

11 Conclusions

This LTP marks a change in direction in our transport policies and programme. This change has come about because of the pressures on the county to meet the needs of the fastest growing population in the country and to support the area's highly successful economy by encouraging its growth. To do this in a way that will maintain and enhance the quality of life and of the environment will require a step change in the scale of transport measures that have to be introduced and in the way in which they are implemented. The LTP shows what these changes are.

One of the important requirements for the transport strategy is that it meets requirements for LTPs set out in government guidance. Table 11.1 shows the requirements for the 2000/01 to 2005/06 LTP but we have also assessed the new LTP against these criteria. These tables demonstrate where we have addressed these requirements within the document.

We have shown in this LTP that there is widespread support for the way in which we have refined our transport strategy and clarified our objectives and for the programme of measures that we are proposing. We have also demonstrated how this programme will help meet our aims and objectives and how we have integrated transport strategies with land-use strategies to enhance this. Finally, we have shown how we will work in partnership with others to deliver this programme as part of a wider package of measures that will bring benefits to all of our partners and to the people of Cambridgeshire.

Table 11.1 General

| <i>Quality of LTP</i> | <i>Descriptors</i> | <i>Comments</i> | |
|---|--|-----------------|--|
| 1 Problem identification / objective setting | | | |
| Minimum requirements | Clear identification and analysis of problems | ✓ | Chapter 3, pg 13 |
| | Establishes a clear set of objectives, consistent with the Government's objectives for the environment, safety, economy, accessibility and integration | ✓ | Chapter 4, pg 23 |
| | Describes extent to which local communities / partners have been involved in formulating objectives | ✓ | Chapter 4, pg 23 |
| | Objectives are realistic and LTP explains how they have been established | ✓ | Chapter 4, pg 23 |
| Characteristics of a good LTP | Identification and analysis of problems covers all dimensions of integrated transport policy, including encouraging economic growth, the reduction of social exclusion and the environmental impact of transport | ✓ | Chapter 3, pg 13 |
| | Evidence that public fully involved in determining objectives | ✓ | Chapter 4, pg 23 |
| | Clear recognition of what is achievable in the short and longer term | ✓ | Chapters 4 and 10 |
| | Prioritisation of objectives where these cannot all be achieved in the short term | ✓ | Chapter 4, pg 23 |
| | Hierarchy of objectives with local objectives nested below national objectives and area-based and topic-based objectives nested within the objectives for the LTP as a whole | ✓ | Chapter 4, pg 24 |
| 2 Strategy development | | | |
| Minimum requirements | Clear evidence of a fundamental review of existing strategy, including accepted packages, to ensure consistency with guidance and integrated transport policies more generally | ✓ | Chapter 2, pg 3 Chapter 5, pg 33 Chapter 9, pg 147 |
| | Evidence of a robust analytical or evidence based approach to strategy development | ✓ | Chapter 5, pg 33 |
| | Alternative solution(s) tested, in particular, alternatives to major schemes | ✓ | Chapter 5, table 5.8 pg 49 |
| | Demonstrates a clear link between objectives, strategy and the specific measures in the LTP | ✓ | Chapter 4, pg 23 |
| | Identifies cross-boundary issues | ✓ | Chapter 8, pg 139 |
| | Steps being taken to ensure consistency with the local authority development plan and national and regional planning guidance | ✓ | Chapter 2, pg 4 |
| | Programme of public participation reported, with indication of how this has influenced strategy | ✓ | Chapter 5, pg 33 Appendix 1 |
| | AST completed, with variants for alternative strategies without major scheme(s) (where applicable) | ✓ | Chapter 5, pg 40 |
| Characteristics of a good LTP | Full range of potential solutions tested and appraised 'Topic-based' (e.g., cycling) and local area-based strategies pulled together in a coherent way in over-arching LTP strategy | ✓ | Chapter 5, pg 34 |
| | Strategy incorporates measures to tackle cross-boundary issues in partnership with neighbouring authorities | ✓ | Chapter 8, pg 139 |
| | Clear evidence of close integration with other relevant local strategies and effective liaison arrangements in place for ongoing co-ordination | ✓ | Chapters 6 and 8 |
| | Principles of good participation have been followed in developing the strategy, in particular, evidence that public fully involved in consideration of alternatives | ✓ | Chapters 4 and 5 |

Table 11.1 General

| Quality of LTP | Descriptors | | Comments |
|--|---|---|--|
| 3 Implementation programme | | | |
| Minimum requirements | Clearly identifies the level of resources bid for in each year of the LTP | ✓ | Chapter 10, pg 155 |
| | Identifies the cost and timing of all major schemes (>£5 million) proposed during plan period | ✓ | Chapter 10, pg 159 Table 10.4 |
| | Programme is realistic about the level of available resources | ✓ | Chapter 10, pg 155 |
| | Indicates effectively the scope for modifying the implementation programme – including scaling it down | ✓ | Chapter 5, pg 33 Chapter 10, pg 155 |
| | Clear indication of priorities | ✓ | Chapter 10, pg 155 |
| | Identifies contribution of the private sector | ✓ | Chapter 10, pg 156 Table 10.1 |
| | Nature and extent of the commitment of partners clear | ✓ | Chapter 8 and 10 |
| | Identifies clearly any significant statutory or other consents that may be required, and a timetable for securing them | ✓ | Chapter 7, pg 103 |
| Characteristics of a good LTP | Plan includes details of planned revenue expenditure | ✓ | Chapter 10, pg 156 Table 10.2 |
| | Contains contingency plans in case statutory or other consents are not forthcoming for significant elements of the strategy | ✗ | n/a |
| | Maximises contribution of the private sector, both as a source of funds and as a provider of services | ✓ | Chapter 10, pg 156 Table 10.1 |
| | Groups small scale projects into appropriate programmes | ✓ | Chapters 6 and 10 |
| | Clearly explains what part of the programme is supported by revenue resources, explains how this relates to the proposed capital programme and provides LA commitment to provide necessary future revenue resources | ✓ | Chapter 10, pg 156 |
| 4 Performance indicators/targets and monitoring | | | |
| Minimum requirements | Identifies a clear set of targets and performance indicators for measuring progress against objectives | ✓ | Chapter 4, pg 24 |
| | Local targets address the need to deliver national targets, where these exist | ✓ | Chapter 4, pg 24 |
| | Makes a clear link between objectives, the implementation programme and the proposed set of performance indicators | ✓ | Chapter 4, pg 24 |
| | Appropriate targets and indicators for any area-based or topic-based strategies contained within the LTP | ✓ | Chapter 4, pg 26 Table 4.2 |
| | Contains Road Traffic Reduction Act report and evidence that road traffic reduction has been considered as part of LTP development | ✓ | Chapter 4, pg 26 |
| | Confirmation that arrangements are in place to monitor targets, or if not, that steps are in hand to provide these | ✓ | Chapter 4, pg 28 |
| Characteristics of a good LTP | Comprehensive set of targets and indicators covering all aspects of integrated transport, nested within a wider set of corporate 'quality of life' indicators | ✓ | Chapter 4, pg 32 |
| | Consistent use of 'causal chain' approach to link objectives, project/programmes and targets | ✓ | Chapters 4 and 6 |
| | Includes national and local Best Value indicators | ✓ | Chapter 4, pg 23 |

