



## **Derby Joint Local Transport Plan: 2006-2011, LTP2 Submission of Provisional LTP2 to central government**

### **RECOMMENDATION**

- 1.1. To approve the draft provisional Local Transport Plan, LTP2, document and the draft Environmental Report, and authorise the Cabinet Member for Planning, Transportation and Environment and the Director of Development and Cultural Services to make minor amendments, prior to submission to the government on 29 July 2005.
- 1.2. To approve the transport strategy included within LTP2 and described in paragraph 3.11.
- 1.3. To note the findings of the draft Environmental Report which describes the significant effects of LTP2 and the transport strategy on the environment as required by the Strategic Environmental Assessment regulations, and approve proposals to undertake further consultation on the provisional LTP2 and the draft Environmental Report.
- 1.4. To approve the proposal that LTP2 seeks to achieve "Transport Innovation Fund" status for the LTP, in order to tackle congestion related problems in an innovative way, primarily through improved public transport allied to increased car traffic restraint in congested areas. This may in the longer term lead to the development of some form of congestion charging in Derby, as part of a regional or national scheme.

### **REASON FOR RECOMMENDATIONS**

- 2.1 The LTP is a statutory document and as part of the Council's Key Policy Framework, it must be approved by Cabinet in advance of submission to Council for final approval and submission to government.

## **Introduction**

- 3.1 LTP2 forms the transport strategy and programme for Derby and the surrounding rural area for the period 2006 to 2011. It is a joint plan produced with Derbyshire County Council. In accordance with Department for Transport, DfT, requirements, the two councils must:
- produce a provisional LTP2 and submit it to DfT by 29 July
  - prepare an Environmental Report on the likely significant effects of the provisional plan on the environment and submit it with the provisional LTP2
  - submit a final LTP2 by 31 March 2006, that takes account of DfT's announcement in December 2005 of five year funding levels and also includes a final accessibility strategy.
- 3.2 Work is continuing to meet the 29 July deadline. Draft versions of the provisional LTP2 and Environmental Report are available on the Council Management Information System, CMIS. Members should note that the process behind the LTP and Environmental Report preparation requires a great deal of staff time. This includes extensive public consultation, liaison with other service areas and working with a large number of stakeholders. It also has to take account of government legislation and guidance. As such it is a major pressure on staff resources, but work is continuing to meet this submission deadline. The draft reports on CMIS therefore contain a number of gaps, text which is still in draft format, and a lot of checking of grammar and plain English is still to be done. All of these elements will be completed by the deadline for submission to government.
- 3.3 The preparation of LTP2 has been a major undertaking, and members, stakeholders and the public have been involved at various stages. Briefly, the consultation has included:
- work in autumn 2004 to seek views on people's overall priorities for transport and to see whether the Shared Priority for Transport provided a robust mechanism for developing an overall transport strategy
  - consultation with stakeholders through various meetings and other media, to seek their views on issues and how best to tackle them, in particular the problems associated with how to restrain car traffic in congested areas to reduce the economic, environmental and safety problems that cars cause
  - Members' involvement at various stages in the process, with particular attention being paid to the political issues associated with the proposals for potential car traffic restraint policies being implemented.

- 3.4 The draft Environmental Report has been carried out in accordance with European Directive 2001/42/EC which sets out a process for Strategic Environmental Assessment. The main environmental impacts of the transport strategy are set out in chapter 6 of the draft Environmental Report.

### **Vision and objectives**

- 3.5 The central focus of our LTP strategy is our transport vision. Both councils recognise that transport is a means to an end, not an end in itself. People need transport services to access basic things like work, education, health facilities and food shopping. In the end, transport is just one of many factors that contribute to the wider quality of people's lives. This means that, for an LTP to really meet local needs, it should be integrated into the community's wider ambitions and priorities. Our transport vision therefore focuses on those transport outcomes that support the wider visions for the Derby Joint LTP area that the two Councils have. For the City Council this is:

- “to make Derby a modern, attractive city where people live safely, harmoniously and achieve their full potential.”

