

3.5.5 Carbon Management Plan

Northamptonshire County Council has a Carbon Management Action Plan which outlines measures to reduce carbon dioxide emissions from key activities and has been developed under the Carbon Trust Local Authority Carbon Management programme. The goal for this action plan is “to reduce carbon dioxide emissions from the Council’s direct activities, including schools, to 25% below predicted 2010 levels, by 2010”

The Carbon Management Action Plan focuses on several areas that are supported by this Local Transport Plan. These are the Staff Travel Plan, Street Lighting and the Council’s vehicle fleet. It includes:-

- a corporate target to reduce business mileage by 5% per annum;
- developing a process for quantifying carbon dioxide emissions from staff home-to-work travel;
- improved fuel efficiency training for fleet minibus drivers and preventative maintenance measures to reduce fuel consumption;
- pre-procurement guidance for fleet vehicles;
- the procurement of 100% green energy;
- recycling of all used street lamps;
- recycling of removed concrete lighting columns;
- recycling of removed steel lighting columns;
- where possible, the procurement of parts and components made of recycled materials; and
- the co-ordination of maintenance schedules by area for effective route planning, reducing mileage and avoiding overlapping journeys.

In addition to the above, dimming and remote monitoring of street lights to reduce energy use and the use of night-time patrols are being investigated.

3.6 LOCAL PRIORITY – HEALTHIER TRAVEL

The development of the Healthy Travel Strategy was formally instigated in 2004, following consultation with the local health authorities on the initial LTP Issues Paper.

The suggestion of using the LTP to promote access to health services was welcomed, but the health authorities also wished to see the importance of maintaining good health recognised.

Northamptonshire County Council is represented on the County Physical Activity Forum. The purpose of this forum is to bring together professionals working in physical activity and health in order to develop a countywide co-ordinated approach. The network will maximise opportunities and develop support mechanisms which will increase physical activity levels across the county. This forum meets on a quarterly basis and has the following aims:

- to provide a consultative body for funding / investment into physical activity and health initiatives for the county;
- to disseminate information on new National, Regional and Local policy on physical activity and health;
- to provide an information portal for the East Midlands Physical Activity Network;
- to share and recognise good practice between physical activity and health professionals;
- to develop a communication network enabling information exchange to take place on a formal and informal basis;
- to support physical activity and health strategic planning in the county;
- to highlight funding opportunities for physical activity and health initiatives within the county; and
- to support the implementation of Choosing Activity.

England is a sedentary nation. Around six out of ten men and seven out of ten women are not active enough to benefit their health. Declines in cycling and walking have contributed towards this overall reduction in physical activity – which is having an adverse effect on our health. More sedentary lifestyles, together with changing eating patterns, have led to a tripling of levels of obesity in the last twenty years.

Active and fit people live longer. Many studies show that the risk of premature death is lowest among those who are most physically active. The greatest benefit from increasing physical activity is gained by those who are least active to start with.

Coronary Heart Disease

Coronary Heart Disease (CHD) is the single most common cause of death on both men and women. One in four men and one in six women die from the disease. It is estimated that 36% of all CHD can be attributed to lack of physical activity such as cycling.

Stroke

The majority of studies report lower incidence of stroke in association with regular light to moderate activity, as compared to inactivity.

Diabetes

Type 2 diabetes (sometimes known as 'adult onset diabetes') is the most common metabolic disorder worldwide and is associated with a number of other illnesses. The incidence of Type 2 diabetes has increased dramatically in recent years, with some cases now being noted in children. Physical inactivity can increase the risk of developing this condition by up to 50%.

Cancer

Physical activity is associated with an overall reduced risk of dying from cancer. The strongest evidence exists for cancer of the colon: physical activity has a productive effect on colon cancer with an average risk reduction of 40-50%.

Physical activity appears to be associated with a reduced risk of breast cancer.

Overweight, obesity and associated conditions

The number of overweight and obese children in the UK has risen steadily over the past 20 years. This is now a major health concern. It is estimated that up to 15% of children in the UK are overweight or obese.

Twenty years ago most children walked or cycled to school. Today exercise is no longer a regular part of everyone's day. Some children never walk or cycle to school, or play any kind of sport. It is not unusual for children to spend hours in front of a television or computer. The National Diet and Nutrition Survey (2000) found that 40-69% of children over the age of six spend less than the recommended minimum of one hour a day doing moderate intensity physical activity. Travel to school is a specific area of opportunity in which to promote and increase healthier travel. We will work with schools to do this through School Travel Plans (see section 3.2.3.3 on page 115).

Children who are overweight tend to grow up into adults who are overweight. More than 50% of adults in the UK are overweight, putting them at increased risk of hypertension, coronary heart disease, Type 2 Diabetes and osteoarthritis.

The Council currently promotes rural walks via its Rights Of Way network and has produced a number of leaflets describing circular walks around rural villages, and maintains several longer distance footpaths such as the Brampton Valley Way, Knightly Way and Jurassic Way. Similarly, a series of cycle routes have been identified and promoted in rural areas. Many of these are tied to the National Cycle Network. We have also produced cycle maps of Northampton and Wellingborough.

Heart Disease

Adult diseases, such as Coronary Heart Disease, are closely linked to a lack of physical exercise. A failure to take regular exercise can lead to an unhealthy heart. Even for those who haven't been active for some time, an increase in activity can lead to a healthier heart and help maintain healthy levels of blood fats and a speedier metabolism.

Changes in travel habits

The table below shows that there has been a 25% reduction in the amount of travel people undertake involving physical activity.

Table 3.24 – Distance travelled by mode

	Miles per person per year					
	1975/76	1985/86	1989/91	1992/94	1996/98	1999/2001
Walking (including short walks)	255	244	237	199	193	189
Bicycle	51	44	41	38	38	39
Total Bicycle + Walking	306	288	278	237	231	228

Removing barriers to Healthier Travel

A key part of strategy for encouraging people to make healthier travel choices will concentrate on removing the barriers which currently prevent people making healthier travel choices. The cycling and walking strategies set out in sections 3.2.2.8 and 3.2.2.9 will aim to remove many of the physical barriers which prevent people making healthier travel choices by providing safe walking and cycling routes based on actual needs and well-linked to desired routes and destinations. Increased bus use will also have a beneficial effect in this regard since most bus journeys will include a walking trip at one or both ends of the route.

Promotion of the benefits of healthier travel is vital to encourage people to make the lifestyle choices necessary to achieve this objective. As highway authority, the county council is well placed to inform people about the cycling, walking and public transport facilities which are available. However, to sell the health benefits we will need to work closely with colleagues in the health authorities to ensure that a compelling and persuasive message is conveyed.