Table 11.1 Widening Travel Choice

| <i>Quality of LTP</i> | <i>Descriptors</i> | <i>Comments</i> | |
|---|---|-----------------|---------------------------------------|
| 4 Performance indicators/targets and monitoring | | | |
| Characteristics of a good LTP | Evidence of robust analysis that demonstrates targets are both realistic and challenging | ✓ | Chapter 4, pg 23 |
| 5 Establishing a bus strategy | | | |
| Minimum requirements | Consideration of quantity and quality of network and proposed measures to improve services, urban and rural (where appropriate) | ✓ | Chapter 6, pg 53 |
| | Evidence of co-operation between authority and operators | ✓ | Chapter 9, pg 147 |
| | Some linkage with traffic management policies | ✓ | Chapter 6, pg 54 |
| | Details of both revenue and capital expenditure and evidence that scope for securing private sector funding has been considered | ✓ | Chapters 9 and 10 |
| | Summary of use that has been made of rural bus subsidy grant and criteria underlying support for services from this grant | ✓ | Chapter 9, pg 148 |
| | Evidence that use of the grant takes account of overall policies for rural areas | ✓ | Chapters 6 and 9 |
| | Evidence of public/community involvement in decision-making | ✓ | Appendix 1 and 7 |
| Characteristics of a good LTP | Comprehensive assessment of bus provision and usage resulting in clear strategies and performance targets to improve services and networks | ✓ | Chapters 4 and 6 |
| | Clear evidence of effective partnership between authority and operators and commitment to action to promote and improve bus use | ✓ | Chapter 6, pg 56 Chapter 9, pg147 |
| | Evidence of clear integration with traffic management policies, leading to programme of works to give greater priority to buses | ✓ | Chapter 6, pg 54 Chapter 10 pg 157 |
| | Assessment of the impact of the additional rural funding with implications identified for future decisions on the use of the grant and policy more generally | ✓ | Chapter 9, pg 147 |
| | Strategies to integrate 'conventional' bus services more closely with health and community transport and the voluntary sector in both rural and urban areas | ✓ | Chapter 6, pg 60 Chapter 8, pg 130 |
| | Includes indicator of bus punctuality and a target for the proportion of services running to time | ✓ | Chapter 4, pg 30 |
| 6 Take account of contribution of passenger rail | | | |
| Minimum requirements | Description of current services and facilities, the importance of rail in passenger movement in the area and the main markets served | ✓ | Chapter 6, pg 59 Appendix 3 |
| | Evidence of discussion of growth potential with the rail industry and its customers, e.g. the Strategic Rail Authority, operators, user groups and Railtrack | ✓ | Chapter 6, pg 59 Appendix 3 |
| | Evidence of consideration of infrastructure and service improvements which could bring about better integration with other modes (such as cycling and walking), and modal shift from road to rail | ✓ | Chapter 6, pg 59 Appendix 3 |
| | Evidence that opportunities for greater use of rail are being taken into account in land use planning decisions | ✓ | Appendix 3 |
| | Evidence of consideration of potential for Rail Passenger Partnership and Infrastructure Investment Fund grants | ✓ | Appendix 3 |

