

1 OBJECTIVES

1.1 SETTING TRANSPORTATION IN CONTEXT

Transportation is not an end in itself. The movement of people and goods takes place not for its own sake, but to fulfil the diverse needs and desires of the public.

The County Council's transport policies are similarly promoted for their effect on other specific goals, priorities and objectives, rather than for their own intrinsic qualities.

Section 1.2 describes the Objectives that the County Council has developed for this second Local Transport Plan. Section 1.3 describes the wider national policy context at national, regional, sub-regional and local level into which these objectives will fit.

1.2 OBJECTIVES OF THIS LOCAL TRANSPORT PLAN

The County Council has chosen the following seven objectives to guide its second Local Transport Plan. These objectives have been drawn up to reflect the issues which have been identified locally as important through consultation, while at the same time reflecting the wider national, regional, sub-regional and local policy context into which the Local Transport Plan must fit. The objectives have been deliberately chosen to reflect the main impacts that transport can have on the wider community, rather than being linked to particular schemes or measures. They form the basis upon which the policies and programmes contained in this Local Transport Plan have been developed.

These objectives are:

- To maintain the county's highway assets in the most economically and environmentally sustainable long-term manner;
- To reduce the number and severity of casualties in road accidents;
- To reduce the congestion experienced by road users essential to the prosperity of Northamptonshire;
- To improve access to workplaces, education, health, shopping and other facilities for all the population;
- To provide the transport system necessary to support and manage growth in the county, ensuring it is integrated with the planning system to create a sustainable and viable future environment;
- To minimise and wherever possible reduce the effect of traffic and transport on the built and natural environment; and
- To encourage healthier travel choices by the people of Northamptonshire.

As part of the County Council's annual opinion survey in early 2005, we asked 2048 people which three of our developing objectives they thought were the most important:

Table 1.1 – Public Consultation on Developing Objectives

Objective	Total	Corby	Daventry	East Northants	Kettering	N'pton	South Northants	Wellingborough
Reducing Congestion	53.5%	54.5%	54.0%	39.5%	48.8%	63.7%	46.5%	52.2%
Improving accessibility to jobs and services for people without their own transport	27.4%	14.5%	25.0%	32.5%	15.4%	33.4%	24.3%	34.3%
Improving road safety	55.5%	72.5%	58.5%	59.5%	52.2%	54.1%	50.5%	49.3%
Improving air quality	17.0%	12.5%	16.0%	19.0%	10.4%	21.1%	13.9%	19.4%
Getting our transport systems ready for future housing growth	22.4%	7.5%	20.5%	23.5%	10.9%	23.8%	25.7%	39.8%
Keeping roads, pavements and other assets in good condition	57.1%	64.0%	69.5%	50.5%	69.2%	41.2%	73.3%	58.2%
Don't Know	4.8%	6.0%	8.5%	2.5%	8.0%	3.2%	1.5%	7.5%

The table shows that the same objectives were ranked as the three most important across the county, and in each of the seven districts. Across the county, and in Daventry, Kettering, South Northamptonshire and Wellingborough, keeping our roads, pavements and other assets in good condition were ranked as the most important. In Corby and East Northamptonshire improving road safety ranked highest, while in Northampton it was reducing congestion.

The importance of maintenance to the public is evident from the results of the consultation, and is reflected by the separate funding allocation made available by government and allocated by the Council under that heading.

Amongst the other objectives there is most public support for reducing congestion and improving road safety. In determining the allocation of 'integrated transport' funding in section 4 amongst these objectives we have therefore allocated the largest amounts of expenditure to these areas.

In addition, we will seek to make use of additional growth-related funding streams (such as the Community Infrastructure Fund and Sustainable Communities Growth Area Fund) to finance the introduction of infrastructure to help accommodate the planned growth of the county.