3.6.1 Rights of Way Improvement Plan

The Countryside Rights of Way Act 2000 introduced the requirement for all local highway authorities to publish a draft Rights of Way Improvement Plan (ROWIP) by July 2005. The County Council therefore published their draft ROWIP in July 2005. The draft plan was the subject of public consultation during the same period as LTP2 and looked at designated routes along with access to the wider countryside.

While 'packaged' under our Healthier Travel objective, the ROWIP has key linkages with all the LTP objectives:

Congestion	The Rights of Way network can assist in the provision of high quality alternatives to the car as part of the development of cycling and walking networks for each of the larger urban and surrounding areas.
Accessibility	An improved Rights of Way network can play a key part in accessing work, leisure facilities, shops, services, schools and other transport services in both rural and urban areas for those who do not currently have good access to transport services or who are looking to reduce their reliance on the car.
Safety	The improvement of Rights of Way crossings on main roads has been recognised as an issue for some years. The elimination of accidents, particularly for cyclists and equestrians through promotion of safe, off-road alternatives, can contribute towards the road safety objective.
Environment	Urban Rights of Way networks can play their part, alongside other measures, in the promotion of alternatives to the car close to Air Quality Management Areas, as well as the contribution that both urban and rural networks can make to environmental and quality of life issues more generally.
Healthier Travel	Rights of Way have a key role to play in encouraging people to take up healthier travel choices such as walking and cycling. Many of the schemes will deliver an increasing number of commuter routes between communities, workplaces and other destinations.
Maintenance	The county's rights of way network forms an integral part of our transport network, and this is recognised through the allocation of maintenance funding from with our overall capital and revenue allocations.
Growth	Rights of Way have a key part to play in accommodating additional growth in the county, both in terms of the promotion of alternatives to the car and the provision of green infrastructure.

The draft ROWIP published in July 2005 set out eight key action areas that could contribute to the development of an improved Rights of Way network.

These areas are:

1 Create a Safe Joined-Up Network

- 1.1 Create better and safer crossings over roads
- 1.2 Make better use of roadside verges to link up disjointed routes
- 1.3 Add new routes to address fragmented network
- 1.4 Include Quiet Lanes into access network to address poor areas of provision

2 Create and Develop an Accessible Network

- 2.1 Carry out an Access Audit of the Rights of Way Network
- 2.2 Make the information about routes available to all
- 2.3 Replace stiles, gaps being best, gates and barriers next
- 2.4 Improve 1 or 2 routes per year to fully accessible standards

3 Improve People's Health and Enjoyment

- 3.1 Provide infrastructure for people using the network for healthy walking and riding
- 3.2 Work with NHS to jointly promote walking and cycling for healthy lifestyles
- 3.3 Work with Borough & District Councils on providing access to health routes
- 3.4 Provide more circular walks and rides of no more than 1 to 2 hours

4 Improve Links Between Communities

- 4.1 Work with local communities and councils to identify and plan better links
- 4.2 Create or improve routes linking communities
- 4.3 Improve surfaces on byways and bridleways for all users
- 4.4 Create or improve routes to places of interest

5 Improve Signage

- 5.1 Include destination and distance information on finger posts
- 5.2 Include information on what to expect on a route on finger posts
- 5.3 Replace wooden and plastic signposts with new standard (including extra information)
- 5.4 Look at ways of examining the number of signed paths in villages
- 5.5 Significantly increase the amount of way-marking across the county.

6 Increase Publicity and Online Interpretation

- 6.1 Install clearly designed map panels at central points in communities
- 6.2 Include a series of local walks and rides in local newspapers and magazines
- 6.3 Improve distribution of leaflets to libraries and other outlets
- 6.4 Increase the number of leaflets to support map panel provision

7 Increase Maintenance Standards

- 7.1 Increase clearance to include all network 3 times a year
- 7.2 Improve stiles and gates and aim for least restrictive replacement
- 7.3 Improve surfaces on byways and bridleways for all users
- 7.4 Work together with landowners/occupiers but use our powers when required
- 7.5 Ensure new bridges meet requirements for County Council access to maintain the network

8 Travel Choices and Growth

- 8.1 Use LTP framework to deliver improvements via Rights of Way network
- 8.2 Improve commuter routes away from the road network
- 8.3 Provide paths than join adopted highways and path networks to workplaces
- 8.4 Refine planning policies to address the need for access improvements
- 8.5 Seek contributions from developers to enhance local access network

Consultation

8 themes were presented to the public in the Draft document with the invitation to rank the proposals in order of priority. The highest scores were given to the following:

- 7.4 **ENFORCEMENT** – Work together with farmers/landowners but use our powers when required
- 1.1 **ROAD CROSSINGS** – Create better and safer crossings over roads in partnership with highways
- 8.5 **DEVELOPERS CONTRIBUTIONS** – Seek contributions from developers to enhance the local access network
- 3.4 **CIRCULAR WALKS** – Provide more circular walks and rides of no more than 1 to 2 hours
- 5.5 **WAYMARKING** – Significantly increase the amount of waymarking across the county

- 7.2 STILES & GATES** – Improve stile and gates and aim for the least restrictive option where possible
- 7.1 SEASONAL VEGETATION** – Increase clearance to include cutting all network 3 times per year
- 7.5 BRIDGES** – Ensure new bridges meet requirements for NCC access to maintain network
- 2.2 PROVIDE INFORMATION** – Make information about routes available to all
- 8.4 PLANNING POLICY** – Refine planning policies to address the need for access improvements

Funding

Between £60-80,000 is being allocated each year from the Local Transport Plan's Integrated Transport Block towards implementing the Rights of Way Improvement Plan, with an additional £120-143,000 per annum towards maintenance of the network. Additional County Council funding will also be allocated to maintenance.

The funding of key action areas 2,3,4 and 6 will be partially met via £380,000 of ODPM Growth Area Funding given towards the "Connecting People and Place" project being delivered between 2006 and 2008 by the County Council and the River Nene Regional Park.

Other elements of the ROWIP will start to be implemented from 2007/08 onwards, when funding will become available through the Council's Medium Term Plan.

An increasing number of developers are now willing to contribute to new or enhanced publicly accessible green space including public rights of way and cycling routes. Their investment in these projects goes a long way to providing some of the solutions to local people movement issues and the requirement included in the negotiation of planning obligations.

Targets

The intention is to improve the rights of way network's score as measured by BVPI 178 (Ease of Use) by 2% per year for the first 5 years of the ROWIP.

Timescale

The ROWIP will be presented to the Council's Cabinet for final approval in June 2006 and it will run until 2011, in line with the LTP. The final ROWIP will be published in July 2006.