Table 11.1 Widening Travel Choice

| Quality of LTP | Descriptors | | Comments |
|---|---|---|--------------------------------|
| 6 Take account of contribution of passenger rail | | | |
| Characteristics of a good LTP | Comprehensive assessment of existing rail passenger services and facilities | ✓ | Appendix 3 |
| | Assessment of potential for increasing passenger rail's contribution to achieving local, regional and national transport objectives | ✓ | Chapter 6, pg 59 Appendix 3 |
| | Evidence of strategy for improving integration between passenger rail and other modes | ✓ | Chapter 6, pg 59 Appendix 3 |
| | Identification and costing of specific infrastructure projects and service improvements aimed at improving passenger rail's modal share, and assessment of associated reduction in private car use | ✓ | Chapter 7, pg 110 |
| | Evidence of appropriate sharing of costs and risks between public and private sector | ✓ | Chapter 7, pg 112 |
| | Evidence of joint consideration with passenger service operators of scope for improving capacity to meet various passenger needs, e.g. through greater use of flexible space areas in train and bus vehicles | ✓ | Appendix 3 |
| 7 The role of taxis and private hire vehicles | | | |
| Minimum requirements | Statement of policy on provision of taxi ranks, and whether taxis and PHVs are allowed to use any bus lanes (with reasons), and any other restricted road space | ✓ | Chapter 6, pg 61 |
| | Statement of policy on licensing, with especial reference to quality standards for taxis and PHVs (e.g. whether they are seen as more stringent than other licensing authorities), and on quantity controls (because licensing authorities are empowered to limit the number of taxis (not PHVs) licenses they will grant, provided they are satisfied that there is no significant unmet demand in their area) | ✓ | Chapter 6, pg 62 |
| | Indication of whether the licensing authority area is sub-divided into zones, restricting taxis' flexibility in plying for hire, with a statement of the reason for the zoning | ✓ | Chapter 6, pg 62 |
| Characteristics of a good LTP | Policies recently reviewed to take account of changing circumstances and integrated transport policies. Consideration of role for taxis and PHVs as part of a wider public transport system | ✓ | Chapter 6, pg 62 |
| | Innovative use of taxis, e.g. taxibuses | ✓ | Chapter 6, pg 62 |
| 8 Strategy to encourage cycling | | | |
| Minimum requirements | A discreet strategy for encouraging cycling, which establishes a clear target that contributes to the national targets for increasing cycle use | ✓ | Chapter 4, pg 29 Appendix 4 |
| | Evidence that cyclists have been given a high priority | ✓ | Chapter 5, pg 38 |
| | Evidence that encouraging cycling is part of all transport policies, including road safety strategies | ✓ | Chapter 6, pg 64 |
| | Evidence of interaction with local planning authority to ensure land use and development planning allows and encourages people to cycle | ✓ | Chapter 6, pg 64 Appendix 4 |
| | Evidence that there has been a review of the road network, to establish where improvements to assist cyclists are needed | ✓ | Appendix 4 |
| | Assessment of the quality of existing cycle networks, to identify where improvements are necessary | ✓ | Appendix 4 |
| | Programme of measures to improve safety of cyclists and reduce conflicts with other traffic, including pedestrians | ✓ | Chapter 10, pg 157 |

Table 11.1 Widening Travel Choice

| Quality of LTP | Descriptors | Comments | |
|---|---|------------------|--------------------------------|
| 8 Strategy to encourage cycling | | | |
| Characteristics of a good LTP | Adopts a formal order in which planners consider the needs of different user types, placing cyclists near the top | ✓ | Chapter 5, pg 39 |
| | Partnerships for action with health, education, commercial and voluntary bodies | ✓ | Chapter 6, pg 64 |
| | Plans for improvement of physical provision to be based on methodical application of Cycle Review guidelines (published by IHT) | ✓ | Chapter 6, pg 66 |
| | Cycle Audit all road and traffic schemes | ✓ | Chapter 6, pg 66 |
| | Aims to improve interchanges, and increase opportunities for combined cycle and public transport journeys | ✓ | Chapter 6, pg 63 |
| | Encourages cycling through TravelWise, Green Commuter Plans, Local Agenda 21 and School Transport Plans | ✓ | Appendix 4 |
| | Minimises conflict between pedestrians and cyclists | ✓ | Appendix 4 |
| 9 Strategy to encourage walking | | | |
| Minimum requirements | Includes a strategy to encourage walking either as a stand alone document or as part of a sustainable transport strategy | ✓ | Appendix 4 |
| | Identifies clear targets to encourage walking and puts arrangements for monitoring progress in place | ✓ | Chapter 4, pg 29 |
| | Consideration of the role of walking in all relevant policies, including safety strategies | ✓ | Chapter 6, pg 68 |
| | Seeks to establish and develop partnerships with relevant bodies to improve the environment for walking | ✓ | Chapter 6, pg 68 |
| | Clear evidence that the needs of pedestrians are being given a high priority | ✓ | Chapter 5, pg 39 |
| | Clear evidence of working with planning authority to ensure land use and development planning allows and encourages people to walk | ✓ | Chapter 2, pg 6 |
| | Audit and improves (by making more convenient, more pleasant and safer) walking routes to key destinations such as schools, workplaces, shopping areas and public transport interchanges (including bus stops) | ✓ | Chapter 6, pg 67 Appendix 4 |
| | Measures to improve road safety and reduce the impact of traffic on pedestrians, consistent with encouraging walking | ✓ | Chapter 6, pg 77 |
| Considers the needs of mobility and sensory impaired people | ✓ | Chapter 6, pg 68 | |
| Characteristics of a good LTP | Adopts a formal order in which planners should consider the needs of different types of transport (i.e. 'hierarchy' or 'order of consideration') placing pedestrians first (as pioneered in York, Sheffield etc.) | ✓ | Chapter 5, pg 39 |
| | Identifies and provides for new, high quality networks of walking routes, and improve the condition of those networks that already exist | ✓ | Chapter 6, pg 66 Appendix 4 |
| | Identifies and tackles personal security issues that discourage people from walking | ✓ | Chapter 6, pg 82 |
| | Provides for the co-ordination of street works to minimise disruption to pedestrians | ✓ | Chapter 6, pg 68 |
| | Provides for the removal of superfluous street furniture | ✓ | Appendix 4 |
| | Where appropriate, develops good links between urban central and rural areas | ✓ | Appendix 4 |