Partnership Working

In developing the Local Transport Plan and its specific targets and objectives, the Sustainable Transport service has been guided by how the Plan can contribute to the overall goals of the Council and its partners, as well as having full regard for the government policy context within which we need to deliver services to people, companies and communities (from the direct policy context of the Department for Transport and the aims of strategies such as the Sustainable Communities Plan and the growth agenda within it; the Neighbourhood Renewal Strategy and the Department for Trade and Industry - driven Regional and Sub-Regional Economic Strategies).

In the local context, discussions have taken place widely across the Council's various departments; with each of our District and Borough Councils; with each of the seven Local Strategic Partnerships within the county; and with partner organisations such as the police, health authorities, public transport operators and the Highways Agency.

As a result of these discussions we have introduced joint working arrangements with various partners for the joint delivery of specific programmes and targets. Details of these arrangements are contained within the relevant sections of this Plan.

Specifically, the Council has established local partnerships to focus on the issues of Casualty Reduction, Physical Activity, Health, Public Transport and Economic Development.

1.3 WIDER POLICY CONTEXT

1.3.1 National Context

In setting its objectives for the new Local Transport Plan, the County Council is also committed to the achievement of the agreed national transport objectives.

The government published a new white paper "The Future of Transport" in July 2004. This re-stated the need for "a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:

- the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel
- the rail network providing a fast, reliable and efficient service, particularly for inter-urban journeys and commuting into large urban areas
- bus services that are reliable, flexible, convenient and tailored to local needs
- making walking and cycling a real alternative for local trips
- ports and airports providing improved international and domestic links."

For enhanced local travel, where the County Council has the greatest role, the white paper charts a course over the next 30 years, founded on:

- freer-flowing local roads delivered through measures such as congestion charging
- more, and more reliable, buses enjoying more road space
- demand responsive bus services that provide accessibility in areas that cannot support conventional bus services
- looking at ways to make services more accessible so that people have a real choice about when and how they travel
- promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars
- creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children.

Our long-term strategy to contribute towards achieving this is set out in Section 3.

Central Government and the Local Government Association agreed, in July 2002, a set of seven shared priorities for local government. These priorities, which include raising the standards across schools, transforming the local environment and meeting local transport needs more effectively, are a focus for the efforts of Government and councils in improving public services.



The shared priority for transport includes:

- Improving accessibility and public transport,
- Reducing the problems of congestion,
- Reducing the problems of pollution, and
- Reducing the problems of safety.

These shared priorities have been directly reflected in the objectives we have chosen for this Local Transport Plan. Section 2 discusses local problems and opportunities relating to each of these shared priorities and Section 3 outlines our long-term strategy for delivering these priorities within Northamptonshire.

A number of other quality of life issues are also related to transport and are covered under the sustainable communities shared priority – see section 3.10.

1.3.2 Regional Context

Northamptonshire forms part of the East Midlands Region and has good links with other authorities in the region, and with the Government Office for the East Midlands in Nottingham.

Regional Planning Guidance

The existing Regional Spatial Strategy for the East Midlands (RSS8) which also includes the Regional Transport Strategy was published on 17th March 2005. The purpose of the document is to provide a clear, agreed, long-term spatial vision for the region up to 2021. It replaces the Regional Planning Guidance (RPG8) for the region that was published in January 2002.

The Guidance has been developed within the overall vision set by the East Midlands Regional Assembly's Integrated Regional Strategy (IRS):

The East Midlands will be recognised as a region with a high quality of life and sustainable communities that thrives because of its vibrant economy, rich cultural and environmental diversity and the way it creatively addresses social inequalities, manages its resources and contributes to a safer, more inclusive society.

This will be achieved for the benefit of present and future generations through the integration of:

- A vibrant and competitive economy with increased productivity characterised by high quality employment learning and skills, enterprising individuals, innovative businesses and improvements in the physical infrastructure;
- Cohesive and diverse communities that empower and engage people, are safe and healthy, combat discrimination and disadvantage and provide hope and opportunities for all;
- A rich, diverse and attractive natural and built environment and cultural heritage; and
- Sustainable patterns of development that make efficient use of land, resources and infrastructure, reduce the need to travel, incorporate sustainable design and construction, and enhance local distinctiveness.