3.7 LOCAL PRIORITY - MAINTENANCE

Northamptonshire's highway network is a valuable asset. We estimate that it would cost us more than a billion pounds if we had to replace all the county's roads and footways, which total more than 4,000 and 3,800 kilometres respectively.

During the LTP1 period, the County Council has followed the government lead by concentrating its LTP maintenance resources on halting the deterioration in the condition of the road network and starting to address the backlog. As a result of its public consultation, the County Council introduced a new corporate priority for 2005/06, 'The state of repair of roads and footpaths is improved'. This priority was confirmed by the LTP2 Issues Consultation.

In order to make progress against this priority, the county council provided an additional £25million capital funding through prudential borrowing for the period 2004/05 to 2006/07. As well as addressing the backlog in the condition of the road network, this extra funding will also remove some of the worst pressures on the revenue budget over the next few years.

To continue to improve our performance against the BVPIs, additional funding will be required. We have estimated that it will cost over £350million to remove the maintenance backlog.

The County Council undertakes a range of condition and assessment surveys, and uses United Kingdom Pavement Management System (UKPMS) software where appropriate to analyse the results. It will implement the deterioration modelling when that becomes available. Based on the results of the assessments, forward programmes are produced covering up to five years. A similar condition-based assessment is used to determine our programme of works for bridges and other structures.

The highway network comprises of many attributes in addition to the road, all of which require appropriate maintenance, including:

- structures;
- drainage systems;
- street lighting;
- traffic signals;
- traffic signs; and
- bus stops and shelters.

The development of an Asset Management Plan during the LTP2 period (see below) will create a structured framework to prioritise investment in all attributes of the highway network. We are currently part of a best practice group of local authorities developing a common framework for the Asset Management Plan.

3.7.1 Asset Management Plans

Regular maintenance carried out at appropriate times can maintain road conditions and prolong the life of a road, and thereby avoid the need for far more costly treatments or reconstruction at a later date. The use of objective assessments in determining maintenance priorities is essential in ensuring that funds are allocated to achieve best value for money.

In order to enable the efficient management of the highway, the County Council has for several years produced its Highway Network Management Plan (HNMP), which draws together all the objectives, policies, standards and procedures associated with the management of the highway network into one document. Together with the Council's Annual Plan and the LTP, it provides a framework through which expenditure on both schemes and other works for management and maintenance is planned on an objective needs basis.

Local authorities have for many years been required to demonstrate that they are making the best use of their property and other assets, in the form of Asset Management Plans. The Department for Transport is now encouraging local authorities to extend this to transport assets; by drawing up Transport Asset Management Plans (TAMPs), informed by LTPs and other service and corporate plans.

The compilation of a TAMP will provide an authority with a tool to:

- Support the corporate provision of detailed information on the assets held by the whole authority – enabling better definition of longer-term corporate need and continual challenge to asset holding and use;
- Establish and communicate a clear relationship between the programme set out by the TAMP and the authority's LTP targets and objectives, and ensure existing assets are in a condition compatible with the delivery of the LTP;
- Obtain and organise information to support to support the forthcoming (2006) requirement for Whole Government Accounting; and
- Enable the value for money of local road maintenance to be considered more effectively against other local transport spending, and eventually assist local transport strategy and plan production.

The County Council is taking part as a member of a group formed through the Midlands Service Improvement Group which has retained a consultant, Opus International Consultants, to assist in producing a generic Asset Management Plan, initially dealing with maintenance and management of the highway network. They are helping the group to develop a set of detailed instructions that each council will follow to develop and populate their TAMPs. This process will enable us to develop a common understanding, to

share best practice and to benchmark practice and results within the group. The work is being guided by the County Surveyor's Society (CSS) framework and is concentrating on the basic structure of the Plan. The generic Plan will then be developed further by individual authorities to meet their own requirements and eventually create a full TAMP. The basic structure of the Plan is being developed but most aspects need development, e.g.

- Levels of service;
- Gap analysis;
- Risk analysis;
- Lifecycle Plans;
- Integrated forward works programmes;
- Performance measures;
- Valuation – awaits guidance from CSS; and
- Improvement action plan.

Currently formal whole-life costing is not used, but the TAMP will include consideration of whole-life costs, including:

- Comparison of competing demands;
- Estimate of expected life;
- Awareness of total cost of ownership;
- Forecasting cost demands and timing of the demands; and
- Consideration of cost against performance and risk, etc.

Production of a generic Asset Management Plan is now complete. Work has started to populate and develop this further to provide a Highways Asset Management Plan for Northamptonshire. It is anticipated that a draft plan will be complete by August 2006 with a final version available by March 2007. The Highways Asset Management Plan will be used as the basis for developing a Transport Asset Management Plan, including the council's other transport assets, during 2007/08.

For many years the County Council has maintained an inventory of its significant highway assets, and currently, in parallel with the work with Opus, is undertaking a study into its completeness and accuracy. The study will also consider the confidence level that exists in the data, and the cost/benefit of investment in updating and improving it, as a major component of the development of a TAMP.

When complete, we will use the TAMP to guide our maintenance expenditure to ensure that we spend our maintenance funding in the most efficient way. This is likely to involve some reprioritisation of our expenditure, particularly towards reducing whole-life costs, but it is difficult to provide any details at this stage.

3.7.2 Street Lighting PFI

In recognition of the need to improve the condition of local authority street lighting, the government is promoting the opportunity to deliver this service through the Private Finance Initiative (PFI). In November 2005, the government wrote to local authorities inviting them to compete for £600million of PFI credits and to submit Expressions of Interest for this funding stream.

The council owns and maintains some 64,000 lighting columns and about 10,000 lit bollards and signs. The age and mix of lanterns and columns owned by the council is typical of many authorities with the street lighting generally being outdated and not reaching modern standards of lighting. The lighting columns are mainly mild steel (52,000) plus a mixture of concrete, aluminium, cast iron or wooden columns. Of the 64,000 columns 41,000 are over twenty years old. Most lanterns are low pressure sodium (bright orange lanterns) having poor light definition at street level with upward light spillage causing night sky light pollution, typified by the urban orange glow. Modern lanterns are designed to improve definition by the use of white light and lanterns cut off upward light scatter minimising light pollution. Modern lighting also contributes to a reduction in night-time traffic accidents and helps in crime reduction.