The transport vision states that we aim:

- “to develop and maintain a transport network that is integrated, safe and sustainable and which contributes positively to creating a better quality of life for people living in, working in or visiting the LTP area.”

- 3.6 A series of overarching objectives evolved following detailed consultation with the LTP Steering Group, other key stakeholder organisations through the LTP2 Wider Reference Group, and the public. These overarching objectives are a development of the broad objectives we set ourselves in LTP1 and do not signal any major change in the direction of our transport policy.
- 3.7 We still remain committed to the integrated approach set out in LTP1 of combining measures designed to restrain demand for car travel with schemes to increase travel choice by improving conditions for pedestrians, cyclists and public transport users coupled with measures to improve road safety. By moving from five broad objectives to these ten overarching objectives we have been better able to reflect the issues covered by the Shared Priority for transport and wider cross cutting national, regional and local policies that transport can help to resolve.

- 3.8 The ten overarching objectives are listed in detail in Appendix 2, but the areas they cover are listed below.
1. To effectively manage the transport network to provide network efficiency, reduce unnecessary delays, and facilitate economic activity.
  2. To maintain and improve the transport infrastructure.
  3. To develop and maintain a combined land use and transport system that provides good access to key facilities and services for all residents and visitors to the LTP area, particularly those from disadvantaged communities.
  4. To maintain and improve accessibility to facilities and services for pedestrians, cyclists and bus users, and particularly for disadvantaged people.
  5. To reduce road accident casualties, particularly for vulnerable road users and disadvantaged communities.
  6. To maintain and improve transport and community safety and security, including reducing perceived danger.
  7. To promote and encourage healthier and more sustainable travel choices.
  8. To enhance air quality in the LTP area, particularly within the air quality management areas.
  9. To contribute towards reducing the UK's transport impact on climate change.
  10. To improve environmental conditions for communities in the LTP area by reducing the adverse effects of transport and enhancing the sense of place through greater social interaction and natural surveillance.

### **The long term transport strategy**

- 3.9 LTP2 includes an overall transport strategy that has been developed based on the findings of the Derby Area Transport Study, DATS and the extensive consultation that has been carried out as part of developing LTP2. DATS has taken 18 months to complete, and has involved extensive consultation and the use of consultants to appraise future transport problems, relate them to economic, social and environmental factors and to devise a strategy that achieves the overarching objectives for transport.
- 3.10 DATS has provided us with a robust transport appraisal tool that enables us to quantify the impact of broad strategies and policy interventions, as well as being able to appraise the impact of transport schemes and development proposals. We believe DATS is therefore crucial to ensure we maximise government funding levels during LTP2.

3.11 The proposed long term transport strategy, to be included in LTP2, is set out below and comprises six main elements:

1. **Land use policies** - we will focus on putting developments in the right places, in particular the city centre, ensuring that more major trip attractors are located there.
2. **Smarter choices** - we will support and promote measures to encourage people to make more sustainable and 'smarter' transport choices. This will include, for example, the development of an overall transport marketing strategy, better marketing and promotion of information for public transport, car parks, walking and cycling routes and roadworks. It is also about introducing more business and school travel plans which aim to reduce car commuting.
3. **Local safety and accessibility improvements** - we will enhance local neighbourhood, district and village centres, with high quality cycle and pedestrian routes which have better street lighting and other safety features. We will seek to ensure bus services provide access to such centres, and that walking routes to bus stops are improved. We will look to develop and encourage the use of community-based transport for people who have difficulties accessing ordinary bus routes.
4. **Public transport improvements** - we will concentrate on improving bus services and routes into the city centre. This will include effective bus priorities, new park and ride sites, segregated bus routes and innovative city centre shuttle services. This will be complemented by bus quality partnerships, BQPs, which will enhance frequency and hours of operation, improve the quality of vehicles, and provide better information and ticketing arrangements. We will also look to reduce bus fares for a wider cross-section of the community.
5. **Traffic management and demand restraint** - we will continue to make the best use of the existing road network, for example, by better managing roadworks, treating congestion hotspots and introducing decriminalised parking enforcement. DATS has shown however, that in addition to the investment in public transport, cycle and pedestrian facilities, **effective car restraint measures** are necessary to tackle congestion and ensure that more motorists switch to using other modes of travel for more journeys. These car restraint measures could include increasing car park and on-street parking charges, reducing the availability of long-stay parking in the city centre, and also introducing congestion charging. The extent to which we can achieve this element will be dependent upon the levels of DfT and other external funding that we can attract to Derby. Funding levels are discussed later in this report, in paragraphs 3.13 to 3.30. Any revenue raised from such measures will help fund the extensive improvements outlined above for walking, cycling and public transport, including reducing bus fares.
6. **Maintenance of transport infrastructure** - we will maintain transport infrastructure to ensure value for money. We will manage necessary maintenance work to minimise disruption to users on the network.

