

# Equality Impact Assessment Policy Assessment Matrix

June 2011



Staffordshire  
Local Transport Plan 2011

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Supporting Growth and Regeneration</b>															
<b>Policy 1.1: We will stimulate regeneration and support areas of deprivation.</b>															
Working with the business community to identify transport issues which are hampering the economy.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring the transport network – its management, maintenance and development – contributes to the attractiveness and vibrancy of towns and villages.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Supporting new development that includes or is located in areas with good public transport links, well connected to walking and cycling networks and facilities, with minimal car parking, and where the demand of 'place' and 'movement' is considered together.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Ensuring that opportunities are maximised for transport investment to be used to lever external investment, especially where it attracts new knowledge-based, service-led industries.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting schemes that 'add value' to the transport network, particularly those that promote its 'place' role.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Continuing to provide tailored transport services and travel incentives to those for whom access is a barrier to jobs and education.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Maintaining and, where appropriate, expanding Staffordshire's public transport network where it is deemed socially important or where it provides access to employment and/or training.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Lobbying Government, Network Rail and train operating companies for signalling upgrades and route electrification.	0	0	0	0	0	0	0	0	0	0	+	0	+	+	0
<b>Policy 1.2: We will endeavour to support rural communities.</b>															
Ensuring the transport network - its management, maintenance and development - contributes to the attractiveness and vibrancy of towns and villages (where appropriate).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Maintaining, and where appropriate, expanding Staffordshire's public transport network where it is deemed economically and socially important. This may include tailored services and travel incentives.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