In February 2006, the council submitted an Expression of Interest to the Department for Transport to deliver street lighting through the Private Finance Initiative. If the government accepts the Expression of Interests and awards PFI credits then:

- Within five years of the award of the PFI contract, Northamptonshire's street lighting would be modernised;
- Modernised street lighting would contribute towards reducing night-time traffic accidents and help to reduce crime.
- Risks associated with a deteriorating stock and the need for further demands on finance would be dealt with;
- The street lighting service would be provided entirely by a private sector partner;
- At the end of the PFI contract the handover condition of the street lighting asset would be pre-defined and it would be comparatively higher than its current condition.

3.8 LOCAL PRIORITY - GROWTH

As detailed in section 1 (Objectives), our priority for growth concentrates on providing the infrastructure and other transport services necessary to ensure that growth can take place in the county. In particular, the growth outlined in the Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy.

The County Council has been closely involved in the development of the MKSM Strategy and the various studies which informed its development. In particular, we take the lead in Planning and Transportation matters, working with the other local authorities and delivery agencies. This has enabled us to incorporate the developing growth agenda into our thinking for LTP2 at the earliest possible stage.

With the levels of growth proposed in Northamptonshire there is no way we can accommodate the existing levels of car use, both in terms of numbers and lengths of car journey, from all the new housing. We therefore need to come up with travel alternatives for both existing and future car users.

This priority does not exist in isolation. It draws upon the principles which have been already been described for reducing congestion, improving accessibility, making our roads safer, improving air quality and maintaining our infrastructure. All those things are necessary to ensure that Northamptonshire's transport network can accommodate the proposed growth. But as will be explained on the next few pages, to meet the needs of growth we need to refocus some of our energies to ensure that what we are doing is planned in a way that will help growth.

One of the principles that underpins our approach to growth is that the specific needs of development should be funded separately from main-stream Local Transport Plan funding, which should be focused at addressing our current transport problems. In the main, we expect this funding to come from the developers themselves. It is drawn from three main sources:

- Section 106 of the Town and Country Planning Act 1990 (as amended), which allows a local planning authority to enter into an agreement with a landowner. In terms of transport such an agreement might require the landowner to either undertake specific operations (such as constructing new roads on their site) or to pay monies to the highway authority (for example, for them to build a new road or provide a bus service).
- Section 278 of the Highways Act 1980 which allows developers to carry out works on the existing public highway by agreement with the highway authority.
- Specific public-sector funding for growth areas. Examples are have been the Sustainable Communities Delivery Grant administered by the Office of the Deputy Prime Minister which provided £164million for a variety of schemes (not all transport-related) across three growth areas over the period 2003/04 – 2005/06; and the Community Infrastructure Fund (administered by the Department for Transport) which will provide £200million for transport infrastructure in four growth areas in 2006/07 – 2007/08.

However, in recognition of the demands which growth places on the overall transport system, the Department for Transport has allocated additional LTP funding for growth areas. As set out in section 4.11 we intend to target this funding at measures which will assist with tackling identified growth issues.

In Northamptonshire we have been very successful for many years in securing contributions from developers. While this does reflect the level of development which has been ongoing in the county, it would not have happened if we had not seen this as a priority.

More recently, we have been successful in securing funding from the Office of the Deputy Prime Minister directly linked to the growth areas. We have also secured provisional approval of a number of schemes funded by the Community Infrastructure Fund. Further details are in section 4.11.

We will continue to work with developers and provide guidance from the planning stage in order to incorporate facilities for walking, cycling and public transport into the development plans.

3.8.1 Avoiding future problems

When a developer constructs a new housing estate which will have a significant transport impact, the County Council requires that they undertake a Transport Assessment. In this the developer predicts the amount of traffic which will be generated by their development, and the impact that this will have on the network. There are detailed guidelines on how this is done. In particular, the developer is required to provide mitigation measures (i.e. improvements) so that the transport problems following the building of their development are no worse than they would have been if the development had not taken place.

At a more strategic level, this is the approach that the county council wants to take with the development proposed in the MKSM Strategy. Some work has already been done as part of the development of the Strategy, but we believe that it is not robust or detailed enough and that more work is needed. With this in mind we have commissioned consultants to carry out more detailed studies of the transport impacts of growth in the main towns in both West Northamptonshire and North Northamptonshire. This work is being carried out in close consultation with the District and Borough Councils as they develop their Local Development Strategies, Frameworks and Documents which will detail exactly where growth will go. The consultation will also involve the Local Delivery Vehicles and major stakeholders involved in the developments within the growth areas. However, even then we will need to keep the situation under review as developers come forward with detailed proposals for particular areas.



3.8.2 Impacts on the shared priorities

Growth impacts on the four shared priorities, and our additional maintenance priority in a number of ways.

The impact on congestion is mainly linked to traffic growth. As explained in section 2, traffic growth in Northamptonshire is some of the highest in the country. This reflects a number of factors:

- our central location in the country;
- our relatively prosperous local economy; and
- the growth we have already seen.

The growth proposed by the MKSM Strategy will lead to a higher underlying demand for traffic growth. The challenge is to manage that growth in the most effective way.

The Road Traffic Reduction Report submitted as part of our first LTP, examined the likely growth rates on the different types of roads in the county and suggested that:

- within urban areas traffic growth was likely to be in line with the National Trip End Model (NTEM) estimate for growth in the county;
- on principal (A) rural roads growth could be expected to be up to twice the average for all roads in Britain in the National Road Traffic Forecasts (NRTF); and
- on B and minor roads growth could be expected to be between half and one times NRTF for all roads.

The effects of the MKSM Strategy would tend to be to increase these rates of growth further. However, this impact can be minimised in two ways:

- by minimising the distance that people need to travel to reach their destinations; and
- by providing high quality alternatives, such as public transport, walking and cycling, so that they do not all have to travel by car.

The impact on accessibility of growth can be a positive one, providing the new development meets a number of criteria.

- Jobs and services need to be provided close to or as part of the development if they are to be easily accessible to the residents of the growth areas.
- The development areas need to be well located on the transport network, and linked to key destinations by high quality public transport, walking and cycling networks.

It should be recognised that our approaches to minimising the impact of growth on congestion and accessibility are two sides of the same coin. Both are closely linked to changing peoples behaviour. It is much easier to do this before patterns of behaviour have become established, and to make sure that these approaches are successful there needs to be good planning and infrastructure/service provision before development takes place.

We will use the accession software supplied by the DfT to help determine the most appropriate sites for new developments, health and educational facilities, and the transport improvements required to accommodate them in a sustainable manner. To this end we will provide developers and promoters with accessibility audits for their proposed developments. These will allow them to decide between alternative sites in order to promote the highest possible levels of accessibility. Should developments still, for other reasons, have to occur at less accessible sites, we will use the audits to inform the planning process, and thereby obtain the necessary improvements to the highway network and public transport services.

