEA2).		✓	✓

Good health outcomes

Transport also contributes to successful health outcomes. The Department of Health consultation White Paper, Healthy Lives, Healthy People (November 2010) includes outcomes which transport can contribute towards e.g. access and utilisation of green space, cycling participation, life years lost from air pollution as measured by fine particulate matter, social interaction, percentage of adults meeting the recommended guidelines on physical activity (5 x 30 minutes per week) and prevalence of healthy weight.

The consultation period concluded at the end of March 2011, following which the Public Health Outcomes Framework will be finalised. Consideration will be given to the relevance of these to the LTP.

Local management information

We also collect and monitor data to provide information for management and investment planning purposes, e.g. condition of principal roads, bridges and structures, satisfaction with the repair of roadside footways, Derbyshire road traffic growth (SEA3), and environmental data such as erosion of habitats alongside busy footpaths. We are also exploring further the possibility of finding a useful indicator regarding materials usage (SEA7).

National single data list

Data will also be supplied to inform the national single data list which, at the time of writing, includes road condition data and local bus punctuality data.