Regional Transport Strategy

In line with Government policy, the Core Strategy of the Regional Transport Strategy is based on:

- reducing the need to travel, especially by car, and reducing traffic growth and congestion;
- promoting a step change in the level of public transport;
- making better use of existing networks through better management; and
- only developing additional highway capacity when all other measures have been exhausted.

The Regional Transport Strategy contains a number of policies, and the following table shows how these policies are reflected in our Local Transport Plan:

Opposite Page - Table 1.2 – Conformity with the Regional Transport Strategy

Table 1.2 – Conformity with the Regional Transport Strategy

RTS Policies	Con- gestion	Access- ibility	Safer Roads	Better Air Quality	Healthier Travel	Mainte- nance	Growth	Relevant Sections in LTP
42 – RTS Core Strategy	✓	✓	✓				✓	3
43 – RTS Sub-Area Objectives	✓						✓	3.2 3.8
44 – Regional Traffic Growth Reduction	✓						✓	3.2 3.8
45 – Behavioural Change	✓		✓		✓			3.2
46 – Parking Levies and Road User Charging	✓							3.2.6
49 – Heavy Rail Investment Priorities	✓							3.2.2.3
50 – Priorities for Bus and Light Rail	✓							3.2.2
51 – Integrating Public Transport	✓							3.2.2 3.2.3.2
52 – Trunk Road Investment Priorities	✓							3.2.4.7
53 – Major Highway Investment Priorities	✓		✓					3.2.1 3.2.4 3.4
54 – Regional Freight Strategy	✓							3.2.4.2
55 – Priorities for Air Transport	✓							3.2.2.7

The Regional Transport Strategy also contains a number of investment priorities within Northamptonshire. Table 1.3 shows where these priorities are referred to in the Local Transport Plan.

Table 1.3 – Regional Transport Investment Priorities

Investment Priority	Lead Agency	Status	Reference in LTP
Implementation already started or to start before 2011			
Midland Mainline Upgrade	DfT Rail	Under Investigation	3.2.2.3
West Coast Main Line Upgrade	DfT Rail	Under Investigation / Committed	3.2.2.3
Improved Surface Access to major airports serving the region	DfT Rail / Local Authorities / TOCs	For future consideration	3.2.2.7
Improved rail services from Northampton to London	DfT Rail / TOCs / LA	Under investigation	3.2.2.3
Improved Northampton / Bedford / Cambridge Public Transport Links	LDV / TOCs / Local Authorities	Under investigation	3.2.2.3, 4.11
Development of new and existing inter-modal freight terminals	DfT Rail / Freight Industry / Local Authorities	Under investigation	3.2.2.10
A43 Corby Link Road	Northants CC	Committed	3.2.4.5
A509 Isham Bypass	Northants CC	Committed	3.2.4.5
A509 Isham to Wellingborough	Northants CC	Under investigation	3.2.4.5
Wellingborough East Distributor Road	Northants CC	Under investigation	4.11
Implementation to start after 2011			
A14 (Kettering Bypass) Widening	Highways Agency	Under Appraisal	3.2.4.7
A14 (M1 to Kettering) Widening	Highways Agency	Under Investigation	3.2.4.7
A14 (Kettering to Ellington) Widening	Highways Agency	Under Investigation	3.2.4.7
A45 (Stanwick – Thrapston) Improvement	Highways Agency	Under investigation	3.2.4.7
Improved Rail Services from Corby to London	DfT Rail / TOCs	For future consideration	3.2.2.3

1.3.3 Sub-Regional Context

Milton Keynes and South Midlands Sub-Regional Strategy

The regional agenda for Northamptonshire is currently dominated by the Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy.

This closely links Northamptonshire to Buckinghamshire and Milton Keynes in the South East Region, and Bedfordshire and Luton in the Eastern Region.