The impact on road safety is closely linked to the increase in road traffic. If traffic volumes increase further, it can be expected that the rate at which we are able to reduce road casualties may decline. As outlined in earlier sections, we aim to keep as much traffic growth as possible on our core routes. It is therefore important that these routes are engineered to a standard that will not encourage more accidents.

Air quality is once again closely linked to the issue of congestion. It makes it even more important that we are able to limit the amount of additional congestion that takes place.

The impact of growth on maintenance will come from the extra wear and tear which the additional traffic creates. In particular that created by extra heavy vehicles. In the longer-term this should be reflected through our receiving additional funding to reflect the increased maintenance need.

While growth is ongoing, however, one of the main impacts will be from construction traffic. Where raw materials have to be brought into the county, we need to encourage as much as possible to come by rail. For road movements, we need to work with the developers to ensure that the construction traffic uses the most suitable routes. Where construction traffic will have a significant impact on the deterioration of specific routes, we will need to secure contributions to ensure that the route can be restored to fit condition.

3.8.3 Integrated Planning

We will work with the local planning authorities and the local delivery vehicles to ensure that the constraints of the current and future transport systems are taken into account when planning future development.

Together we need to identify the transport problems which will arise from the choice of a particular site. Those problems, and the possible mitigation measures, need to be taken into account - alongside all other factors - in deciding on the preferred locations for development. A particular focus must be on ensuring that proposed walking, cycling and public transport routes will actually provide an attractive alternative (by a reasonably direct route) to the private car. For public transport a further consideration, at that early stage, must be to establish whether public transport routes are likely to become commercially viable in the future. At this stage it is also necessary to focus on the impact of proposed developments on Air Quality.

An important part of this process will be the submission of Transport Assessments for all new developments above a minimum threshold size. It is likely that a Travel Plan will also be increasingly required for all new housing and commercial developments.

The local planning authorities and Local Delivery Vehicles have a key role in ensuring that we receive the contributions we need from developers to fund the mitigation measures and the sustainable alternatives. If we are to achieve the objective of sustainable growth, we need to ensure that facilities for cycling, walking and public transport are available when the first property is occupied. For public transport it is important to ensure that sufficient route subsidy is secured to allow an appropriate level of service to continue until it becomes commercially viable. This is especially important where build rates may be protracted.

As well as considering transport, the local planning authorities and Local Delivery Vehicles need to ensure that jobs and other services are provided for the growth areas. This will involve them working with a range of other agencies. In planning the locations of these services, it is important that their accessibility is taken into account. Making jobs and services accessible and close to where people live is key to reducing the need for travel. The county council looks forward to joint-working with the other agencies in this regard. We see this as a key plank of our accessibility strategy. We have already started to talk to the health authorities with respect to some of the new centres they are planning. We see a particular pro-active role for the Local Delivery Vehicle in ensuring that facilities are available in the growth areas from an early stage.

3.8.4 Transport Strategy for Growth

The MKSM spatial strategy and the various economic development, accessibility and community strategies for the area are founded on sustainable development objectives. If these are to be achieved, the opportunities provided by the scale of new development will need to be effectively channelled not only to provide sufficient employment opportunities for the growing population but also to provide a catalyst for regeneration and growth that will build on existing strengths and tackle existing problems.

Transport has a key role to play in this process. Transport investment in the county needs to meet the objectives of the local economy and housing growth in an integrated and focused package. Priorities for funding need to be transparent and realistic to give all stakeholders confidence in the delivery of appropriate transport improvements. These need to be founded on a rigorous evidential base which enables a strategic proposition to be developed linking the transport initiatives to delivery of the economic, environmental and social objectives of Northamptonshire making effective use of innovative funding mechanisms including significant funding packages from developers and the Transport Innovation Fund, as well as more conventional public funding from the LTP, Community Infrastructure Fund and other sources.

The Council is therefore developing a Transport Framework for Growth strategy. The strategy will set out a coherent and integrated transport action plan to:

- provide connectivity improvements aimed at attracting employers and investors to the county, building on the area's existing economic strengths;
- support regeneration by tackling existing and potential weaknesses in the transport system causing environmental degradation, severance and social exclusion; and
- complement and support the economic, spatial and community policies being pursued by the key agencies such as the Borough and District Councils, the RDA and Regional Assembly, West Northamptonshire Development Corporation and North Northants Together.

Developing the Action Plan

The strategy is being developed in three stages. The first is to establish an overall strategic framework from the current policy documents and evidence base. This will identify how transport interventions impact on the policies, trends, threats and opportunities. The table illustrates the principle which we will be developing in considerably more detail over the next few months.

Table 3.25 – Principles for developing an Action Plan

Goals & opportunities	Threats	Transport Intervention
Economic diversification & growth	Unable to attract the targeted sectors, economic growth exacerbating congestion.	Improvement in all levels of connectivity, improve gateways.
Vibrant urban centres	Congestion, inaccessibility, poor environment, competition from other regional centres.	Travel demand management, improved public transport, pedestrian connectivity between key parts of the centres.
Improved skills and quality of jobs	Inaccessible work/skills development opportunities.	Land use planning, public transport 'access to work/education' routes, demand responsive network
Sustainable Communities	Car dependency limiting accessibility to many activities for certain groups, congestion, pollution.	Land use planning, public transport orientated development, travel planning and marketing, pedestrian/cycle networks.
Good quality of life, good accessibility to a range of services and cultural activities	Socio-economic deprivation in some areas, environmental degradation.	Access to work and services, improved public transport.

The second stage will identify interventions, policy initiatives and schemes and prioritise these on the basis of the strategic framework to develop an Action Plan. The Action Plan will encompass new infrastructure and new approaches to managing and maintaining the transport system that will emerge through this process as well as existing initiatives and projects. The final stage will translate the Action Plan into a Delivery and Funding Plan.

The framework will be developed in close co-operation with a wide range of stakeholders including government, developers and delivery agencies. Completion of a draft Action Plan is targeted for consultation in March/April 2006.

3.8.5 Providing the basis for growth

In order that the sustainable transport alternatives for growth can be provided it is important that there is a viable network for them to fit into.

Buses

Most of the growth outlined in the MKSM Strategy is expected to occur in the main towns: Northampton, Corby, Kettering and Wellingborough.

Of these towns only Northampton has a more than marginally viable commercial bus service network within the town. During the course of the first Local Transport Plan we have invested heavily in infrastructure to provide a high quality bus network. We think that this already provides a good starting point for expansion of services to serve the growth areas, but we will continue to invest in Northampton's bus network during the second Local Transport Plan.