Table 11.1 Widening Travel Choice and Traffic Management and Demand Restraint

| Quality of LTP | Descriptors | Comments |
|---|---|-------------------------------|
| 9 Strategy to encourage walking | | |
| Characteristics of a good LTP | Encourages walking through Travelwise, Green Commuter plans, Local Agenda 21 strategy, School Transport Plans etc. | ✓ Appendix 4 |
| | Minimises conflict between cyclists and walkers | ✓ Appendix 4 |
| 10 Establish a road safety strategy | | |
| Minimum requirements | Plan contains local casualty reduction targets for 2005, with milestone targets, based on the national targets to be achieved by 2010 | ✓ Chapter 4, pg 29 |
| | Local road safety strategy for achieving those targets, describing: | |
| | current road accident casualty problem | ✓ Chapter 3, pg 18 |
| | how local partners will be drawn into delivery of objectives | ✓ Chapter 6, pg 76 |
| | evidence that road safety issues, like speed management requirements have been considered in relevant policy areas such as planning, education, social policies, motorcycling and measures to promote cycling and walking | ✓ Chapter 6, pg 78 and 81 |
| | a table of performance indicators to be updated in annual progress reports, including | ✓ Chapter 4 |
| | total casualties for the authority area, with children separately identified | ✓ Chapter 4 and 6 |
| | the list of cost effective engineering schemes including, where appropriate, traffic calming measures, planned for year one, including the number and type of casualties reported at the sites to be treated, the type and costs of schemes to be implemented, the number of casualties expected to be saved as a result of each scheme, actual casualties following scheme completion- identifying children separately | ✓ Chapter 6, pg 80 |
| a broad indication of the priorities for schemes over years 2-5 | ✓ Chapter 6, pg 78 and Chapter 10, pg 155 | |
| the education, training and publicity measures it will undertake and giving an indication of RSG (or other current expenditure resources) to be devoted to it | ✓ Chapter 6 and 10 | |
| Characteristics of a good LTP | Local casualty reduction targets which are realistic but more demanding than national targets, with an explanation should the target not comply with these guidelines | ✓ Chapter 4, pg 29 |
| | An appreciation of the problem of slight injuries and that consideration is being given to how to stem the increase in this type of casualty | ✓ Appendix 5 |
| | Comprehensive assessment of the road accident casualty problem in the local authority area, both generally and specifically in relation to children, and the means by which it will need to be addressed | ✓ Chapter 3 and 6 Appendix 5 |
| | A clear indication of intent to develop a systematic approach across the area to redesignating roads with appropriate speed limits, and supporting signing and road engineering, in light of Government advice. | ✓ Chapter 6, pg 78 and 81 |
| | Use of actual accident data, to set the new targets in context. Children separately identified | ✓ Chapter 3 and 4 |
| | Sound monitoring arrangements to establish the position before schemes are implemented and the results | ✓ Chapter 6, pg 80 Appendix 5 |
| | A clear indication of intent to use RSG (or other LA resources) to road safety education, training and publicity and a five year plan of ETP activity | ✓ Chapter 6, pg 80 |
| | Evidence of effective liaison and partnership with other stakeholders, such as the local health authority, local authority planning department and the police | ✓ Chapter 6, pg 78 |

Table 11.1 Traffic Management and Demand Restraint

| Quality of LTP | Descriptors | Comments | |
|--|---|----------|---------------------------------|
| 10 Establish a road safety strategy | | | |
| Characteristics of a good LTP | A strategy for how local road safety campaigns will complement national publicity | ✓ | Chapter 6, pg 81 |
| 11 Parking strategy | | | |
| Minimum requirements | Parking strategy should be consistent with: the aim of reducing road traffic levels and congestion national planning guidance in PPG13 and PPG6 the regional transport strategy, where one has been developed the overall thrust of locational policies in the relevant development plan, be it structure plan or UDP | ✓ | Chapter 6, pg 97 |
| | Covers maximum parking standards for new development, on street charging and controls and enforcement | ✓ | Chapter 6, pg 99 |
| | Contains specific proposals, or make references to the individual strategies, for the major town centres | ✓ | Chapter 6, pg 99 |
| | Evidence that enforcement issues have been considered | ✓ | Chapter 6, pg 99 |
| Characteristics of a good LTP | Consistent and coherent strategy which brings together planning standards, charging and on street controls | ✓ | Chapter 6, pg 99 |
| | Clear strategy for effective enforcement | ✓ | Chapter 6, pg 99 |
| | Helps to reduce the traffic levels in town centres whilst at the same time ensuring enough good quality publicly available parking to support the continuing economic viability of retail and leisure investment in these locations | ✓ | Chapter 6, pg 99 |
| | Discourages commuting by car, particularly into congested areas such as town centres – through charging policies and active management to favour short term visitor parking | ✓ | Chapter 6, pg 99 |
| | Where the overall amount, quality and location of publicly owned car parks are managed to deliver the objectives of the LTP and development plan | ✓ | Chapter 6, pg 99 |
| | Does not encourage developers to seek out of town locations | ✓ | Chapter 2 and 6 |
| 12 Public Transport Interchange | | | |
| Minimum requirements | Evidence of commitment to improving interchange, including the interface with broader transport, land use, economic and social policies | ✓ | Chapter 6, pg 63 |
| | Initial audit of existing formal and informal places of interchange covering information, ease of access and movement by all modes, (including access by foot and bicycle), passenger facilities, safety and security | ✓ | Chapter 6, pg 63 Appendix 13 |
| | A programme of work to: Assess current standards against good practice, to develop a plan – short and long terms – for improvements Assess which trips cannot be made directly or with easily facilitated connections | ✓ | Chapter 6, pg 63 |
| | Identify possible methods of facilitating such trips directly or with acceptable interchange, and devise a practical implementation programme taking account of the measures which are available plus the co-operation with operators which may be possible | ✓ | Chapter 6 and Chapter 10 |