- 3.12 The strategy is based on a timescale that goes beyond the period of LTP2. In testing the impacts of strategy options, we looked at time horizons up to the year 2021. In line with government guidance, this year has been used as a basis for appraisal of strategies.

### **Development of a programme of schemes**

- 3.13 Delivery of this strategy requires us to have a programme for the five year period of LTP2. LTP2 guidance, published by DfT in December 2004, indicates three broad funding levels which our LTP might achieve during the five year period. The table in Appendix 3 sets out in more detail the types of schemes, initiatives and policy interventions that we would propose to develop under each funding scenario.
- 3.14 **Planning guideline funds** – these are ‘guaranteed’ minimum levels of funding for integrated transport and maintenance, which will be announced by DfT in December 2005. As both the city and county councils are ‘excellent’ authorities under the Comprehensive Performance Assessment, CPA, regime, we are guaranteed to receive 100% of these figures. Based on our performance against nationally set and locally set performance indicators and targets, this funding could be increased by up to 25%.
- 3.15 Provisional planning guideline figures have already been announced by DfT, and the methodology by which they are determined is currently under review. However, assuming there is no change in the way the figures are determined, we will receive between £23m and £30m in total over the five year period in capital funds for transport. This is for the whole LTP area, not just the city council part.
- 3.16 This level of capital funding will allow us to continue to progress with similar types of schemes as we have delivered during LTP1, though perhaps with a better focus on the delivery of the core elements of the strategy as set out in paragraph 3.10.
- 3.17 **Exceptional schemes** – LTP2 guidance states that authorities can bid for ‘exceptional’ schemes for integrated transport and maintenance. Basically, these are schemes that are too costly to be affordable under the basic planning guideline funding because one scheme would take a large proportion of the funds available, but not so costly that they fall in the DfT ‘major scheme’ category (greater than £5m), for which special funding and procedures are in place.
- 3.18 In Derby’s case, for integrated transport, this means an exceptional scheme might fall into the cost range between £3m and £5m. For maintenance the cost range is around £1m to £2m. We would look to take forward at least two park and ride sites through this funding stream, with priority being given to the site at the City General Hospital, due to the links with the Acute Services review, which sees a completion of the development of the hospital in 2008. Any exceptional maintenance schemes are likely to focus on carriageway improvements on Osmaston Road and Nottingham Road.

