

derbyshire

LOCAL TRANSPORT PLAN
2011 - 2026

a healthy future for local transport
main document
April 2011



Cover photograph

A57 above Glossop.

Maps

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Foreword

With the economic and environmental challenges we face, the need for effective transport planning at local level is as important as ever. This Local Transport Plan is a significant part of delivering the new localism agenda, as local transport services are at the heart of all other public services, and our daily lives.

Transport goals and challenges

The most important transport goals for Derbyshire people are supporting a resilient local economy, better safety, security and health, improving the quality of life and promoting a healthy natural environment. We must also endeavour to work towards better energy security, and promote equality of opportunity. Through local surveys, we have jointly identified a whole range of challenges we face in aiming to achieve these goals. It is these challenges that have guided what is in the plan.



Environmental issues

Environmental issues are important with, for example, the Peak District National Park and Derwent Valley Mills World Heritage Site within Derbyshire. In developing the plan, we have carried out environmental assessments based on different ways of achieving our transport goals, looked at their environmental implications, identified a preferred option, and incorporated the environmental measures we need to adopt within the plan.

No big story

There is no big story - the plan is made up of a great many planned activities covering well maintained roads and rights of way, efficient transport network management, improving local accessibility and achieving healthier travel habits (such as walking and cycling), and the importance of taking a considered approach to new infrastructure. The methods include transport schemes and services, influencing travel behaviour, and land use planning. By using all these methods, we will get the best value for money overall.

Local support for the plan

Local consultation has shaped the plan, and many local organisations have expressed support for it. Based on the plan, we are developing an investment protocol to clarify where resources need to be put over the plan period. Importantly, we will be placing a bid through the Local Sustainable Transport Fund to support economic growth whilst also cutting carbon emissions, an approach which also helps air quality, health and the environment.

Ongoing process

The plan is not just a written document which marks the end of the process - it is part of an ongoing process. Having defined our policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and made it clear what we need to achieve, we will continue to work with local organisations and people to work out the best things to do, based on local evidence. We will also monitor the plan and keep it under review.

Transport choices

As the recent Local Transport White Paper (January 2011) emphasised, "investment on its own is not enough - we also need to help people to make transport choices that are good for society as a whole."

A stylized, handwritten signature in black ink, consisting of a large, flowing 'A' followed by several loops and a long horizontal stroke.

Councillor Andrew Lewer, Leader of the Council

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Executive summary

This Local Transport Plan (LTP) is based on a long-term transport strategy for Derbyshire County Council's (DCC) administrative area (see Map 1) which looks towards 2026. It provides a basis for transport policy over the next 15 years and will help secure funding for transport initiatives.

A sustainable transport system which supports the local economy

It defines a path towards transport investment, which will result in a more sustainable and healthy transport system, which also supports the local and sub-regional economy. This therefore includes consideration of economic, environmental and social concerns in the years to come. In particular, there is much to learn about the true relationship between transport planning and a low carbon economy - this will emerge as the work of the new Local Enterprise Partnerships gets underway (see Appendix D). Their role is to create the conditions for economic and business growth through focussing on economic development using local knowledge and expertise. The partnerships will provide evidence to help inform the LTP.

Transport goals and key challenges

Following national guidance, the strategy starts with identifying a set of challenges for Derbyshire in relation to achieving our transport goals:

- Supporting a resilient **local economy**.
- Tackling **climate change**.
- Contributing to better **safety, security and health**.
- Promoting **equality of opportunity**.
- Improving **quality of life** and promoting a **healthy natural environment**.

These challenges (Chapter 2) were identified using a wide range of evidence, local data and analysis, local consultation and a policy review.

It is the locally identified challenges which will drive the development and delivery of the LTP over the years to come.

Things we can do (measures), assessing alternatives and the preferred strategy

A wide range of things we can do to address these challenges has been identified. These include, for example, assessing public (bus and rail) and community transport services, maintenance, traffic management, spatial planning and influencing behavioural change e.g. to achieve more sustainable travel habits. Following a Derbyshire 'Transport Futures' consultation on different ways of putting emphasis on the transport goals, and an option appraisal workshop, the preferred strategy is as follows:

"The preferred strategy is to put emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. The preferred strategy would also aim to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal."

Popular responses to the consultation showed a high level of support for reducing our carbon footprint, influencing spatial planning, routine maintenance of roads and pavements, improvements to public transport services, and encouraging the use of local facilities and local businesses.

The selection of behavioural change measures to persuade people to adopt healthier and more environmentally-friendly travel habits was classed as important by over 90% of respondents.