As a result of the planned growth in the sub-region, it is likely that by 2021 Northamptonshire will be home to a far larger number of people than it is today. Proposals for the MKSM growth area include approximately 250,000 more people, 100,000 more houses and 80,000 more jobs in the county. A spatial outline of these proposals is shown on figure 2.58 on page 89.

This LTP is therefore being prepared not just in the context of the existing transport needs of the county, but also in the light of this planned growth. Although the MKSM Strategy has recently been finalised, there is still a lot of work needed at the local level to define the exact development proposals. Therefore, the detailed strategies and programmes contained within the LTP may also be subject to change as more detailed information becomes available. The forthcoming 'Transport Framework for Growth' will bring growth-related proposals together into a co-ordinated plan which will act as the basis for future funding bids and discussions with developers and transport operators.

1.3.4 Sub-Regional Transport Planning

Northamptonshire County Council leads on the strategic transportation and planning dimension of delivery of the MKSM growth agenda, on behalf of the various partner agencies (Government Offices, the Office of the Deputy Prime Minister, Regional Planning Bodies, local authorities, Highways Agency, English Partnerships and Regional Development Agencies). In terms of the crucial LTP linkages and challenges of the growth agenda, the County Council has, through these arrangements, established and led a working group with all of the other MKSM authorities with the objective of co-ordinating relevant parts of the LTP work across the sub-region. A joint protocol agreement has been set up, identifying how LTPs across the region will deliver the sub-regional strategy. The joint statement is included at appendix A.

The County Council also has a major role to play as one of the key delivery agencies for the transport infrastructure required to support future growth in the county. This has been reflected in our choice of growth as one of our objectives for the new Local Transport Plan, and our long-term strategy for growth is set out in section 3.8. In line with LTP guidance, we will use our LTP funding to tackle our existing projects and seek funding from other sources, including developers, to fund schemes related to growth. We have therefore set out a separately funded five-year programme for our growth objective in section 4.11. There will, however, be a high degree of inter-relationship between the LTP and growth-funded projects.

Less formal links are maintained with other surrounding authorities and the rest of the East Midlands region, and have been used to assist in the development of policies that cross local boundaries. An example is the policy relating to the A605 in section 3.2.4.3 on page 119.

1.3.5 Local context

The Community Strategy 2004-2013 has been developed by the County Council along with partners and the local community to act as an overall strategy to enhance the quality of life for people and communities in Northamptonshire. It sets a Vision for Northamptonshire:

“I want to live in a better place – and I don't want to move to do that....”



The community strategy includes a number of policies which the Local Transport Plan can help to deliver, and the following table shows how our LTP objectives link to the Community Strategy policies:

Table 1.4 – Conformity with Community Strategy

Community Strategy Policies	Con-gestion	Access-ibility	Safer Roads	Better Air Quality	Healthier Travel	Mainte-nance	Growth	Relevant Sections in LTP
Ensuring that the road network enables people to move around safely, freely and easily	✓		✓			✓	✓	3
Ensuring that the means of travel are reliable, convenient, flexible and affordable, including to and between rural and less accessible areas, with appropriate routes and connections to achieve the integration of transport services and to meet people's work, welfare and leisure needs	✓	✓					✓	3
Ensuring that people are able to make informed choices about how they travel	✓							3.2.2.5
Ensuring there is good street lighting and open, uncluttered walkways, free from graffiti and litter			✓			✓		3.4.1 3.7
Promoting road safety awareness and measures			✓					3.4.2
Maintaining dedicated, well managed pedestrian and cycle routes	✓					✓		3.2.2.8 3.2.2.9 3.7
Protecting and improving rights of way			✓					3.3.2.5 3.6.1
Achieving better air and water quality and reducing noise pollution				✓				3.5
Promoting health education on issues such as being physically active, stopping smoking, eating balanced diets and drinking only sensible amounts of alcohol					✓			3.6

The County Structure Plan 1996-2016 was published in March 2001. The policies in the Structure Plan will stay in force until 27 September 2007, apart from those that have been superseded by the Regional Spatial Strategy and Sub-Regional Strategy or are superseded by the Local Development Framework Core Strategies. The transport policies in the Structure Plan were heavily based on the first Local Transport Plan, which had then been recently published. Table 1.5 below shows how our transport policies have developed in the context of the policies set out in the Structure Plan.