- 3.19 **Transport Innovation Fund, TIF, status** – LTP2 guidance identified the possibility of some LTPs receiving significant funding increases from 2008/09 onwards, where those authorities are prepared to ‘bite the bullet’ on congestion and develop congestion strategies that include innovative public transport improvements allied to robust car restraint that reduces car traffic and provides encouragement for motorists to switch to public transport. It is therefore proposed that LTP2 includes a proposal for TIF funding based on the above framework, and includes proposals to develop four park and ride schemes, on the four trunk road approaches to the city, at:
1. A516/A38 at Derby City General Hospital
  2. the A61 Sir Frank Whittle Road
  3. A52 Nottingham Road at Megaloughton Lane
  4. A6 London Road at Boulton Moor.
- 3.20 Allied to these four sites, we would provide high quality and frequent park and ride bus services, with bus reliability measures along the route to maintain service speed and frequency. Local bus services on those four corridors would also be able to ‘plug in’ to these reliability improvements so that they can also be enhanced, either commercially or through new bus quality partnerships developed with the two councils.
- 3.21 This TIF strategy has been tested within the multi-modal model which has been developed as part of DATS. Many other options have also been tested to appraise their impacts on the four overarching outcomes within the shared priority, for transport. These outcomes are:
- tackling congestion
  - delivering accessibility
  - safer roads
  - better air quality.
- 3.22 DATS has shown that the above approach is the only viable option available to us, if we are to achieve our transport vision by 2021 and to meet the government’s own targets on congestion, accessibility, safety and air quality.
- 3.23 To fund such improvements will require significant amounts of capital funding, for example to introduce many more bus reliability measures like bus lanes, segregated bus routes and traffic management schemes to ensure buses are not delayed in car traffic. Capital funding will also provide for further enhancements to walking and cycling. It will also require large amounts of revenue funding, which TIF guidance expects authorities to largely fund in the longer term through car restraint. Such revenue is needed to enhance bus networks, for example to extend commercial frequencies over longer hours of the day, and where modal switch is shown to be viable, to support new bus routes until they grow to be commercially viable. Revenue funding will also be needed to develop a greatly increased programme of travel awareness, marketing and publicity under the DfT ‘smarter choices’ agenda, to promote the alternative transport modes.

- 3.24 The car restraint element requires the authorities to expand on their commitment to manage car traffic through robust parking policies, for example on charging in the city centre, and on restricting car parking standards associated with new development. It also infers a commitment to support the development of a national congestion charging scheme.
- 3.25 Officers believe that it will be important for the City Council to commit to work with DfT to develop regional and national approaches to congestion charging, and recommend that Members support officers and the Council's involvement in such schemes, provided the outcome takes full account of the need to develop congestion charging in a way that does not damage the economic viability of one centre relative to another.
- 3.26 The provisional LTP includes a draft five year programme for each of the three funding scenarios described. A summary of the broad programme is included in Appendix 3.
- 3.27 In summary however, if we only receive Planning Guideline funding, we are unlikely to progress with many of our targets in the LTP2. In effect, we will continue as we are now, trying to tackle the worst congestion issues but failing to really address the longer term challenges and problems that transport growth poses.
- 3.28 If we can secure one or two 'Exceptional schemes', then we will be able to develop some of the park and ride schemes, but probably not on all the four routes, so our ability to deliver robust parking restraint will be compromised, because:
- not all car journeys from the rural areas will have a viable park and ride alternative
  - not all people in the urban part of the LTP area will have bus services that provide a viable alternative for more journeys.
- 3.29 Hence, achieving TIF status, and the funding and commitment to restrain car traffic, appear to be the key to Derby achieving its long term transport vision, and Members are therefore asked to approve these proposals.
- 3.30 DATS has tested the levels of car restraint that are needed under TIF funding levels to achieve the necessary modal switch away from the car. The development of a local congestion charging scheme has been shown to be unviable, partly because of the impact this would have on journeys simply transferring to other destinations. It is therefore recommended that the TIF strategy focuses, in the short term, on the use of car parking restraint, through car parking charges and parking standards associated with new development, but that the authorities support the development of a regionally or nationally based congestion charging scheme.

### **Liaison with DfT over the strategy and programme**

- 3.31 Given the importance of TIF status to the achievement of our vision and objectives, we have spent considerable time liaising with DfT and the regional government office, GOEM, to understand the government's approach to LTPs and to enhance our chances of securing TIF status.