**KEY**

+	Positive impact
0	Neutral impact
-	Negative impact

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Policy 1.3: We will facilitate sustainable access (including public transport, walking and cycling) to tourist attractions.</b>															
Working with the tourist industry to manage visitor traffic.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Influencing visitors' choice and travel behaviour in getting to and around the county.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting visitor attractions that want to develop travel plans to increase the proportion of their visitors and employees travelling by smarter travel modes.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 1.4: We will maximise the reliable operation of the existing road network.</b>															
Completing a Road Hierarchy Review to ensure the county's roads reflect their existing function, which will provide a coherent and consistent framework for the management of the road network, including an appropriate speed management policy (Appendix K).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Using Urban Traffic Control to balance the needs of, and minimise delays to, road users including pedestrians and cyclists. Where appropriate, it will be used to encourage the use of the primary road network and to benefit public transport movements.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Proactively tackling illegal parking.	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Using and enforcing Traffic Regulation Orders to maintain traffic flows including where delays may be otherwise caused. These will be considered on safety grounds, where commerce is seriously affected by parked vehicles, or where the restriction is essential to provide the maximum benefit from capital investment.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Returning the network to a normal and safe state of operation as soon as possible after an event, especially on traffic sensitive roads.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enforcing moving traffic offences where it causes congestion, environmental intrusion or it is detrimental to road safety.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Promoting the delivery and further development of travel plans.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Encouraging walking, cycling and public transport use, particularly on congested corridors.	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0
<b>Policy 1.5: We will minimise the impact of events on traffic movement.</b>															
Increasing collaboration with and between utility companies and ourselves, to ensure works are better co-ordinated.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Developing incentives for works promoters to apply best practice (such as weekend working) and reduce the amount of time spent on the highway, especially on traffic sensitive roads. This may include initiatives such as a Lane Rental Scheme, a Permit Scheme or other control mechanisms appropriate to the problem.	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring works promoters give the correct notification through the introduction of a Fixed Penalty Notice Scheme.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Raising public awareness of current and planned road closures, roadworks, obstructions, and other events using a variety of media.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Liaising closely with local planning authorities on the granting of temporary road closures.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging hauliers to inform us of their plans to move abnormal loads through the county to enable use to provide advice on routing and timing.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging visitors to large planned events in the country (such as the V Festival) to travel by public transport (Bus and rail).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging event organisers to give advance warning or any event that may cause disruption to the network so that we can plan an appropriate response.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring routes near to major events are free from planned road works to avoid any unnecessary and additional inconvenience to road users.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Returning the network to a normal and safe state of operation as soon as possible after an intervention/event, especially on traffic sensitive roads.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Improving information about when and how to travel throughout the duration of an event.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Identifying and eliminating potential causes of unplanned disruption, focusing initially on traffic sensitive roads.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Establishing diversionary routes as soon as possible (taking the needs of both through traffic and local communities into account), where roads have been closed as the result of an event, together with appropriate signing and publicity.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Policy 1.6: We will make best use of our roads to increase capacity before considering building new roads.</b>															
New road building will be considered where it: <ul style="list-style-type: none"> <li>facilitates new development/regeneration</li> <li>increases capacity at specified congested locations</li> <li>improves local safety</li> <li>enhances conditions for local residents, pedestrians, cyclists, public transport users and businesses</li> <li>Takes traffic away from sensitive environmental locations</li> </ul>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 1.7: We will keep the highway safe and serviceable whilst achieving value for money.</b>															
This will be achieved through policies contained in Chapter 2 'Maintaining the Highway Network'.	Please refer to Policies 2.1-2.7 'Maintaining the Highway Network'.														
<b>Policy 1.8: We will improve efficiency of freight distribution.</b>															
This will be achieved through the actions and priorities set out in the Staffordshire Freight Strategy (Appendix L).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Maintaining the Highway Network.</b>															
<b>Policy 2.1: We will ensure that funding is used to gain the maximum benefit from the highway.</b>															
Delivering the actions and priorities of the TAMP (Appendix R).	This is outside the framework of the LTP.														
<b>Policy 2.2: We will manage street lighting in a sustainable manner.</b>															
Ensuring the existing street lighting infrastructure is operating at the required level of efficiency in terms of inventory requirements through the 'Invest to Save' initiative.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Replacing ageing lights with modern, efficient lighting that consumes less energy and reduces 'light spill'.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Examining the benefits and disbenefits of de-illumination, part night lighting, light dimming or switch off and removal of certain lights, where appropriate.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reviewing PFI's design standards to make sure the correct infrastructure is installed in the right places.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Offering advice to local planning authorities as to whether areas to be adopted require lighting. If lighting is deemed to be required, lighting classes will be specified, together with switching criteria which may include dimming and part night lighting.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Maintaining lights in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management' and Institution of Lighting Engineers Technical Reports, as well as industry practice ( <a href="http://www.ukroadsliaisongroup.org">www.ukroadsliaisongroup.org</a> and <a href="http://www.ile.org.uk">www.ile.org.uk</a> ).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Repairing faults within five working days of the fault being reported (where possible).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Policy 2.3: We will consider the maintenance implications of all new highway schemes.</b>															
Having an understanding of future maintenance requirements (on a 'whole-life basis') at an early stage in scheme design.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Designing maintenance friendly schemes, in terms of production and safety, encouraging good and best practice, and innovation.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Regularly reviewing schemes' maintenance regimes.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 2.4: We will treat designated parts of the highway to reduce the effects of frost, ice and snow.</b>															
Following the policies contained in the County Council's Winter Service Policy ( <a href="http://www.staffordshire.gov.uk">www.staffordshire.gov.uk</a> ).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Policy 2.5: We will ensure that the impact on the environment of traffic and road improvement work is considered as part of scheme design and delivery.</b>															
Following the policies contained in Chapter 7 'Respecting the Environment'.	Please refer to the assessment of Policies 7.1–7.7 'Respecting the Environment' below.														
<b>Policy 2.6: We will engage in open communication with those affected by traffic and highway improvement work.</b>															
On a scheme-by-scheme basis and, where appropriate, this will be achieved by:															
Undertaking targeted public, stakeholder and member consultation during the feasibility stage of scheme design to gauge need and support, and to ensure that the experience of local people with respect to the proposals are in line with their expectations.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Notifying residents and local businesses about schemes including giving information on road closures, diversions, length of disruption and officer contact details for advice and assistance.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Publishing information on schemes in the local press, through local radio and on our own website.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+



LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Reviewing feedback received about our communication activities and where necessary, responding to individual comments or carrying out further consultation.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Following 'Pitching the message – Communication Guidelines for all Highway Schemes'.	This is outside the framework of the LTP														
<b>Policy 2.7: We will seek opportunities for joint working and the co-ordination of highway activities with third parties.</b>															
Consulting with third parties and neighbouring highway authorities at an early stage on highway activity, including maintenance and where possible, amend programmes as appropriate.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Communicating regularly with third parties and neighbouring transport authorities in order that all parties understand the need to meet their programmes and inform others of any changes.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Making the Transport System Easier to Use and Places Easier to Get to</b>															
<b>Policy 3.1: We will support the adoption of sustainable land-use planning policies and reduce the impact of development where it negatively affects the highway network.</b>															
Working with local planning authorities and developers through the Local Development Framework process to:															
Encourage the design and layout of new development that maximises access by smarter travel modes, especially in urban areas.	+	+	+	+	0	+	+	0	0	0	+	+	0	+	+
Improve street design to create inclusive environments, especially in town centres, and whilst reconciling safety issues.	+	+	+	+	+	+	+	0	+	+	+	+	+	0	0
Promote the retrofit of existing developments in order to maximise access by smarter travel modes, especially in urban areas.	+	+	+	+	0	+	+	0	+	0	+	+	0	+	0
Seek development mixes and patterns that are accessible to a broad range of services and facilities, which reduce the need to travel by private motor vehicle.	+	+	+	+	+	+	+	+	+	0	+	+	+	+	+
Working with local planning authorities to include planning obligations which secure highway capacity improvements, pedestrian and cycling facilities, new or improved bus services, demand management measures, public realm enhancements and travel plans.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Ensuring that travel plans, when required to support new development, include modal shift targets, annual performance monitoring, remedies and enforcement obligations.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 3.2: We will help improve bus services.</b>															
Providing priority at key junctions along the public transport network, which will improve reliability.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Continuing to support existing Public Transport Partnerships and, where appropriate and feasible, create new ones where they bring improvements to the quality, reliability and punctuality of bus services.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with bus operators to 'lock-in' the benefits of bus priority measures (such as traffic management).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with bus operators to regularly review services so that opportunities for integration (in terms of connections and timings) are maximised.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with bus operators to encourage the creation of new integrated ticketing schemes, where it has the potential to benefit users (such as Plusbus Scheme).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with bus operators and partners to deliver a modern travel information system including in-journey information.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Continuing some level of service (where budgets allow) when commercial bus services are withdrawn, especially in deprived and remote areas and demonstrate value for money.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with transport operators and partners to provide new accessible interchanges where they provide significant user benefits.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Encouraging measures that enable good accessibility to public transport interchanges from new developments and, where appropriate, secure funding from developers towards the costs.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Encouraging bus operators to use accessible buses on all their services before 2015.	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0
Increasing the proportion of accessible buses operating on Staffordshire's subsidised bus network (where budgets allow).	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0



LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Maintaining socially important bus routes and minimum rural bus service levels (where budgets allow).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Enforcing the customer care, equal opportunities, and health and safety conditions set out in our subsidised service contracts, and encouraging rail and bus operators to train frontline staff to ensure that the needs of all passengers are understood.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Policy 3.3: We will support residents with mobility impairments and those without access to a private motor vehicle.</b>															
Working with local planning authorities and developers through the Local Development process, to improve the layout and design of streets, and remove any unnecessary clutter both in connection with new development and publicly promoted projects.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Ensuring that appropriate street design is considered from the outset in scheme design both in connection with new development and publicly promoted projects.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with Staffordshire Public Access Network's (SPAN) Highways Sub-Group to ensure two-way dialogue between ourselves and organisations representing people with mobility difficulties on scheme design and delivery.	+	0	+	0	0	+	0	0	0	0	0	+	0	0	0
Encourage the safe and responsible use of the Blue Badge Scheme.	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Encourage the safe and responsible use of mobility scooters.	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Continuing to provide high quality advice, information and guidance to the county's community transport schemes.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Stimulating innovation and encouraging the adoption of best practice within the county's community transport schemes.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Facilitating the take up and use of concessionary travel passes.	+	+	+	0	0	+	0	0	0	0	0	+	0	0	0
Reviewing the use of concessionary travel passes on 'other' transport services, including community transport under discretionary enhancements.	+	0	+	0	0	+	0	0	0	0	0	+	0	0	0
Encouraging service providers to take their services into communities (such as mobile libraries, the Jobs Bus and GP branch surgeries).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Policy 3.4: We will seek to improve and integrate 'other' transport services.</b>															
Working with bus and rail operators to investigate opportunities to create a more integrated approach with regards to connections, timings, infrastructure, information and ticketing.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Encouraging train station operators to make all elements of their service and stations accessible to all.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Investigating the possibility of creating a more integrated approach between long-distance coach services and more 'conventional' public transport services in terms of connections, timings, infrastructure, information and possibly ticketing.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Conserving Staffordshire's waterways in partnership with British Waterways, while maximising the opportunities they offer for leisure, recreation, regeneration and, where viable, for freight transport.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Managing potential conflicts, in partnership with British Waterways that may exist between different users of the canal and towpath network.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Maintaining contact with regional airport companies to monitor usage and employment of Staffordshire residents.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Introducing or re-routeing existing public transport services to link to regional airports where evidence supports such a step.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Installing taxi pick-up and drop-off points at key interchanges and other major trip attractors where evidence supports such a step.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with local planning authorities to encourage the development of high quality taxi sectors within their areas.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with local planning authorities, taxi and private hire operators to encourage the adoption of best practice.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Meeting the policies contained in the Staffordshire Walking and Cycling Strategies.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Improving Safety and Security</b>															
<b>Policy 4.1: We will aim to deliver cost-effective remedial measures which improve safety.</b>															
Where the benefit to the community of reactive work is considerable.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Where investigation of collision clusters indicates an engineering solution that can be delivered within funding constraints.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Where there is a significant flow of vulnerable road users, such as outside schools.	0	+	0	+	0	+	0	0	0	0	+	+	+	0	0
Where we can demonstrate value for money in terms of the cost of the works related to cost of the collisions estimated to be saved (known as 'First Year Rate of Return').	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The types of engineering measures that will be considered include:															
Signing and lining/markings.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coloured and surfaces with anti-skid road surface properties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Altering speed limits and making Traffic Regulation Orders.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Altering road layouts.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Removing/re-siting street furniture sited in high risk locations.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Traffic calming.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Improving facilities for pedestrians and other vulnerable road users (such as crossing facilities, cycle lanes and tracks, advanced stop lines at traffic signals).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Urban Traffic Management and Control.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roadside technology (such as Vehicle Actuated Signs, Variable Message Signs, casualty reduction cameras and other speed indication devices).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Surface dressing programmes.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 4.2: We will ensure that road safety education is targeted at the right level to those groups most at risk from being involved in road traffic collisions.</b>															
Supporting national and local road safety campaigns.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Making road safety education resources available to schools, colleges and 'at risk' user groups.	+	+	+	+	0	+	0	0	0	0	+	+	+	+	0
Delivering pedestrian training in primary schools in areas where collision rates are high.	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting initiatives which encourage children and young people to travel safely and sustainably to school and college.	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivering cyclist training in primary and secondary/middle schools in areas where collision rates are high.	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivering pre and post driver/rider training and education resources targeted at young people, motorcyclists, people driving in the course of their work, and people convicted of driving offences.	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Providing training for fleet vehicle drivers and training for employers on managing occupational risk.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Promoting the use of public transport (bus and rail) which has a better safety record than other modes of travel.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 4.3: We will work with partners to enforce road traffic laws.</b>															
Continuing to implement the Speed Limit Review on 'A' and 'B' roads.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Working with the SSRP to provide and operate both fixed and mobile safety cameras at locations that can demonstrate casualty reduction benefits.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Working with the SSRP to provide and operate speed indication devices.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting communities that want to operate Community Speed Watch in locations where speeding is a problem.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Investigating and considering the need for red light enforcement cameras at traffic signals where infringement has been identified as an issue.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Continuing to work with the local parking committees and local planning authorities to operate Civil Parking Enforcement.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting Staffordshire Police in enforcing speed limits.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting Staffordshire Police in reducing other illegal driving activities/behaviour (such as driving under the influence of alcohol and/or drugs, failure to wear a seatbelt, using mobile phones whilst driving, driving defective vehicles and contravening Traffic Regulation Orders).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 4.4: We will adopt measures designed to reduce crime, fear of crime and anti-social behaviour on the highway network.</b>															