The town services in Corby, Kettering and Wellingborough have in recent years been on the margins of being commercially viable. Without positive action it is likely that the services in these towns would decline further, hardly the conditions upon which to build for the future. The Corby Star project, introduced in 2003-04 has shown us the way forward. A combination of new vehicles, new infrastructure, revised services and marketing has revived the services with a significant increase in patronage. We have used LTP funding to introduce a similar scheme in Kettering (the Kettering Connect) from March 2006, and have provisional approval for a Community Infrastructure Fund bid for improvements in Wellingborough in 2006/07.

Growth is also proposed for Daventry. Daventry does have town services, and we will improve them in a similar way to our approach for Kettering and Wellingborough. But equally important for Daventry are its links to other towns: The hourly Great Central Connection linking Daventry to Rugby and Brackley was established with Rural Bus Challenge funding, and some further improvements may well be appropriate now that the service has established itself. We see a key part of the growth-related public transport improvements being the upgrading of the existing hourly X42 direct service to Northampton to half-hourly frequency with new vehicles and quality infrastructure.

The smaller towns of Desborough, Rothwell, Burton Latimer, Rushden, Higham Ferrers and Irthlingborough and the rural service centres of Towcester, Oundle, Raunds, Thrapston and Brackley are too small for there to be much public transport movement within them. Their key public transport links are those that link them to the larger towns (Northampton, Corby, Kettering and Wellingborough). This is because the larger towns are the locations for many of the jobs and services people need to reach. Improvements to these inter-urban services will be the most effective means of limiting the traffic growth that arises from growth in these towns.



Our overall aim for these services is to work with the operator to secure investment in new vehicles and upgraded infrastructure, tying this to improved service frequencies where appropriate.

For Rothwell and Desborough, we will aim to secure kick-start funding from developers to increase the frequency of service 19 from every 20 to every 10 or 15 minutes. This would be linked to investment by the operators in new vehicles and infrastructure improvements which would be part-LTP / part-developer funding.

Improvements to services to Burton Latimer will form an integral part of the Kettering Star scheme.

For Rushden, Higham Ferrers, Irthlingborough and Raunds we will aim to improve the existing services to the main towns Wellingborough, Northampton, Kettering and Bedford. We will also investigate developer-funding to kick-start a new fast service linking one or more of these towns to Northampton via the A45.

For Towcester, we will seek developer-funding to carry out further upgrades to infrastructure and to enhance evening and Sunday services on the links to Northampton and Milton Keynes to supplement the recent improvements in the frequency of these links to half-hourly and hourly respectively. We will also investigate the provision of a through route service from Daventry to Milton Keynes, serving Towcester en-route.

For Oundle and Thrapston we will seek contributions from developers towards improved public transport infrastructure, and seek contributions towards improved frequency services if this is appropriate for the level of growth proposed.

There are very limited town services in some of these smaller towns, as follows:

Table 3.26 – Bus Services Serving Smaller Towns

Town	Service	Days of operation
Rushden	Rushden Rider	Monday to Saturday
Higham Ferrers	Higham Hopper	Monday to Saturday
Raunds	Raunds Rover	Fridays only
Brackley	Brackley Buzzer	Monday to Friday

These are all subsidised services that operate inter-peak services, and in some cases extend into the evening peak, providing access to local services within the towns. It is important that these services are extended as the towns grow, but it is unlikely that patronage will grow sufficiently to make them commercially viable in the foreseeable future. In the medium-term, we would expect to see these services provided by low-floor vehicles, and to fund supporting infrastructure improvements. If funding was available, it would be worthwhile to extend the periods of operations (eg to run on more days per week, or to include peak hours).

Overall, our aim for these services is to work with the operators, supporting their investment in new vehicles on commercially vibrant routes with supporting infrastructure, and on the less successful routes helping with investment to grow patronage so that the services become more viable and are able to sustain commercial reinvestment in the future. We will work with the District and Borough Councils to produce guidance on the design of a sustainable transport system for new developments. This will include advice on ensuring that bus services to new developments are capable of becoming commercially viable.

Walking and Cycling

A similar situation exists in respect of walking and cycling. Our strategy will focus on:

- providing improved walking and cycling facilities on key corridors;
- improving links to key destinations, particularly education facilities and employment areas; and
- providing good links to and from the areas where further development is taking place.

We will include the provision of walking and cycling routes in our guidance on the design of a sustainable transport system for new developments.

Road Infrastructure

It is also necessary to ensure that suitable road infrastructure is in place to serve the development areas. This is particularly true as development takes place outside the existing confines of the towns. As well as having roads to directly serve the development areas themselves, it is also necessary to ensure that there are good road links to where people want to go. These can also contribute to minimising traffic problems which can be experienced on existing roads. These roads will not necessarily all have to be built before development starts, but their construction needs to be carefully co-ordinated with the rest of the development.

Examples are:

- In Wellingborough, the need to provide links from the WEST development to the A45 to the south and the A510 and A509 to the north, as well as providing good links to the town centre.
- In Northampton, the need (as identified in the Northampton Multi-Modal Study) to construct new orbital links to serve any further growth in the south-west and north-west of the town.
- In Towcester, the need to construct an A5 bypass both to serve the development itself and to provide capacity for further growth in the town.

3.8.6 Capacity

As well as providing access to growth areas and the transport network necessary for sustainable development to take place, it will also be necessary to provide additional capacity on the transport network as developments are occupied and additional movement takes place. In order that the growth in road traffic is not excessive, it is necessary that much of this additional capacity should be created in the county's walking, cycling and public transport networks. This will be true not only for those movements directly associated with growth, but also for existing movements which by switching to more sustainable modes can free up road space for new users.

Walking and Cycling

Capacity restrictions on walking and cycling links are not currently a frequently encountered problem in Northamptonshire, although they may occur in certain busy pedestrian areas on peak shopping days. Capacity limitations will be encountered most often where pedestrian and cycle routes cross main roads and the timing of any signal phases is biased in favour of the busier motor vehicle route. Capacity improvements for pedestrians and cyclists will therefore be most commonly aimed at introducing measures which are likely to encourage more people to walk or cycle. Over the course of this long-term strategy, such improvements are likely to include:

- Altering the signal phasing at crossings to give greater priority for pedestrians and cyclists, both to reflect greater use by pedestrians and cyclist and to encourage more walking and cycling.
- Reallocating more road space in favour of pedestrians and cyclists
- Constructing more segregated pedestrian and cycling routes
- Our approach to doing this will be based on the key routes which provide access to the main trip attractors. We will then aim for incremental growth of this network, by both extensions and filling in of gaps so that as work advances, more and more destinations will be easily accessible.