- 3.32 On 16 June, David Rowlands, the Permanent Secretary to the Secretary of State for Transport, visited Derby, to learn more about what we have achieved during LTP1, and to discuss our aspirations for the future. He explained more about TIF, but did identify that not all authorities that are seeking TIF status would succeed, simply because of the restrictions that the government's transport budget faces. The level of funding will depend on many factors, in particular the level of commitment needed at a national level to fund railways, and also on whether the London 2012 Olympics bid is successful. Both of these could reduce the level of funds available nationally for local transport plans.
- 3.33 Guidance on the appraisal of TIFs is being published by DfT some time during July. If any more information is available, this will be reported verbally at the Cabinet meeting.

#### OTHER OPTIONS CONSIDERED

- 4 LTP2 is a statutory document and must be produced in line with DfT guidance if the authorities are to receive capital funding for transport improvements and maintenance. No other options were therefore available to us.

<b>For more information contact:</b>	Pete Price, Transport Policy Manager Telephone 01332 715034 e-mail <a href="mailto:peter.price@derby.gov.uk">peter.price@derby.gov.uk</a>
<b>Background papers:</b>	Draft Provisional Derby Joint Local Transport Plan 2, available on CMIS website
<b>List of appendices:</b>	Appendix 1 – Implications Appendix 2 - LTP2 Transport vision and overarching objectives Appendix 3 - Summary of what can be achieved within the five year programme based on the three funding scenarios.



<b>IMPLICATIONS</b>
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**Financial**

- 1.1 LTP2 sets out a transport strategy and five year programme that requires significant capital and revenue funding to deliver it. The costs are outlined within the draft provisional LTP2 that is available on CMIS and will be finalised as a provisional plan by 29 July 2005.
- 1.2 LTP2 will identify the importance of revenue funding in the delivery of the transport strategy. The amount of revenue funding required varies according to whether we secure Planning Guideline funds only, or secure additional capital funds through exceptional schemes and/or the Transport Innovation Fund. The policy of reinvestment of revenue funding secured from car restraint measures will be developed in future years' budget strategies. This will depend upon Council priorities as well as the levels of capital funding secured through LTP2.

**Legal**

- 2.1 Production of LTP2 is a legal requirement under the Transport Act 2000. Any LTP areas that do not submit an LTP2 in line with guidance are unlikely to receive capital funding under the local transport plan process.
- 2.2 An environmental report is required by the European Directive 2001/42/EC "the assessment of the effects of certain plans and programmes on the environment", known as the Strategic Environmental Assessment, SEA, directive. This was incorporated into English law through the Environmental Assessment of Plans and Programmes Regulations 2004.

**Personnel**

- 3.1 Production of LTP2 is a huge undertaking for the two authorities involved. The resources include a number of staff dedicated to the process and links with many others, not just in the Highways, Transport and Waste Management Division but throughout the council, because of the links between transport and other service areas. Consultants have been appointed to undertake the study and also to provide additional resources to ensure government-set timescales are achieved.
- 3.2 Many stakeholders, such as health, education and retail sectors, are heavily involved in LTP development. The LTP process will continue to be a major drain on resources, in particular until July 2006, by which time we will have published a final LTP2 in March 2006, and in July 2006 a full review of LTP1, again in accordance with extensive government guidance.

## **Equalities impact**

- 4.1 The more detailed capital programme for LTP2, which will be included in the final LTP2 in March 2006, will contain proposals for schemes which ensure greater equality of access. The revenue elements of the programme will also seek to address accessibility issues, for example those that provide access to public transport for those who do not have a car available or cannot afford to use a car.

## **Corporate objectives and priorities for change**

- 5.1 Transport is a means to an end and is linked to all other service areas. LTP2 furthers the priorities of promoting the City as a major force for industry, commerce, culture and tourism. We will be meeting the objectives:
- healthy, safe and independent communities
  - a diverse, healthy and attractive environment
  - a prosperous, vibrant and successful economy
  - a shared commitment to regenerating our communities.