Table 11.1 Integrated Transport, integration with other policy areas

| <i>Quality of LTP</i> | <i>Descriptors</i> | <i>Comments</i> | |
|--|--|-----------------|--------------------------------|
| 12 Public Transport Interchange | | | |
| Minimum requirements | Assess potential pedestrian and cycling catchment populations, current travel patterns and means of access | ✓ | Appendix 13 |
| Characteristics of a good LTP | Implementation programme (based on initial audit) together with ongoing programme of audit | ✓ | Chapter 6 and Appendix 7 |
| | Clear evidence of partnerships and joint working with public transport operators and others to maximise walking and cycling to public transport networks | ✓ | Chapter 9, pg 147 |
| | Consideration of the potential of contributory funding, e.g. RPP, Rural bus challenge and RTDF | ✓ | Chapter 6, pg 58 |
| 13 Consistency with National Planning Guidance, RPG/RTS, and development plan | | | |
| Minimum requirements | Consistent with national planning guidance | ✓ | Chapter 2, pg 4 |
| | Where RTS has been prepared as part of new RPG arrangements, LTP should be consistent with RTS | ✓ | Chapter 2, pg 5 |
| | Strategy in LTP should be consistent with that in development plan (where development plans are up to date and reflect current national policies), or with an emerging development plan / SPG which has been produced to update the development plan | ✓ | Chapter 2, pg 5 |
| | A timetable for updating the development plan (where necessary) | ✓ | Chapter 2, pg 5 |
| Characteristics of a good LTP | LTP should aim to complement planning policies designed to promote more sustainable travel choices and to reduce the need to travel | ✓ | Chapter 2, pg 6 |
| | LTP will develop the RTS which provides regional priorities for transport investment, and a context for demand management measures | ✓ | Chapter 2, pg 5 |
| | Strategy in LTP will be consistent with that in the RTS and structure plan or UDP part I, strategy and proposals specific to a single district in LTP should be consistent with those in Part II of UDP or a local plan | ✓ | Chapter 2 |
| 14 Establish a public transport information (PTI) strategy | | | |
| Minimum requirements | Statement of quantity and quality of existing PTI and proposed measures to improve it, both locally and as part of PTI 2000 | ✓ | Chapter 6, pg 73 |
| | Evidence of co-operation with transport operators and adjacent authorities | ✓ | Chapter 9, pg 147 |
| | Evidence of a variety of means to access PTI, such as telephone bureau and timetable booklets, making appropriate provision for people with disabilities or other special needs | ✓ | Chapter 6, pg 73 Appendix 7 |
| | Details of both revenue and capital expenditure for local PTI and contributions towards the development of PTI 2000 and evidence that scope for securing private sector funding has been considered | ✓ | Chapter 6, pg 73 Appendix 7 |
| Characteristics of a good LTP | Comprehensive assessment of PTI provision and usage resulting in clear strategies and performance targets to improve PTI both locally and as part of PTI 2000 and its subsequent developments | ✓ | Chapter 6, pg 73 Appendix 7 |
| | Clear evidence of effective partnership between authority, operators and all adjacent authorities and commitment to action to promote and improve public transport use | ✓ | Chapter 6 and 9 |

Table 11.1 Integrated Transport, integration with other policy areas

| <i>Quality of LTP</i> | <i>Descriptors</i> | <i>Comments</i> | | |
|---|---|--|--------------------------------|------------------|
| 14 Establish a public transport information (PTI) strategy | | | | |
| Characteristics of a good LTP | Evidence of a full range of access media for PTI, including telephone, paper, internet, face-to-face; these facilities will be available to all within the area, as well as elsewhere in the UK and abroad, making appropriate provision for people with disabilities or other special needs | ✓ | Chapter 6, pg 73 Appendix 7 | |
| | Strategies to integrate PTI with other policies , such as Bus Quality Partnerships, Travel Plans, Travel Awareness and Sustainable Tourism | ✓ | Chapter 6, pg 73 Appendix 7 | |
| | Travel information for other modes of transport, including taxi and private hire vehicle services, walking and cycling, to be made available | ✓ | Chapter 6, pg 73 Appendix 7 | |
| 15 Establish an integrated strategy for reducing car use and improving children's safety on the journey to school | | | | |
| Minimum requirements | Assessment of current pattern of travel to school with baseline data | ✓ | Chapter 6, pg 85 | |
| | Process for setting local targets on modal shift, an links to road safety targets; plans for monitoring | ✓ | Chapter 4, pg 29 | |
| | Proposed measures for identified schools or groups of schools, with costs and programme of implementation | ✓ | Chapter 10 | |
| | Links with proposed wider measures on traffic management, walking and cycling, bus use; links with school transport provision | ✓ | Chapter 6, pg 82 | |
| | Evidence of joint working between transport and education officers; evidence of consultation with schools, police, health authorities, bus operators | ✓ | Chapter 6, pg 82 | |
| Characteristics of a good LTP | Phased strategy, with targets in place and evidence of suitable monitoring arrangements | ✓ | Chapter 4, pg 28 | |
| | Clear integration with other policies in the plan, including: identification of continuous walking and cycling routes to schools with links to existing cycle and pedestrian networks plans for local and school bus provision, with consideration of walking sections of journey plans for traffic management, parking and speeding restrictions on routes to schools | ✓ | Chapter 6 | |
| | Effective joint working and co-ordination of road safety education, health education, environmental education and awareness campaigns with plans for physical measures | ✓ | Chapter 6, pg 74 | |
| | Clear evidence of effective partnership with parents, residents, schools, police, health authorities, bus operators, local business and voluntary/community transport groups | ✓ | Chapter 6, pg 74 | |
| | Links with independent school sector | ✓ | Chapter 9, pg 143 | |
| | 16 Measures to encourage voluntary adoption of travel plans by major employers | | | |
| | Minimum requirements | Assessment of current position and baseline data | ✓ | Chapter 4, pg 31 |
| Consideration of targets for the number or percentage of major organisations or employees in the area adopting travel plans and associated targets for modal shift by a target date | | ✓ | Chapter 4, pg 31 | |