Table 1.5 – Conformity with County Structure Plan

Structure Plan Policy	Developments in LTP2	LTP2 reference
Policy T1 – Integrated Transport Strategy	The new Local Transport Plan continues to develop the integrated transport strategy, building on experience and best practice at both national and local level.	3
Policy T2 – Integrated Transport Strategy Sub-Areas	Although the sub-area approach is not used in LTP2, we continue to pursue the various proposals for each sub-area which have not been implemented to date.	3 4
Policy T3 – Transport assessment of new development	LTP2 continues to support this approach.	3.8
Policy T4 – Long and medium distance road traffic will be encouraged to use the Primary Road Network	This has formed the basis of our Core Routes strategy (Table 3.10 on page 122)	3.2.4.3
Policy T5 – Assessment of major road improvements	LTP2 continues to support this approach.	3.2.4.6
Policy T6 – Measures to encourage greater use of the bus	LTP2 further develops this approach, building on experience and best practice at both national and local level.	3.2.2
Policy T7 – Improvements to the rail network	LTP2 continues to support this approach, although our aspirations have been tempered by developments in the rail industry.	3.2.2.4
Policy T8 – Measures to encourage walking and cycling	LTP2 had further developed this approach, including the dedication of a specific budget.	3.2.2.8 3.2.2.9
Policies T9 to T11 – Maximum standards for car parking	This is largely a matter for local planning authorities. However LTP2 continues to support the development of park & ride and alternative to the private car (Policy T11).	3.2.2 3.2.3
Policy T12 – Aviation-Related Development	LTP2 continues to support this approach	3.2.2.7
Policy T13 – Canals and Inland Waterways	LTP2 continues to support this approach.	3.2.2.10
Policy T14 – Safeguarding Disused Transport Routes	LTP2 continues to support this approach, although this is largely a matter for local planning authorities.	3.2.2.4

In order to complement the Council's **Neighbourhood Renewal Strategy**, we have allocated a specific budget to support the overall strategy through improvements to walking and cycling routes in these areas. This budget is described in more detail in section 4.4.3 on page 187.

The draft Northamptonshire **Sub-Regional Economic Strategy** was the subject of public consultation between May and July 2005. Publication of the final Sub-Regional Economic Strategy is expected during March 2006. The Local Transport Plan team has been involved in the stakeholder development of the strategy to ensure integration and consistency between the Sub-Regional Economic Strategy and the Local Transport Plan.

In order to reach Northamptonshire County Council's goal of becoming an excellent council, we have a clearly defined purpose and set of **strategic goals**.

Our purpose is: "To make Northamptonshire an excellent place to live and work".

To do this, the Council has set nine Strategic Goals – these are the things we have agreed to focus on to become an excellent council.

These goals are:

- A safer, freer and more prosperous County
- A cleaner and greener County
- A secure and independent future for our children
- A healthier, more active and independent life for adults
- Maximising influence and resources
- Sustaining an excellent organisation
- A smaller and more enabling Council

In order to achieve these goals, priority activities have been identified for the whole council. These are linked to the medium-term planning process. One of these top priorities is specifically deliverable by the Sustainable Transport service group:

- Roads and footpaths are better maintained and a modernised strategic road network is developed.

The Local Transport Plan also has a key role to play in the delivery of two further priorities:

- The built, natural and public environment is better maintained.
- The council lives within its means, providing services at a cost to the local taxpayer that increases by no more than inflation, provided that changes in central government funding do not prevent this.