**LTP2 Transport vision and overarching objectives**

The central focus of our LTP strategy is our transport vision. Both Councils recognise that transport is a means to an end, not an end in itself. People need transport services to access basic things like work, education, health facilities and food shopping. In the end, transport is just one of many factors that contribute to the wider quality of people's lives. This means that, for an LTP to really meet local needs, it should be integrated into the community's wider ambitions and priorities. Our transport vision therefore focuses on those transport outcomes that support the wide visions for the Derby Joint LTP area that the two Councils have. For the City Council this is:

- “To make Derby a modern, attractive city where people live safely, harmoniously and achieve their full potential”.

Whilst the County Councils vision for the rural area surrounding Derby is:

- “To improve life for local people by delivering high-quality services.”

Our transport vision also complements those of the two top level Local Strategic Partnerships, LSPs, for the area as set out in their Community Strategies. For the Derby City Partnership, DCP this is to:

- “To make Derby the pride of the East Midlands”

whilst the Derbyshire Partnership Forum, DPF, vision is to:

- “To improve the quality of life of all people by making Derbyshire a safer, healthier and more sustainable place to live, work and learn.”

Our new transport vision has grown out of the version that appeared in LTP1, following consultation with the LTP Steering Group and other key stakeholders through the DATS, Wider Reference Group. It has also changed to take account of developments in broader national and regional policies since LTP1, and the need to deliver the shared priority for transport agreed by the Government and the Local Government Association. Our transport vision for LTP2 is:

- “To develop and maintain an integrated transport network which promotes safety and sustainability and contributes to creating a better quality of life for people living, working or visiting the LTP joint area.”

**Overarching objectives**

To help us achieve our vision of the kind of transport system we want, we have produced ten overarching objectives for this LTP. In developing these, we have made sure that they include broader economic, social and environmental priorities by looking, in detail, at a number of important, ‘cross-cutting’ issues. These include economic development, community safety, health, education, accessibility, climate

change and the integration of land use and transport planning. Various local, regional and national influences have been considered in the development of our overarching objectives.

**Our overarching objectives are:**

**1. To effectively manage the transport network to provide network efficiency, reduce unnecessary delays, and facilitate economic activity.**

This objective recognises the importance that effective management of the transport network can have on achieving the councils' and stakeholders' wider economic priorities for the area. Through this objective, we aim to:

- take steps to optimise the capacity and efficiency of our transport network to help reduce delays that may cause traffic congestion
- provide and promote practical alternatives to the car to reduce traffic growth
- respond to the legal duties that the Traffic Management Act and the Road Traffic Reduction Act place on us to help reduce levels of congestion on our local road network
- meet the needs of longer-distance travellers and the freight haulage sector by providing an efficient transport network and by tackling congestion
- deliver schemes that stimulate, and contribute to, sustainable economic growth in the joint LTP area
- work in partnership with neighbouring authorities and regional groups such as the East Midlands Development Agency, EMDA, to address cross-boundary congestion issues.

**2. To maintain and improve the transport infrastructure.**

This objective highlights the importance of providing well-maintained infrastructure to the councils' and stakeholders' wider priorities. Through this objective, we aim to:

- maintain the transport infrastructure so that it is in a condition that is fit for the use to which it is being put
- maximise the benefits of the existing infrastructure
- use the Transport Asset Management Plan to guide us in making effective decisions and provide the best value solutions to what our local maintenance priorities should be
- carry out improvements to our existing infrastructure where they will deliver improved outcomes from the existing infrastructure
- ensure co-ordination of works by different agencies affecting the transport infrastructure.

**3. To develop and maintain a combined land use and transport system that provides good access to key facilities and services for all residents and visitors to the LTP area, particularly those from disadvantaged communities.**

This objective recognises the importance of integrating policies on land use and transport planning to help people reach jobs and key services. Improving

accessibility, particularly for disadvantaged groups, will help the councils and stakeholders to achieve their wider social, educational, health and employment priorities. Through this objective, we aim to:

- reduce social exclusion by ensuring that our planning processes for land use and transport work together so that new developments for local facilities are in appropriate locations close to where people live thus reducing the need for people to travel
- ensure new facilities for services with a wider catchment area are also located so that they are easily accessible by all forms of transport including walking, cycling and public transport
- ensure the specific needs of disabled people are considered in the planning and design of new developments and transport facilities
- improve the attractiveness and vitality of the city centre, and of district, neighbourhood and village centres
- take full advantage of external funding and partnership arrangements from developments to gain added value in the delivery of our transport strategy.