Ensuring that new transport schemes are designed to minimise opportunities for crime and disorder to occur.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with the Crime Reduction Partnership and local communities to identify areas where the provision of street lighting, CCTV, and the closure of subways would benefit the perceived and actual level of crime and anti-social behaviour.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with the Crime Reduction Partnership and local communities to identify locations where subway closure would benefit the perceived and actual level of crime and anti-social behaviour without impacting upon accessibility and road safety considerations.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Working with local planning authorities and developers through the Local Development Framework process, to ensure that safety and security is incorporated into the design and layout of new developments.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Promoting Staffordshire's good road safety and security record, as well as crime and disorder initiatives.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with public transport operators to ensure that the safety and security of their passengers and staff is of paramount importance.	+	+	+	+	+	+	+	+	+	0	+	0	0	+	
<b>Policy 4.5: We will plan for, and respond to, damage caused to the transport network where it poses a safety threat.</b>															
Maintaining the transport system and the wider public realm in a good state of repair.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Continuing to work with the emergency services, the Highways Agency, and neighbouring highway authorities, to put in place a series of contingency options and diversion routes in the event of unplanned incidents on the highway, focusing on traffic sensitive roads.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Working with the Staffordshire Resilience Forum to assess the threat of major incidents that may affect the transport network in order to ensure an appropriate level of preparedness.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Making changes in our capacity as a local transport authority and an owner of crowded places, to incorporate counter-terrorism protective security measures into the highway and wider public realm.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Designing, building and maintaining the highway network to be more resilient to extreme weather such as flooding, and increased ice and snow.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Designing, building and maintaining the highway network in order to protect highway users when events occur.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Reducing Road Transport Emissions and Their Effect on the Highway Network</b>															
<b>Policy 5.1: We will promote alternatives to private motor vehicles.</b>															
Investing in measures to improve conditions for pedestrians and cyclists, particularly in urban areas, where a real opportunity for modal change exists.	+	+	+	+	+	+	+	+	+	+	+	0	+	+	
Encouraging major employers to develop travel plans as a way of managing travel to and from work in a sustainable way.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Encouraging local planning authorities to secure development patterns and mixes that reduce the need to travel and enable the use of smarted travel modes.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Supporting new development that includes or is located in areas with good public transport links, well connected to walking and cycling networks and facilities, with minimal car-parking and where the demand of 'place' and 'movement' is considered together.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with local planning authorities and developers to mitigate impacts of development in less sustainable locations but which is essential to support regeneration and economic growth.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Promoting the financial and environmental benefits to businesses of adopting flexible working practices, especially in areas where traffic levels are approaching their capacity, where future development is expected, in AQMA's or where the workforce travels some distance to get to employment.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring transport and access is considered at an early stage in service design and delivery.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Raising awareness of the financial, environmental and social benefits of taking services to communities/people.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Sharing information about improving local air quality through the SAQF.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Promoting the financial, environmental and health benefits of smarter travel modes to individuals, especially in areas where traffic levels are approaching their capacity, where future development is expected, or in AQMA's.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Promoting (and running) schemes that encourage the take up of smarter travel modes.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Encouraging local planning authorities to keep their car parking strategies under review.	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Introducing Traffic Regulation Orders (such as clear zones, low-emission zones and no stopping/parking zones), subject to there being suitable alternative routes, especially in urban areas and AQMA's and areas given specific environmental designation such as Special Areas of Conservation (SAC) and Areas of Outstanding Natural Beauty (AONB).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Policy 5.2: We will promote the use of low-emitting vehicles and vehicle efficiency.</b>															
Investigating measures that will encourage the adoption of low-emitting vehicles such as the installation of electric vehicle charging points in pilot areas.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging individuals to purchase low-emitting vehicles and undertake eco-driver training.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Investigating the possibility of giving low-emitting vehicles greater road priority.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivering the priorities and actions contained in the Staffordshire Freight Strategy (Appendix L).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging businesses with a company car fleet that when replacing vehicles they consider purchasing lower emitting vehicles, put their drivers through eco-driver training and minimise their business mileage.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging public transport operators that when replacing vehicles they consider purchasing lower emitting vehicles and put their drivers through eco-driver training.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lobbying Government, Network Rail and train operating companies to electrify more of the county's rail lines.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Creating Freight Quality Partnerships where partners are willing and benefits are identifiable.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 5.3: We will lead by example and reduce our own transport emissions.</b>															
Replacing our vehicles (when required) within our vehicle fleet with ones that are less polluting, wherever possible.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Assessing our essential car user criteria to ensure that it is fit for purpose.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reviewing our staff car parking facilities.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Continuing to run initiatives that reduce the need for employees to use their cars to travel to work.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Investigating the introduction of eco-driver training for some essential car users.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring council offices have access to a pool bicycle and/or car.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Using recycled and locally sourced materials whenever possible in highway construction and maintenance schemes.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Delivering other priorities contained within the County Council's Travel Plan (available upon request).	This is outside the framework of the LTP.														
<b>Policy 5.4: We will improve the resilience of the transport network to changing climatic conditions.</b>															
Delivering the priorities contained within Development Services' Climate Change Adaptation Strategy (www.staffordshire.gov.uk).	This is outside the framework of the LTP.														
Assessing, managing and minimising risks posed by climate change to people and property where it relates to the transport network.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Managing disruption and ensuring rapid recovery of the transport network from the impact of a climate change related event.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Encouraging all owners of the transport network to manage, maintain and develop it with climate change in mind.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Supporting new development that has been designed with climate change in mind by, for example, including green space and shade.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Improving Health and Quality of Life</b>															
<b>Policy 6.1: We will create a physical and cultural environment in which everyone feels confident to walk and cycle.</b>															
Meeting the aims and policies contained in the Staffordshire Cycling Strategy.	Please refer to earlier policies for the assessment of this Strategy.														
Meeting the aims and policies contained in the Staffordshire Walking Strategy (Appendix N).	Please refer to earlier policies for the assessment of this Strategy.														
Meeting the policies contained in the Staffordshire Rights of Way Improvement Plan (ROWIP) (Appendix Q).	This is outside the LTP Framework.														
<b>Policy 6.2: We will help residents to access services.</b>															
Improving integration between transport and land-use planning (see Policy 3.1).	Please refer to the assessment of Policy 3.1.														
Improving bus services (see Policy 3.2).	Please refer to the assessment of Policy 3.2.														
Supporting residents with mobility difficulties and those without access to a private motor vehicle (see Policy 3.3).	Please refer to the assessment of Policy 3.3.														
Improving and integrating 'other' transport services (see Policy 3.4).	Please refer to the assessment of Policy 3.4.														