Our performance against these goals and priorities is monitored through the **Best Value Performance Plan**, and for the LTP2 period, will be primarily assessed using the targets and indicators developed for LTP2 and described in section 5 of this document.

1.4 LONG-TERM VISION

1.4.1 Introduction

Northamptonshire faces some serious challenges over the next 20 - 30 years. Our aspiration is to improve the quality of life for existing residents whilst successfully managing growth required as part of the MKSM sub-regional strategy. Achieving this will be dependent on our ability to set out clearly what steps are needed and how we can measure our progress. LTP2 will be extremely important in laying down the ground rules for the vision.

1.4.2 The challenges

Traffic in Northamptonshire has been growing fast and this growth is predicted to continue, fuelled partly by new development. This brings threats of congestion and pollution, as well as contributing to climate change.

Although there have been recent improvements, road and footway maintenance in the county has been at a low standard for some years, causing both structural and surface damage, both of which can adversely affect residents' quality of life and accessibility as well as economic development and tourism opportunities for the county.

Buses in Northamptonshire, despite some notable recent successes, have suffered from long-term lack of investment, and in many places use has declined to extremely low levels.

Although there is a community transport network across most of the county, it is of variable quality, and will not by itself meet the requirements set by our new accessibility strategy.

The recent successes in meeting casualty reduction targets will be more difficult to sustain in the longer-term as opportunities for improvement become scarcer.

Provision of accurate and clear information about alternatives to the car and the marketing of these alternatives have sometimes not been prioritised leading to confusion and poor satisfaction levels

Provision of new cycling infrastructure has not led to significantly increased use, and although we have done well in provision and maintenance of rights of way in rural areas, we have not focussed specifically on the needs of people who want to walk to work or other destinations

Our responsibilities to achieve Gershon savings mean that we must continually question the way that transport services are provided.

1.4.3 The key elements of the transport vision

- We have a commitment to developing sustainable communities and will use all means within our disposal to reduce the predicted growth in traffic to a manageable minimum, in order to tackle congestion, pollution and the county's contribution to climate change.
- Integrated land use and transport planning will ensure the right services are provided in the right places. Town centres, particularly Northampton, will become key destinations with improved public transport. A transport framework for growth is being developed with consultants and partners, on the model of that already provided for the Northern Way. This will allow new proposals for transport infrastructure to be assessed against a framework outlining what is necessary for the economic and other development required for the County. A first overview of this work is shown in section 3.8.
- 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.
- Improving satisfaction of road and transport services will be a priority.
- Road traffic will increasingly be managed using new technology to achieve best use of the existing network, for example by rolling out the NetCoM traffic controls across the County. We will focus attention on 'congestion hotspots' and on improving use of road space to maximise benefits, for example, by 'booking space' for necessary works. This will complement the demand management plans mentioned above.
- With partners, we will manage on- and off-street parking across the county for both demand management and congestion management purposes.
- New roads will be built and existing ones improved where justified in accordance with the joint Local Development Document Core Strategies.
- There will be a greater focus on maintaining roads and footways, and generally on managing the road network as we develop a Transport Asset Management Plan.
- Casualty reduction and road safety will continue as a priority, targeting resources to worst areas and groups.
- Public transport will be modernised and upgraded to increase patronage and improve perception of public transport as a reasonable alternative to the car, often using new technology to provide information, priority and ticketing. A 'core and feeder' model will be used, supplemented by comprehensive town networks. We will continue to lobby for rail improvements and will take the lead in achieving these where possible.
- Marketing, travel plans for schools and businesses, and information about alternatives to using cars will become increasingly important as key methods of 'dampening' traffic growth.