Part 1: Derbyshire Transport Strategy key messages

The plan must:

- Take a longer term view.
- Help support the local economy.
- Mark a path towards more sustainable travel habits e.g. walking, cycling and using public transport (bus and rail), to reduce carbon dioxide emissions and benefit personal and public health.
- Consider doing more for less, as resourcing is to be less for the first part of the plan period. The authority must deliver a balanced budget based on the financial constraints of available funding.
- Consider the prospect of an ageing population profile for Derbyshire - with the number of people of retirement age set to increase by 25% over the next 10 years.
- Ensure that Derbyshire people who do not have access to a car (over 110,000 in the 2001 census, nearly 51,000 pensioners, and over 71,000 households) are able to access services and facilities.
- Following consultation, the preferred strategy is to put emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. The preferred strategy would also aim to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal.
- The Derbyshire LTP will be reviewed on an ongoing basis.

Part 2: Delivery of Transport Priorities key messages

- Successful delivery is dependent on working with a wide range of local partners, and cross-boundary project planning.
- With the financial constraints that we know lie ahead, we have to achieve value for money in all of our work, yet we also need to be opportunistic about new possibilities and identify long-term projects.
- Overall, we are adopting a considered approach to infrastructure, whether small or large projects.
- We explain what sources of evidence we will use to guide action.
- We have broadly identified projects to be pursued and what we hope to achieve in five years.
- Efficiency in finance relates not only to the way we do things (i.e. operational efficiency), but also how we allocate funds (i.e. allocative efficiency).
- Therefore, we have adopted an Investment Protocol for the period to 2016 to clarify what sort of measures the authority supports, which measures should be used sparingly, and which measures will not be supported unless in exceptional circumstances. This will be refined and updated.

The Transport Strategy 2011- 2026

This preparation has led to a set of priorities for investment in Derbyshire for the next 15 year period, and a good idea of what measures we will use to deliver these priorities. (See page 4).

Key transport priorities and investment priorities for 2011-2026

Well maintained roads and rights of way

- Targeting maintenance improvements (technical and social) to make efficient use of resources.
- Improving public satisfaction with maintenance.
- Improving understanding of expected levels of service.
- Environmental improvements e.g. biodiversity.
- Improving resilience to and reducing disruption caused by climate change.
- Carbon reduction.

Efficient transport network management

- Co-ordination of street works.
- Reducing congestion and delays for all road users.
- Incident management and emergency responses.
- Efficient winter service (roads and footways).
- Management of planned events.
- On street parking, loading and waiting control.
- Direction and tourist signing.
- Environmental improvements.
- Travel information.
- Freight management.

Improving local accessibility and achieving healthier travel habits

- Community transport services.
- Rail, including community rail initiatives.
- Minimising disruption from public transport service cuts.
- Personalised travel advice for disadvantaged people.
- Access to work, education and training.
- Rural accessibility.
- Home to school transport and special needs transport.
- Independent travel training.
- Travel planning and monitoring (business, schools and new developments).
- Personalised travel marketing.
- Travel awareness initiatives.
- Public transport (bus and rail) information.
- School crossing patrol service.
- Sustainable tourism and leisure activity.
- Rights of way improvements.

Better safety and security

- Reducing vulnerable road user casualties (children, pedestrians, pedal cyclists).
- Reducing motorcyclist casualties.
- Managing occupational road risk.
- Tackling problem routes.
- Reducing young driver casualties.
- Small-scale community safety improvements.

A considered approach to new infrastructure

- Infrastructure and services linked with new land use developments.
- Walking and cycling provision.
- Public transport and freight provision.
- Environmental assessment, mitigation and enhancement measures.
- Contribution to a strategic network of high quality green spaces.
- Packages for improvement where there are air quality issues due to local traffic.
- Liaison between spatial and transport planning on an ongoing basis.

The long-term strategy (see Chapter 3) is then the basis of investment planning for the period 2011-2016. The strategy covers our core business, but is also aspirational in exploring new opportunities and identifying long-term projects. We draw in funding from a number of sources to deliver our LTP, and other local agencies, whether the private, public or the voluntary and community sector, play valuable roles in the delivery of transport services.

Programme monitoring and review

The plan will be monitored and reviewed on a regular basis.

Linked plans

The LTP must cover all of the authority's policies and delivery plans relating to transport, which contribute to the wider local agenda. In doing so, it spans a number of more detailed plans which are aligned with it, such as the Transport Asset Management Plan, Rights of Way Improvement Plan/Greenway Strategies and the Traffic Network Management Duty Plan. These are summarised in Appendix A.

Transport and spatial planning

With planned increases in housing and other new developments within Derbyshire and surrounding areas, the importance of transport and spatial planning working together has had a high profile in recent years. The County Council has been working closely with the planning authorities, and will continue to do so during the changeover to the new planning system and beyond (see Appendix B).

Transport carbon dioxide (CO₂) reduction strategy

A significant project has been a review of how best we can assess and incorporate CO₂ reduction in our LTP. This is summarised in Appendix C.

Joint working arrangements - within and beyond Derbyshire

Transport is planned and provided by many organisations and authorities as well as the County Council, so we work with many partners at local level. Also, due to Derbyshire's central position in the country, between major conurbations and containing much of the Peak District National Park, cross-boundary and joint working arrangements are very much a feature of the plan.