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Policy 6.3: We will support community cohesion.</b>															
Helping residents access services (see Policy 6.2).	Please refer to the assessment of Policy 6.2.														
Reducing crime, fear of crime and anti-social behaviour (see Policy 6.4).	Please refer to the assessment of Policy 6.4.														
Reducing the negative impact of traffic related noise (see Policy 6.5).	Please refer to the assessment of Policy 6.5.														
Improving road safety (see Policies 6.4, 4.1, 4.2, 4.3 and 4.5).	Please refer to the assessment of Policy 6.4.														
<b>Policy 6.4: We will improve Staffordshire's road safety record.</b>															
Delivering engineering measures (see Policy 4.1).	Please refer to the assessment of Policy 4.1.														
Delivering road safety, education and publicity (see Policy 4.2).	Please refer to the assessment of Policy 4.2.														
Supporting road safety enforcement (see Policy 4.3).	Please refer to the assessment of Policy 4.3.														
For further information about how we plan to improve Staffordshire's road safety record, please see Chapter 4 'Improving Safety and Security'.	Please refer to the assessment of Policies 4.1–4.5 'Improving Safety and Security' above.														
<b>Policy 6.5: We will reduce the negative impact of traffic-related noise.</b>															
Working with appropriate partners (such as local planning authorities, bus and rail operators, airport operators, Defra and the Highways Agency) to prepare and deliver Noise Action Plans.	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
Working with local planning authorities and developers through the Local Development Framework process to minimise the impact new developments may have on local noise levels.	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
Using stone mastic asphalt on all our highways.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Considering the following measures:															
<ul style="list-style-type: none"> <li>Erecting barriers to deflect noise in proximity of residential areas (having regard to alternatives, their visual impact and other site specific considerations).</li> </ul>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<ul style="list-style-type: none"> <li>Ensuring new development adopts a three-dimensional approach to the design layout of buildings and intervening spaces to control traffic speeds on streets to avoid vertical speed controlling devices where feasible.</li> </ul>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<ul style="list-style-type: none"> <li>Promoting smoother and more considerate driving styles by individuals and organisations.</li> </ul>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<ul style="list-style-type: none"> <li>Designing traffic calming schemes that minimise noise generation such as avoiding features that involve a vertical deflection wherever possible.</li> </ul>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 6.6: We will reduce emissions from road transport.</b>															
Promoting alternatives to private motor vehicles (see Policy 5.1).	Please refer to the assessment of Policy 5.1.														
Promoting the use of low-emitting vehicles and vehicle efficiency (see Policy 5.2).	Please refer to the assessment of Policy 5.2.														
Ensuring the County Council leads by example and reduces its own road transport emissions (see Policy 5.3).	Please refer to the assessment of Policy 5.3.														
<b>Policy 6.7: We will reduce the negative impact of artificial light.</b>															
Managing street lighting in a sustainable manner.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Following guidance set out in 'Lighting Works within Conservation Areas and in the Vicinity of Listed Buildings'.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maintaining lighting levels in accordance with the principles set out in 'Well Lit Highways – Code of Practice for Highway Lighting Management' and Institution of Lighting Engineers' Technical Reports as well as industry best practice ( <a href="http://www.ukroadsliaisongroup.org">www.ukroadsliaisongroup.org</a> ).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Respecting the Environment</b>															
<b>Policy 7.1: We will reduce emissions from road transport.</b>															
Promoting alternatives to the private motor vehicles (see Policy 5.1).	Please refer to the assessment of Policy 5.1.														
Promoting the use of low-emitting vehicles and vehicle efficiency (see Policy 5.2).	Please refer to the assessment of Policy 5.2.														
Ensuring that the County Council leads by example and reduces its own road transport emissions (see Policy 5.3).	Please refer to the assessment of Policy 5.3.														
For further information about how we plan to work with partners to improve air quality, please see Chapter 5 'Reducing Road Transport Emissions and Their Effect on the Highway Network'.	Please refer to the assessment of Policies 5.1–5.3 'Reducing Road Transport Emissions and Their Effect on the Highway Network' above.														
<b>Policy 7.2: We will reduce the negative impact of road traffic-related noise.</b>															
Working with appropriate partners (such as local planning authorities, bus and rail operators, airport operators, Defra and the Highways Agency) to prepare and deliver Noise Action Plans when required.	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
Working with local planning authorities and developers through the Local Development Framework process to minimise the impact new developments may have on local noise levels.	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
Using stone mastic asphalt on all our highways.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Considering the following measures:															
Erecting barriers to deflect noise in proximity of residential areas (having regard to alternatives, their visual impact and other site specific considerations).	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
Ensuring new developments adopt a three-dimensional approach to the layout of buildings and intervening spaces.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Promoting smoother and considerate driving styles by individuals and organisations.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Designing traffic calming schemes that minimise noise generation such as avoiding features that involve a vertical deflection wherever possible.	+	0	+	0	0	0	0	0	0	0	0	+	0	0	0
<b>Policy 7.3: We will reduce the negative impact of artificial light.</b>															
Managing street lighting in a sustainable manner.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Following the guidance set out in 'Lighting Works within Conservation Areas and in the Vicinity of Listed Buildings'.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Maintaining lights in accordance with the principles set out in 'Well Lit Highways – Code of Practice for Highway Lighting Management' and Institution of Lighting Engineers' Technical reports, as well as industry best practice (www.ukroadsliaisongroup.org).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Policy 7.4: We will minimise the risk of flooding, soil erosion, and pollutants entering watercourses.</b>															