Public Transport

Our longer-term focus for increased capacity on public transport will be on increasing the frequency of our core urban and inter-urban routes. By 2021 we expect to see all these routes operating at a higher frequency than they do today, and doing so on a commercial basis at least during Monday to Saturday daytime.

As part of these overall services frequencies, we would also expect to see more direct services provided to employment areas, eg from more areas of a town than currently enjoy that facility. We would expect these services to arise from joint working between the County Council, bus operators and individual or groups of major employers as workplace travel planning takes place.

For all these services, the County Council has a role in ensuring that the infrastructure is put in place to support the increased services. In particular as more people travel by bus, we would expect more road space to be re-allocated to buses.

As well as encouraging more people to travel by bus, we also expect more people to travel by rail in future. Because rail journeys tend to be longer than many bus journeys, the frequency demanded to provide a useful service is less. We accept that off-peak half-hourly frequencies on the key links from Northamptonshire are unlikely to be exceeded in the foreseeable future, particularly because of the major investment which would be required to ease capacity restrictions. However, we believe that increased patronage and passenger carrying capacity can be delivered by:

- Improving the reliability of services
- Incremental improvements to journey times
- Improved passenger facilities, both on and off the train
- Providing longer trains, so that each train can convey more passengers

Roads

Even with increased levels of walking, cycling and public transport use, we expect that car traffic will continue to grow. The anticipated levels of car growth are such that we would need more than twice the current number of walking, cycling and public transport trips to negate the growth in car trips.

3.8.7 Detailed growth proposals

The county council has commissioned transportation studies of the growth towns to provide further information on the transport requirements of the proposed growth. The model produced for the Northampton Multi-Modal Study forms the basis of the work for Northampton. New models are being developed for Corby, Daventry, Kettering, Towcester and Wellingborough. To give certainty about the location of development, the study work is being carried out alongside, and are informing, the development of the Local Development Frameworks. Unfortunately that only the results of the study work for Corby have been completed in time for inclusion in the Local Transport Plan. The remaining studies will report during 2006.

A transport strategy for Northampton is also being developed with partners – this will focus on the need to create a viable and growing centre with increased employment, an improved retail offer and new cultural facilities. The management of demand for transport will be a key part of this strategy and will include restraint parking, Park and Ride, travel plans and travel awareness campaigns.

Corby Transportation Study

The modelling work has taken account of the detailed development proposals which will implement the Milton Keynes and South Midlands Sub-regional Strategy up to 2021. Model runs have been carried out for 2011, 2016 and 2021 to identify the transport needs as development takes place.

In the period to 2011, a number of key improvements are already planned to have taken place, either funded by the public sector or developer funding. These include:

- The A43 Corby Link Road (Provisionally approved LTP major scheme);
- The Corby Northern Orbital Road (Provisionally approved CIF scheme);
- Dualling of sections of the A6116/A43 near Weldon (Developer funded);
- Construction of the Weldon Link Road (Developer funded);
- Construction of the Corby Western Distributor Road (Developer funded);
- Improvements to the road network in the town centre (Developer funded);
- Provision of bus services to the Priors Hall, Eurohub and Weldon Park developments (Developer funded); and
- Improved walking and cycling links to development sites (Developer funded).

These improvements have been assumed to have taken place in the modelling work for 2011. Even with these improvements, a number of key links and junctions have been identified as being over capacity by 2011. This includes sections of the existing A43, A6003, A6014, A6116 and A43 Corby Link Road. In addition, five junctions at key locations on the network are identified as having a flow/capacity ratio of greater than 85%.

The study work has therefore identified the following additional improvements as being required by 2011:

- Dualling of further sections of the A6003, A6086 and A6116;
- Construction of the A43 Corby Link Road as a dual carriageway rather than a single carriageway;
- Improvements to the key junctions;
- Improved walking and cycling links to existing trip attractors; and
- Completion of the National Cycle Network route through Corby.

The timing of the following additional public transport improvements has not yet been determined:

- Re-opening of Corby rail station, with through passenger service to London;
- Increase of service 167 (Corby – Market Harborough) from hourly to half-hourly frequency;
- Further examination of public transport links between Corby and Daventry, possibly as an extension of service 167;
- The introduction of 15-30 minute frequency services linking the Eurohub development to the Town Centre and to the Oakley Vale housing and Business Park developments;
- Increased frequency on services 3b and 4 serving the Phoenix Parkway development; and
- Examination of the need for improved services from Uppingham and Stamford to employment opportunities in Corby.

By 2021, additional works will be required, namely:

- Completion of dualling of the A6014;
- Dualling of the A6086 between Lloyds Road and the A6116;
- A number of additional junction improvements; and
- Walking and cycling links to further development areas.

Additional works which would further reduce pressure on the A6014 have been identified:

- A link between the A427 and A43 to the south of Weldon; and
- A link between the A6014 and the A43 Corby Link Road, improving access to Oakley Vale.

3.9 ENVIRONMENTAL ASSESSMENT

As part of the Strategic Environmental Assessment (SEA) of the LTP, an Environmental Report has been prepared alongside the LTP in accordance with relevant legislation and guidance. A Scoping Report was produced in March 2005 and comments were invited from the Environment and Transport Scrutiny Committee, Cabinet and the four statutory consultees (English Heritage, English Nature, the Countryside Agency and the Environment Agency). The Draft Environmental Report was the subject of public consultation alongside the LTP during September and October 2005. As a result of this consultation, a number of changes have been incorporated in the Environmental Report.

As described at the start of section 3, five options were considered in drawing up the LTP. The Environmental Report confirms that the preferred option (option 5) offers the best prospects for developing a sustainable transport policy that achieves all of the plan's objectives. The report does, however, suggest that further improvements to public transport, cycling and walking should be considered dependent on how much car traffic can actually be reduced by these means.