#### **4. To maintain and improve accessibility to facilities and services for pedestrians, cyclists and bus users, and particularly for disadvantaged people.**

This objective recognises the importance of improving accessibility for people who do not have the use of a car and for disadvantaged groups in achieving the councils' and stakeholders' wider social, educational, health and employment priorities. Through this objective, we aim to:

- improve access to jobs and key services such as education, health, and food shopping so that all members of the community have the same chances to take up the full range of opportunities
- provide and promote real choice in how people choose to travel
- reduce the cost of transport to allow disadvantaged groups to reach a wider choice of jobs and key services
- improve physical accessibility and remove barriers to mobility, particularly for disabled people
- improve the quality of information on the different transport options that are available
- improve access to the countryside and leisure opportunities.

#### **5. To reduce road accident casualties, particularly for vulnerable road users and disadvantaged communities.**

This objective recognises the negative impact that road accidents, and the fear of them, has on the quality of people's lives, particularly amongst vulnerable road users and those from disadvantaged communities. This, in turn, affects the councils' and stakeholders' ability to deliver their wider social, environmental, crime reduction and health priorities. Through this objective, we aim to:

- continue our commitment from LTP1 to reduce the number of people killed or injured in road accidents
- deliver education and awareness campaigns to encourage safer attitudes and behaviour from all road users

- make sure that we keep our road network in good condition to reduce and prevent traffic accidents and improve overall safety for all road users
- develop effective speed management programmes to reduce the problem of speeding that contributes to traffic accidents
- meet the specific road safety needs of vulnerable road users, such as children, pedestrians, cyclists and those in disadvantaged communities
- ensure road safety improvements are designed into all the schemes we implement regardless of what the main aim of the project is
- work in partnership with others to deliver road safety.

**6. To maintain and improve transport and community safety and security, including reducing perceived danger.**

This objective recognises the importance of improving safety and security around transport to achieve the councils' and stakeholders' wider social and crime reduction priorities. Through this objective, we aim to:

- tackle crime and the fear of crime to make our streets safer as part of the wider community safety agenda
- make people feel safe whatever form of transport they use and whenever they use it
- improve people's ability to access key services by widening their travel horizons.

**7. To promote and encourage healthier and more sustainable travel choices.**

This objective recognises the importance of encouraging people to make more sustainable travel choices, such as walking and cycling, in achieving the councils' and stakeholders' wider social, environmental and health priorities. Through this objective, we aim to:

- raise people's awareness of the different travel choices that are available
- promote healthier lifestyles by encouraging more walking and cycling
- build on existing partnerships to improve the quality and attractiveness of alternatives to the car
- spread the message of sustainable transport to the next generation through school travel plans.

**8. To enhance air quality in the LTP area, particularly within air quality management areas.**

This objective recognises the negative impact that pollution caused by road transport emissions has on air quality and, therefore, on people's health and general quality of life. This, in turn, affects the councils' and stakeholders' ability to deliver their wider environmental and health priorities. Through this objective, we aim to:

- provide and promote practical alternatives to the car to reduce traffic growth
- encourage the adoption of more school and business travel plans by making the most of the advantages of these initiatives
- take steps to reduce traffic congestion, the main source of pollution emissions, by optimising the capacity and efficiency of our transport network

- use the Strategic Environmental Assessment, SEA, process to mainstream air quality issues
- increase public awareness of air quality issues.

**9. To contribute towards reducing the UK's transport impact on climate change.**

Traffic emissions are a growing source of greenhouse gases and now produce about 20 per cent of the UK's total CO<sub>2</sub> gas emissions. This objective recognises that, while the joint LTP area is only responsible for producing a fraction of this, we have a role to play in helping to achieve the national targets for reducing greenhouse gas emissions. Through this objective, we aim to:

- provide and promote practical alternatives to the car to reduce traffic growth
- respond to the results of the SEA
- increase public awareness of climate change issues
- increase the use of recycled materials in designing and delivering transport schemes.