- New walking and cycling infrastructure will be focussed on the most-used routes, particularly where associated with new development or travel plan sites, and where required to integrate with health initiatives.
- Community, school and social care transport will be more efficiently managed using new technology, and will be used to help meet new accessibility targets. For example, we will use our existing call centre resource to manage a greater range of transport options, providing a service for many more residents.
- We will become a procurement centre of expertise, developing our skills to ensure good value services, particularly when these are outsourced to other agencies.
- These functions will be prioritised as we move into new highways and transport contractual arrangements, where we will continue and develop our good record on innovation, recycling and use of resources.

1.5 DELIVERING THE LTP OBJECTIVES AND THE LONG TERM VISION

1.5.1 Development of the vision

Northamptonshire's vision for transport is developing through work with partners and links with other strategy development in and around the County. It is a balanced strategy, comprising much needed and significant improvements to the existing transport networks, as well as catering for the planned growth of the County. We have already worked closely with health authorities on the emerging accessibility strategy; emergency services on the extremely successful road safety and casualty reduction strategy; schools and businesses on travel plans; the Sub-regional Strategic Partnership (Northamptonshire Partnership) on the Sub-regional Economic Strategy; and Local Strategic Partnerships on their community plans.

The two Joint Core Planning Strategies for West Northamptonshire and North Northamptonshire are now under way. In addition, the Regeneration Framework for the West Northamptonshire Urban Development Corporation and the comparable document for the North Northants Together partnership will be completed during 2006. This offers the opportunity for transport and land use strategies to be truly integrated, and Northamptonshire is set to be a pioneer in co-operative and co-ordinated working in this area. The County Council is acting as a facilitator both to encourage joint working between planning authorities within the county, but also between highway and transport authorities across the MKSM growth area and this plan therefore includes a joint statement agreed with other MKSM authorities.

The County Council is organised so that the Sustainability Service covers the main areas of partnership relevant to the sustainable communities agenda – people, movement and place. This means that we can maximise the opportunities available for partnership working. Our Highways Service Delivery Partnership has been successful in ensuring that we have been able to deliver on our funding programmes in the first LTP and to meet the challenges posed by the sustainable communities agenda.

Table 1.6 - Summary of partnership and delivery arrangements

Strategy			
Community Strategy Rural agenda Neighbourhood Renewal	Community Plans	Local Strategic Partnership NCC NCC	Sustainable Communities (People)
MKSM sub-regional strategy Local Development Document Joint Core Strategies Sub-Regional Economic Partnership	West Northamptonshire UDC Regeneration Framework North Northants Together Joint Strategy	WNUDC/NNT Local Planning Authorities/NCC SSP	Sustainable Development (Place)
Local Transport Plan Accessibility Strategy	LTP programme	NCC NCC/Health organisations	Sustainable Transport (Movement)

1.5.2 Benefits of this approach

Firstly, it means a co-ordinated approach to provision of services to both existing and new residents. Whether the services are established ones such as maintenance of roads and footways, or new ones such as accessibility audits of planned new facilities, we will work in partnership to ensure that the various elements come together in a systematic plan. For example, we will work with Borough and District Councils to roll out a Countywide decriminalised on-street parking service that meets the needs of the individual areas whilst obtaining the most efficient use of limited resources.



Secondly, it means innovation and developing tailor-made solutions to specific Northamptonshire problems. We will use technical resources such as transport models developed in partnership, and NetCoM urban traffic control to come up with new solutions for improving public transport and managing traffic flow and congestion. Active management of the old home to school and social care transport services will provide a responsive and efficient service capable of providing solutions to Northamptonshire's rural accessibility issues.

Thirdly, it means finding new resources to improve services. We will continue to lead the debate on section 106 developer contributions, and will have viable procedures in place to ensure that relevant infrastructure, including transport infrastructure, is provided with new developments. We will continue our excellent record of submitting and implementing transport schemes funded by the Office of the Deputy Prime Minister and other sources.

Fourthly, it means clearly setting out what we want to achieve and then measuring progress clearly and accurately. The LTP provides us with the targets and indicators we need. These will be integrated into the County Council's performance management system, which will itself be assessed under the Comprehensive Performance Assessment regime.