The following table, taken from the Environment Report summarises the cumulative effects of the policies and schemes contained in the LTP:

Table 3.27 - Summary of Cumulative effects of LTP2

SEA Objective	Summary of cumulative effect of schemes under LTP2
Reduce all forms of air pollution	Short to medium term benefits. Longer term gains depend upon effectiveness of alternatives to car travel/ changes in car technology.
Reduce Noise pollution	No cumulative adverse impacts and some localised benefits in short term, uncertain as to long term impact as this depends upon people choosing alternative modes of transport.
Address the causes of climate change	No benefit in the short term. Potential for longer term benefits as alternative modes of transport improve, public awareness improves and car technology improves.
Maintain and enhance the quality and character of the landscape, character and settlements	Cumulative adverse impacts to landscape are likely and are associated with new roads, cycle ways etc and accommodating new growth in the area. Significance of impacts depends upon whether areas of landscape value are affected.
Maintain and enhance the quality and distinctiveness of the built environment	Neutral to slightly positive. Relieving congestion and supporting redevelopment of brownfield sites should maintain the distinctiveness of built environment. Careful routing of heavy vehicles along core networks will also benefit smaller towns and villages. Benefits may, however, be lost if new schemes result in poorly located, or unsightly signage.
Maintain the vitality of town centres	Slightly positive. Reduced congestion, better bus and rail links and safer roads are likely to benefit the town centres
Protect and enhance the historic/cultural environment and archaeological assets	Neutral to slightly positive. Cumulative impacts are uncertain but should be neutral if works are planned to minimise impacts to known sites of importance, otherwise there is potential for significant adverse impacts. Indirect benefits from overall improvements to air quality and road condition (reduce corrosion and vibration impacts).
Protect and enhance habitats and the diversity and abundance of species	Slightly negative. Overall plan does little to meet this objective. However, careful planning and assessment of new routes/ works should enable sites of value to be avoided and provide opportunity for habitat enhancement.
Enhance and protect the green infrastructure of the region	Neutral to slightly negative. Potential for impacts to green space.
Maintain and improve the quality of water resources	Overall neutral to slightly negative. Small scale works have potential to harm water courses but these unlikely to be significant. Works provide opportunity to install more sustainable drainage schemes which would have benefits.
Retain the floodwater storage function of riparian land and the floodplain and reduce risk of flooding where it would be detrimental	Negative. Impact is largely due to the potential from the Cross Valley Link, Northampton

SEA Objective	Summary of cumulative effect of schemes under LTP2
Maintain the resources such as minerals and productive soils and maintain and enhance geological diversity	Slightly negative. Some road improvement schemes may result in loss of small amount of productive land. Impacts will be cumulative with other developments in county, particularly given the scale of planned growth.
Promote high standards of sustainable design and construction, thereby reducing waste generation	Neutral to slightly positive provided all works aim to use recycled materials and minimise waste wherever possible.
Improve overall levels of health, reduce the disparities between different groups and different areas and reduce fear of crime	Positive. The plan focuses on a variety of aspects aimed at improving air quality, safety, accessibility to health facilities and getting people walking and cycling. Success of schemes will determine longer term implications to health.
Improve accessibility to jobs, facilities and services	Positive. The plan focuses on a variety of aspects which will improve accessibility for car users, pedestrians, cyclists and patrons of public transport. Longer term impacts are uncertain and depend upon car growth and increased patronage on public transport.
Maintain and enhance employment opportunities	Neutral to slightly positive. Relieving congestion, improving freight movement and provision of infrastructure to new developments should help to enhance employment opportunities as new business may be attracted to area. Impacts are, however, uncertain as they are dependent upon many factors outside scope of an LTP

Impact of Individual Schemes

As part of the SEA, the individual schemes and measures proposed within the LTP2 timeframe are assessed on an individual basis. The impact against the SEA Framework of each scheme is categorised as:

- No significant impact against the SEA objectives;
- Significantly positive impact against SEA objectives;
- Significantly negative impact against SEA objectives; or
- Significantly positive and significantly negative impact against SEA objectives.

The following list is of schemes and measures which have no significant impact against the SEA Objectives:

- Management of existing highway – core network – to tackle inter-urban congestion measures;
- A45 Wilby Way roundabout, Wellingborough;
- Kettering and Wellingborough Intelligent Transport Systems – traffic control systems;
- Getting Northampton to Work (road related schemes);
- Road Maintenance;
- Parking Schemes and measures;
- Taxis and Private Hire Vehicles schemes and measures;
- Signal phasing and road space allocation for walking and cycling;
- Pedestrian and cycle routes; and
- Bus terminals.

The following schemes and measures result in significantly positive impacts (and no negative effects) against the SEA objectives:

- Management of existing highway to tackle urban congestion;
- Corby Northern Orbital Road;
- B4036 improvement, Daventry;
- Cycling and walking measures and schemes;
- Inter-urban bus measures and schemes;
- Urban bus measures and schemes;
- Park and Ride sites;
- Rail schemes and measures;
- Accessibility measures and schemes;
- Safer road measures and schemes;
- Air quality measures and schemes; and
- Information, education, other measures.

The following schemes and measures have significantly positive and significantly negative impacts against the SEA objectives:

- A43 Corby Link Road;
- A509 Isham Bypass;
- A509 Isham to Wellingborough Improvement scheme;
- Cross-Valley Link, Northampton; and
- Sandy Lane, Northampton Improvement – Nobottle Road to Harlestone Road.

These schemes tend to have negative impacts against culture, heritage, archaeology, biodiversity and green infrastructure and positive impacts for accessibility and enhancement of employment opportunities. Some of these schemes will have additional benefits of an overall improvement in air quality and an overall reduction in the number of properties annoyed by noise, as the roads divert the traffic away from urban residential centres into the less populated rural areas. The diversion of traffic out of these centres also results in associated benefits to the built environment of the villages which the routes bypass.

Individual scheme Environmental Impact Assessments will give the full impacts and the Environmental Statements for these schemes will provide detailed information about these impacts and specific mitigation measures.

3.10 QUALITY OF LIFE

Section 1 of this Plan explains the shared priorities and objectives that set the framework for the long-term strategy. It also sets out a number of quality of life objectives that this plan needs to address. The table below indicates which of the different schemes contained in the Plan will contribute towards each of these goals.

Table 3.28 – Links between LTP objectives / Quality of Life Objectives

Scheme Type	LTP objectives								Quality of Life objectives					
	LTP Objective 1 – Maintain assets	LTP Objective 2 – Reduce casualties	LTP Objective 3 – Reduce congestion	LTP Objective 4 – Improve access.	LTP Objective 5 – Growth	LTP Objective 6 - Environment	LTP Objective 7 – Healthier travel	Sustainable / prosperous communities	Enhanced public spaces	Landscapes and biodiversity	Personal security	Healthier communities	Noise	Climate change
Major Schemes			✓	✓	✓									
Casualty Reduction		✓	✓											
Safer Routes to School	✓	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓
Public Transport			✓	✓	✓			✓						
NetCoM			✓			✓								✓
Parking			✓											
Junctions						✓	✓		✓	✓		✓		✓
Air Quality						✓	✓		✓	✓		✓		✓
Walking, Cycling and Travel Plans			✓	✓		✓	✓	✓				✓		
Accessibility Strategy				✓			✓	✓				✓		
Freight	✓		✓		✓									
Accessibility				✓			✓	✓				✓		