Cleaning all gullies once a year and their connections to the main highway drain or ditch.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Carrying out any emergency repair work within 24 hours of notification.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Clearing or digging out grips and highway ditches when required.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Integrating sustainable drainage features (such as amphibian-friendly drainage systems) into new road improvement schemes wherever possible.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring compaction as a result of highway operations is avoided or where possible repairing the areas by appropriate remedial measures.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Examining best practice to identify herbicides that once sprayed on or near the highway will have minimal impact on soil quality and watercourses.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 7.5: We will minimise the risk of soil contamination.</b>															
Examining best practice to identify herbicides that once sprayed on or near to the highway will have minimal impact on soil quality.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Examining best practice to identify gritting mixtures that once applied onto the highway will have minimal impact on soil quality.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clearing spillages (such as fuel) as quickly as possible, especially in areas with sensitive habitats.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ensuring compaction as a result of highway operations is avoided or, where this is not possible, repairing the areas by appropriate remedial measures.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
<b>Policy 7.6: We will improve the image of townscapes and ensure that heritage assets on the highway remain as close to their original appearance as possible.</b>															
Adopting an approach to road design and maintenance that will involve minimal visual interference within its surrounds.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retaining historic street furniture or using traditional material and sympathetic colours and designs that are sensitive to their location and reinforce local character.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Identifying and removing superfluous or redundant items of street furniture and encouraging the co-location of signs to reduce unnecessary street clutter.	+	0	+	0	0	+	0	0	0	0	0	0	+	0	0
Following the guidance set out in 'Conservation within the Highway: Structures of Historic Importance' ( <a href="http://www.staffordshire.gov.uk">www.staffordshire.gov.uk</a> ).	This outside the framework of the LTP.														
Consulting with residents, local planning authorities and others during scheme design and implementation.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Following the guidance set out in 'Lighting Works within Conservation Areas and in the Vicinity of Listed Buildings.'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Securing Commuted Maintenance Payments by way of the Highways Act 1980 (Section 38 for new roads and Section 278 for alterations made to existing public highways) and Town and Country Planning Act 1990 (Section 106 for developer contributions towards both 'highway' and 'non highway' infrastructure assets) in respect of the future maintenance costs associated with additional highway infrastructure.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Working with local planning authorities to ensure that Local Development Frameworks include appropriate strategies for maintaining the character of local public areas.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Following the guidance set out in 'Manual for Streets2' ( <a href="http://www.ciht.org.uk">www.ciht.org.uk</a> ) and 'Streets for All – West Midlands' ( <a href="http://www.helm.org.uk">www.helm.org.uk</a> ).	Outside of the remit of the LTP														
In relation to historic street furniture including mile markers and fingerposts this will be achieved by:															
• increasing the visibility of mile markers and fingerposts.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
• maintaining the mile markers and finger posts to prevent or remedy any collapse or damage.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
• replacing part or all in extreme cases.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
In relation to historic bridges this will be achieved by:															
<ul style="list-style-type: none"> <li>minimising the number and size of changes to the existing structure and its appearance.</li> <li>undertaking sympathetic remedial measures that retain a bridge's character, with minimal loss of historic fabric and minimal adverse effect on the setting.</li> <li>replacing traditional materials only where it can be proved that it is essential in the interests of structural stability.</li> <li>undertaking appropriate archaeological mitigation and recording on any restoration works.</li> <li>carrying out repair to minor damage as required in order to prevent long-term irreversible damage.</li> <li>carrying out regular and thorough inspections.</li> <li>following the Roads Liaison Group's guidance entitled 'Management of Highway Structures of Historic Importance' (<a href="http://www.ukroadsliaisongroup.org">www.ukroadsliaisongroup.org</a>).</li> <li>consulting with residents, local planning authorities, English Heritage and others, during scheme design and implementation.</li> </ul>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 7.7: We will enhance biodiversity and landscape where possible.</b>															
Recycling as much highway material as possible.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Using imported recycled or secondary aggregates from local sources.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Choosing material and maintenance techniques that minimise the production of greenhouse gases.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Using energy efficient products, plant and equipment.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Using techniques that address pollution including noise, contamination and light during implementation.	+	0	+	0	0	+	0	0	0	0	+	+	+	0	0
Taking full account of the quality and sensitivity of landscapes, habitats and species in the design, assessment and selection of new schemes and ongoing maintenance, particularly where they affect designated landscapes and sites.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Attempting to fit schemes into their surroundings by careful choice of route and alignment, and by the use of landform and new planting and habitat creation to reduce adverse effects on landscape and ecological character.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