Table 11.1 Integrated Transport, integration with other policy areas

| Quality of LTP | Descriptors | Comments | |
|---|---|----------|---|
| 16 Measures to encourage voluntary adoption of travel plans by major employers | | | |
| Minimum requirements | Identification of major sites where travel plans could have a significant impact on car usage | ✓ | Chapter 9, pg 148, 150 |
| | Evidence of dialogue and partnerships with key employers and public transport operators | ✓ | Appendix 1, Appendix 15 |
| | Arrangements for monitoring take-up of travel plans | ✓ | Chapter 9, pg 149 |
| | Evidence of preparation of travel plans for LA's own major sites, including surveys of own staff's existing travel patterns and measures that may encourage them to switch modes, with target date for completion | ✓ | Chapter 6, pg 71 Appendix 15 |
| Characteristics of a good LTP | Phased strategy with targets in place and evidence of suitable monitoring arrangements | ✓ | Chapter 6, pg 71 |
| | Clear integration with other awareness-raising activities such as promotion of school travel plans and campaign activities | ✓ | Chapter 6, pg 71 |
| | Clear integration with other policies in the plan and measures such as the introduction of new cycle facilities | ✓ | Chapter 6, pg 71 |
| | Evidence of dialogue and partnership with local health promotion professionals; with neighbouring local authorities and with organisations such as the National TravelWise Association | ✓ | Chapter 9, pg 149 Chapter 8 |
| | Where relevant, recognition of the advantage of bringing groups of employers together with public transport operators to develop plans on an area basis | ✓ | Chapter 6, pg 71 Chapter 9, pg 149 |
| | Travel plan in operation for LA's own major sites, with targets | ✓ | Chapter 9, pg 149 |
| 17 Airport Surface Access | | | |
| Minimum requirements | For qualifying airports (i.e. those with 1,000 or more passenger air transport movements per annum); | ✗ | n/a, although see Chapter 6, pg 100 for further details |
| | Make satisfactory provision for surface access to airports, taking into account their future development plans | | |
| | Reflect the targets and proposals of ASAS in the LTP where an Airport Transport Forum (ATF) has agreed them | | |
| Characteristics of a good LTP | Contain challenging, but realistic, targets for reducing the proportion of journeys to an airport made by private car and increasing the proportion made by public transport | ✗ | n/a |
| | Evidence that airports within the LTP area and transport operators and infrastructure providers serving them have been consulted and are content with and committed to the airports related components of the LTP | | |
| | LTP's proposals for surface access to airports are compatible with the importance ascribed to them by regional planning, economic and transport strategies | | |
| 18 Disability issues | | | |
| Minimum requirements | Clear commitment to meeting the needs of disabled people | ✓ | Chapter 8, pg 131 |
| | Evidence of consultation with organisations representing disabled people in the decision making process | ✓ | Appendix 1 |
| | Evidence of co-operation between local authorities and transport operators, including community transport operators, to improve mobility opportunities for disabled people | ✓ | Chapter 8, pg 131 |

Table 11.1 Integrated Transport, integration with other policy areas

| Quality of LTP | Descriptors | Comments |
|--|---|--|
| 18 Disability issues | | |
| Minimum requirements | Indication of how proposals and initiatives will impact on the mobility of disabled people | ✓ Chapter 8, pg 131 |
| Characteristics of a good LTP | Evidence that those involved in the process have received disability awareness training | ✓ Chapter 8, pg 131 |
| | Targets set for achieving improved access to disabled people, e.g.: | |
| | increase number of dropped kerbs with tactile paving in accordance with DETR guidance | ✓ Chapter 8, pg 68 |
| | improve the provision for disabled people at controlled crossings, e.g. provision of audible and/or tactile signals | ✓ Chapter 8, pg 69 |
| | increase availability of accessible bus services, and improvements to associated infrastructure to facilitate access by disabled people | ✓ Chapter 8, pg 131 |
| | Record of achievements in relation to facilities for, or which reflect needs of, disabled people | ✓ Chapter 9 |
| | Evidence of partnerships between local authority and transport operators which reflect mobility needs of disabled people | ✓ Chapter 9, pg 148 Chapter 8, pg 131 |
| | Evidence that measures to reduce car dependency are not disadvantaging disabled motorists who rely on the private car for day to day mobility, e.g., record of numbers, and locations of accessible parking bays, in relation to pedestrian areas | ✓ Chapter 8, pg 131 |
| 19 Measures to promote social inclusion | | |
| Minimum requirements | Evidence of commitment to meeting the transport needs of all different social groups (including women, older people, younger people, people from ethnic backgrounds and those on low incomes) | ✓ Chapter 8, pg 127 - 130 |
| | Evidence of the involvement of the different social groups to establish their transport needs | ✓ Chapter 8, pg 130 |
| | Describes the initiatives to improve personal security measures across the "whole journey" | ✓ Chapter 6, pg 77 Chapter 6, pg 89 |
| | Evidence of the active involvement of the community transport sector in meeting transport needs | ✓ Chapter 6, pg 60 Chapter 9, pg 148 |
| Characteristics of a good LTP | Clear evidence of effective dialogue and partnerships with all social groups in the community to establish their transport needs | ✓ Chapter 8, pg 130 |
| | Clear evidence of partnerships with transport operators and other operators to promote personal security | ✓ Chapter 9, pg 147 |
| | Evidence that policies have been reviewed in the light of the above | ✓ Chapter 8, pg 127 - 130 |
| 20 Co-ordination with air quality action plan and action on noise | | |
| Minimum requirements | Evidence of awareness of local air quality management and the need to achieve statutory air quality objectives | ✓ Chapter 8, pg 136- 7 Appendix 9 |
| | Evidence of awareness of need to devise and implement air quality action plans, where air quality improvements required | ✓ Chapter 8, pg 136 Appendix 9 |
| | Where Air Quality Management Area has been declared, and an action plan agreed, incorporation of local transport related measures in LTP | ✓ Chapter 8, pg 136 Appendix 9 |