**10. To improve environmental conditions for communities in the LTP area by reducing the adverse effects of transport and enhancing the sense of place through greater social interaction and natural surveillance.**

This objective recognises the harmful impact that transport, and particularly the growth in car use, can have on the wider environmental conditions in many communities. In turn, this affects the councils' and stakeholders' ability to achieve broader social, economic and environmental priorities. Through this objective, we aim to:

- reduce community severance caused by traffic
- reduce traffic-related noise
- introduce ways of improving our public spaces and streets such as those proposed in the Cityscape master plan
- respond to the results of the SEA
- improve the 'liveability' of the city and surrounding rural area.

### Summary of what can be achieved within the five-year programme based on the three funding scenarios.

Levels of funding → Elements of long term strategy ↓	Planning Guideline funds only – ie maintaining current investment levels	With additional funding from exceptional schemes	With additional funding from the TIF
<b>Land use policies</b>  (this element is not dependent on funding levels)	<ul style="list-style-type: none"> <li>To reduce the need to travel, we will encourage the development of local facilities by walking and cycling</li> <li>We will encourage specialist and “wide catchment” services to locate in the city centre</li> <li>We will ensure new developments contribute towards the provision of improved access by walking, cycling and public transport</li> <li>We can implement future transport improvements that have been identified in areas that have been protected by development</li> <li>Parking standards will be reviewed and will be applied based on the type and location of the development.</li> </ul>		
<b>Smarter choices</b>	Continue with safer routes to school infrastructure to support school travel plans. Promote and provide infrastructure to support business travel plans. Marketing campaigns for smarter choices	Targeted travel awareness campaigns including promotion of new park and ride sites. Better provision of information, including public transport, walking and cycling routes, car park and roadworks	High profile marketing of smarter choices. Travel awareness campaigns. Encourage measures such as car clubs, car sharing schemes, teleworking, teleconferencing and home shopping
<b>Local safety and accessibility improvements</b>	Continue with district and neighbourhood centre improvements. Local safety schemes. New and improved walking and cycling routes	Extra funding through EITS can further enhance local facilities by providing better access for buses, including strategic bus route enhancements	Funds from any charging scheme could facilitate local bus services, particularly in disadvantaged and poorly served areas
<b>Public transport improvements</b>	Some strategic bus priority improvements. Extension of real time information. Introduce some new quality bus partnerships	New park and ride sites with priority measures on route to the city centre to improve journey times.	New park and rides with high quality facilities and vehicles and segregated bus rapid transit routes linking park and rides and local bus routes to the city centre. A city centre network linking the bus and rail stations with key commercial and retail areas within the city centre.
<b>Traffic management and demand restraint</b>	<ul style="list-style-type: none"> <li>Continue with junction improvements which could treat congestion hotspots</li> <li>Managing roadworks</li> <li>Extension of urban traffic management and control, UTMC, system</li> <li>Introduce variable message signing, VMS, system.</li> <li>Introduce complementary restraint measures, including increased parking charges in city centre car parks and on street and reallocating some long stay parking spaces to short stay</li> <li>Introduce decriminalised parking enforcement</li> </ul>		Extensive use of intelligent transport systems including UTC and VMS systems to better manage the road network and deal with increased traffic demand. Potentially introducing some form of congestion charging as part of a national scheme, after 2015.
<b>Maintaining transport infrastructure</b>	Continue to resurface and reconstruct carriageways and footways. Maintain structures and culverts. IRRIMS will complete urgent repairs on the inner ring road. Develop the transport asset management plan, TAMP	Strategic maintenance schemes, including refurbished carriageways, footways, signing, lighting and additional facilities for pedestrians, cyclists and bus users	Enhanced maintenance standards will be possible with TIF funding.