LTP Policy	Equality Groups														
	Disabled	Age - Young	Age - Elderly	Race/Ethnicity	Sexual Orientation	Learning Disabilities	Gender	Gypsies/ Travellers	Faith/Religion	Transgender	Social Deprivation	Mental Health	Rurality/Rural Isolation	Low Income	Migrants/Refugees /Asylum Seekers
Screening views from traffic, lighting columns and other infrastructure from sensitive areas while still allowing road users the opportunity to appreciate some views over the wider landscape.	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0
Ensuring lighting has a minimal impact as possible on wildlife species.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taking account of protected species and important habitats during construction, tree and verge maintenance, and routine cyclical maintenance.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Encouraging the inclusion of green infrastructure in scheme design, whilst protecting and managing existing infrastructure such as street and verge side trees.	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0
Seeking opportunities to create new habitats in road improvement works (such as wildflower areas, wetlands, grasslands, ponds, hedgerows and woodlands).	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Policy 7.8: We will protect the network of internationally significant nature conservation sites.</b>															
Supporting measures aimed at maintaining the integrity of internationally significant nature conservation sites.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Requiring any new scheme proposal to demonstrate that it will avoid direct or indirect adverse impacts on the integrity of internationally significant nature conservation sites.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting a limit on the levels of boat traffic using the Cannock Extension Canal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Promoting monitoring of pollution and recreational pressures at sites where issues have been identified.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

For more information please contact:

Clare Horton  
 Transport Policy Officer  
 Integrated Transport and Planning Unit  
 Riverway  
 Stafford  
 ST16 3TJ

**Tel:** 01785 276636

**Email:** [clare.horton@staffordshire.gov.uk](mailto:clare.horton@staffordshire.gov.uk)

If you would like this document in another language or format (e.g. large text), please contact us on 01785 276636 or email [clare.horton@staffordshire.gov.uk](mailto:clare.horton@staffordshire.gov.uk)