Table 11.1 Integration and Planning and Managing the Highways Network

| Quality of LTP | Descriptors | Comments | |
|--|--|----------|---|
| 20 Co-ordination with air quality action plan and action on noise | | | |
| Minimum requirements | Where review and assessment of air quality is not yet complete, recognition that LTP may need to be amended to incorporate any necessary measures | X | n/a |
| | Consideration of air quality implications of measures proposed in plan | ✓ | Chapter 8, pg 136 - 140 and 5, pg 46-51 App 9 |
| | Evidence that the effect of traffic management on noise has been taken into account in appraising policies | ✓ | Chapter 8, pg 137 - 138 Appendix 9 |
| | Evidence that an assessment of the impact on ambient noise levels has been included | ✓ | Chapter 8, pg 137 - 138 Appendix 9 |
| Characteristics of a good LTP | Evidence of understanding of air quality issues and contribution of road transport to air pollution 'hotspots' | ✓ | Chapter 8, pg 136 - 140 Appendix 9 |
| | Evidence of good communication and high level of integration with those leading on local air quality management, whether or not they are within the same local authority | ✓ | Chapter 8, pg 136 - 140 Appendix 9 |
| | Anticipation of and preparation for the traffic management measures likely to be required for achievement of air quality objectives | ✓ | Chapter 8, pg 136 - 140 Appendix 9 |
| | Inclusion of information on proposed action to reduce exposure levels based on an assessment of the impact on ambient noise of those living and working in the area | ✓ | Chapter 8, pg 137 - 138 Appendix 9 |
| 21 Action on climate change | | | |
| Minimum requirements | Considers the need to reduce greenhouse gas emissions | ✓ | Chapter 8, pg 136 - 140 and 5, pg 46-51 App 9 |
| | Evidence that plan builds on wider Local Agenda 21 initiatives | ✓ | Appendix 9 |
| | Assesses impact of policies on CO2 emissions | ✓ | Chapter 8, pg 136 |
| | CO2 emissions a factor in consideration of road traffic reduction targets | ✓ | Chapter 4, pg 30 |
| Characteristics of a good LTP | Travel awareness campaigns include references to the need to reduce greenhouse gas emissions | ✓ | Chapter 6, pg 69 |
| | Quantifies impact of overall strategy on CO2 emissions | ✓ | Chapter 5, pg 46 - 51 |
| 22 Principal road maintenance strategy | | | |
| Minimum requirements | Describes current condition of network | ✓ | Chapter 6, pg 90 |
| | States criteria for the ordering of priorities, with reasons | ✓ | Chapter 6, pg 88 |
| | Describes proposed 5-year work programme in broad terms with cost estimates | ✓ | Chapter 10 |
| | Gives location, length and nature of priority works, and estimated cost for all schemes costing more than £1 m | X | n/a |
| Characteristics of a good LTP | Clear planning to make effective use of the 2000-01 resources and to prepare for continuing the programme using similar resource levels in a well targeted manner | ✓ | Chapter 6, pg 80 Chapter 10 |
| | Strategy relates investment in maintenance to other aspects of LTP, such as bridge strengthening and route management | ✓ | Chapter 6, pg 88 |
| | Incorporates Best Value indicators | ✓ | Chapter 4, pg 29-30 |
| | Evidence of environmental sensitivity in planning the programme | ✓ | Chapter 6, pg 88 |

Table 11.1 Planning and Managing the Highways Network

| Quality of LTP | Descriptors | Comments |
|--|---|----------------------------------|
| 22 Principal road maintenance strategy | | |
| Characteristics of a good LTP | An explanation of how overall strategy will contribute towards integrated transport, the environment and the local economy | ✓ Chapter 6, pg 88 |
| | The authority's view on the appropriate condition for their principal road network | ✓ Chapter 6, pg 89 |
| | An indication of the progress possible in tackling the road maintenance backlog if different funding levels were available | ✓ Chapter 6, pg 89 |
| 23 Bridge strengthening strategy | | |
| Minimum requirements | Identifies the number of unfinished assessments and gives time scale and cost estimates for completing the programme | ✓ Chapter 6, pg 92 |
| | Gives details of sub-standard bridges and structures on principal roads, with indication of extent of the temporary measures in place and the network effects on these | ✓ Chapter 6, pg 91 |
| | States clear criteria for determining which bridges need strengthening and to what weights | ✓ Chapter 6, pg 92 |
| | Sets out 5-year programme to address structures in need of strengthening or structural maintenance, with statement of reasons/criteria for the ordering of priorities | ✓ Chapter 6, pg 94 Chapter 10 |
| Characteristics of a good LTP | Evidence of co-operative working with private bridge owners | ✓ Chapter 6, pg 92 |
| | Evidence of consultation with local business, freight operators and bus operators in choice of strengthening priorities and planning of diversion routes | ✓ Chapter 6, pg 92 |
| | Environmental sensitivity in planning of the programme | ✓ Chapter 6, pg 92 |
| | Clear planning to make effective use of the 2000-2001 resources and to prepare for continuing the programme using similar resource levels in a well targeted manner | ✓ Chapter 10 |
| | Strategy relates bridge strengthening to other aspects of LTP such as road maintenance and route management | ✓ Chapter 6, pg 92 |
| | An explanation of how overall strategy will contribute towards integrated transport, the environment and the local economy | ✓ Chapter 6, pg 92 |
| | The authority's view on appropriate condition for their bridge/structure stock | ✓ Chapter 6, pg 92 |
| | An indication of the progress possible in tackling the backlog in bridge/structure strengthening and structural maintenance, if different funding levels were available | ✓ Chapter 6, pg 91 |
| 24 Five-year forward look at major highway projects | | |
| Minimum requirements | Detailed description of proposed major road project as set out in Annex E but with additional information showing how scheme links to wider LTP | ✓ Chapter 7 |
| | An Appraisal Summary Table (AST) for each major road proposal | ✓ Chapter 7 |
| | Details of proposed funding and timetable | ✓ Chapter 7 |
| | Relevant worksheets needed to complete the AST | ✗ n/a |
| | Signed checklist showing that correct procedures have been followed in compiling the AST | ✗ n/a |
| | Clear prioritisation if more than 1 scheme | ✓ Appendix II |
| | PPP option | ✗ n/a |

Table 11.1 Planning and Managing the Highways Network and Rural Issues

| Quality of LTP | Descriptors | Comments | |
|--|--|-------------------|---------------------------------------|
| 24 Five-year forward look at major highway projects | | | |
| Minimum requirements | For each road project there should be a short analysis assessing the scheme's potential for procurement as a PFI project. This should follow the guidance in Annex G on assessing the likely best procurement option to deliver value for money | X | n/a |
| Characteristics of a good LTP | Clear description of scheme and benefits it will bring to wider LTP, and details of how LA intends to take forward the LTP if scheme is not accepted | ✓ | Chapter 7 |
| | AST for LTP without major scheme | ✓ | Chapter 5, pg 49 - 50 |
| | Clear evidence that alternative solutions to traffic problem have been considered and why they have been rejected | ✓ | Chapter 7 |
| 25 Detrunking | | | |
| Minimum requirements | Evidence that there has been liaison with the Highways Agency to establish a virtual detrunking regime for non-core roads in an authority's area Statements by the relevant authorities on whether or not they intend to pursue as part of their plan, schemes on non-core routes withdrawn from the national programme as a result of the July 1998 Roads Review | X | n/a, although see Chapter 6, pg 89 |
| Characteristics of a good LTP | Non-core trunk roads grouped with other local roads in drawing up a comprehensive plan for managing the local road network that takes due account of the regional and national route hierarchy Further non-safety improvements to non-core routes proposed by authorities are realistic and affordable and fit into a wider strategy for managing the whole highway network within an authority's area Recognition given to traffic importance of non-core routes as part of the Primary Route Network. Any proposals for de-priming fully explained and needs of all classes of traffic properly considered | X | n/a |
| 26 Recognise the particular needs and special character of the countryside | | | |
| Minimum requirements | Acknowledges and defines the particular needs of rural areas within the LTP | ✓ | Chapter 5, pg35 - 36 |
| | Identifies the interrelationship between rural settlements and between rural and other areas | ✓ | Chapter 5, pg35 - 36 |
| | Considers both accessibility needs of people living and working in rural areas, and areas of the countryside in need of protection | ✓ | Chapter 3, pg 16 Chapter 8, pg 135 |
| | Considers the needs of tourists and visitors to the countryside | ✓ | Chapter 8 |
| | Evidence of involvement from rural bus and rail operators and a wide range of other partners including parish and district councils | ✓ | Chapter 8, pg 132 |
| | Considers appropriate (in the rural context) demand management, traffic management and park and ride proposals | ✓ | Chapter 6, pg 97 Chapter 6, pg 63 |
| | Considers of the possibilities for improved interchange and public transport information in rural areas | ✓ | Chapter 6, pg 63 |
| | Considers measures to address the movement of freight in and around the countryside areas (reflecting the need to both allow necessary movement of goods and to ensure the protection of sensitive areas) | ✓ | Chapter 6, pg 96 |
| Considers role for the community and voluntary transport sectors, taxis, private hire vehicles, and taxibuses in rural areas | ✓ | Chapter 9, pg 148 | |

Table 11.1 Rural Issues and Freight

| <i>Quality of LTP</i> | <i>Descriptors</i> | <i>Comments</i> | |
|---|---|---------------------|--|
| 26 Recognise the particular needs and special character of the countryside | | | |
| Minimum requirements | Considers potential for walking and cycling in combination with public transport | ✓ | Chapter 8, pg 132 |
| Characteristics of a good LTP | Clear priorities for action to address the particular problems of rural areas with regard to accessibility | ✓ | Chapter 8, pg 132 |
| | Firm proposals for monitoring and evaluation particular impact of policies on rural areas | ✓ | Chapter 4, pg 30 Appendix 13 |
| | Development of rural bus quality partnerships | ✓ | Chapter 6, pg 58 |
| | Makes good use of Countryside Agency's funds (RTP/RTDF) | ✓ | Chapter 6, pg 56 |
| | Addresses need to improve public transport interchange and information dissemination facilities in rural areas | ✓ | Chapter 6, pg 73 Appendix 7 |
| | Considers the scope for enhancing the range of services provided within rural communities to improve accessibility and reduce the need to travel | ✓ | Chapter 8, pg 127, 132 Appendix 8, 13 |
| 27 Sustainable distribution | | | |
| Minimum requirements | Description of policy for the development of an integrated, sustainable distribution system which takes into account the dominant role of road freight and the potential for modal transfer to rail or inland waterways | ✓ | Chapter 8, pg 97 Chapter 8, pg 101 |
| | Evidence that the strategic role of freight distribution in the growth or regeneration of the local and regional economy has been assessed | ✓ | Chapter 8, pg 96 |
| | Evidence that efforts have been made to bring freight transport operators, businesses and the local community into the strategic thinking and planning processes | ✓ | Appendix 1 |
| | Clear evidence of effective partnership with navigation authorities, rail infrastructure providers and freight operating companies to promote greater use of alternative modes for freight distribution | ✓ | Chapter 8, pg 97 Appendix 3 |
| | Evidence that opportunities for greater use of rail and water freight are being taken into account in land use planning decisions | ✓ | Chapter 2, pg 7 |
| Characteristics of a good LTP | Evidence of progress in establishing freight quality partnerships, identifying key organisations and companies involved | ✓ | Chapter 6, pg 96 |
| | Clear strategies to help industry develop and implement best practice | ✓ | Chapter 6, pg 96 |
| | Comprehensive assessments of existing operational and non-operational freight facilities within the area, evidence of consideration of potential for freight grants | ✓ | Appendix 3 |
| | Clear strategies and identification of flows that could be transferred to alternative modes, including an assessment of the lorry journeys to be saved | ✓ | Chapter 6, pg 94-97 |
| | Strategy to balance the requirements for efficient good distribution with the social and environmental effects, particularly in an urban environment | ✓ | Chapter 6, pg 94-97 |
| Clear evidence of lorry routing strategies | ✓ | Chapter 6, pg 94-97 | |