In particular, we need to ensure that effective cross-boundary working arrangements with adjoining cities (Derby, Sheffield, Manchester and Nottingham) are in place. The creation of the new Local Enterprise Partnerships (LEPs) will require joined up thinking across authority boundaries, and cross-LEP transport strategies, to ensure that the protection of areas such as the Peak District National Park and the National Forest are continued (see also Appendix D).

Environmental statement

In developing the plan, we have undertaken a Strategic Environmental Assessment and a Habitats Regulation Assessment. These Assessments have been integral to the plan's development, and have influenced the content of the plan. This is described further in Appendix E.

Part 1: Taking a long-term view - defining what we've got to do

1 Introduction and key messages

“Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies.”

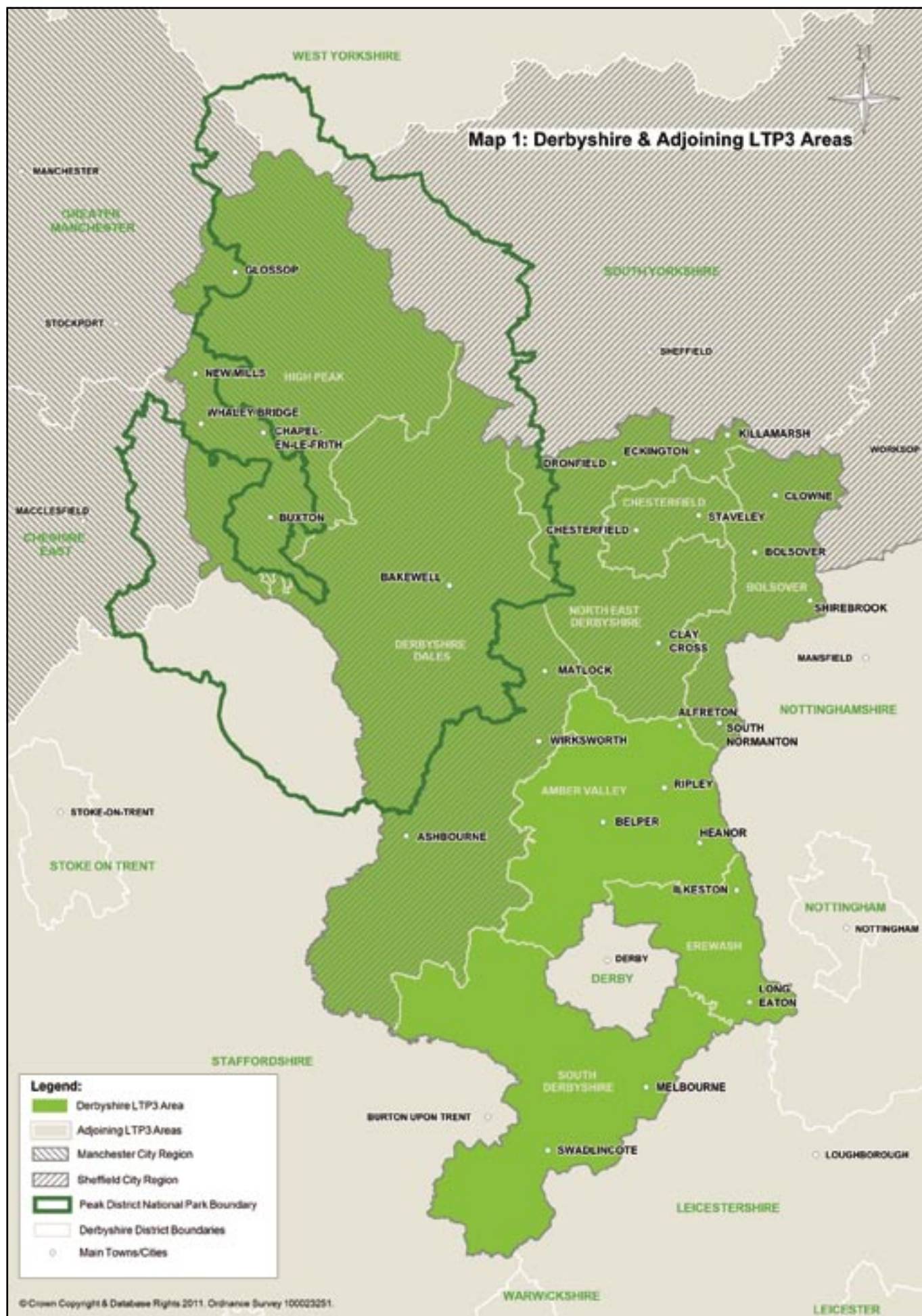
Department for Transport, Local Transport Plan Guidance 2009

This LTP contains policies for the promotion and encouragement of safe, integrated, efficient and economic transport from and within Derbyshire County Council's area. It also explains how we aim to carry out the policies.

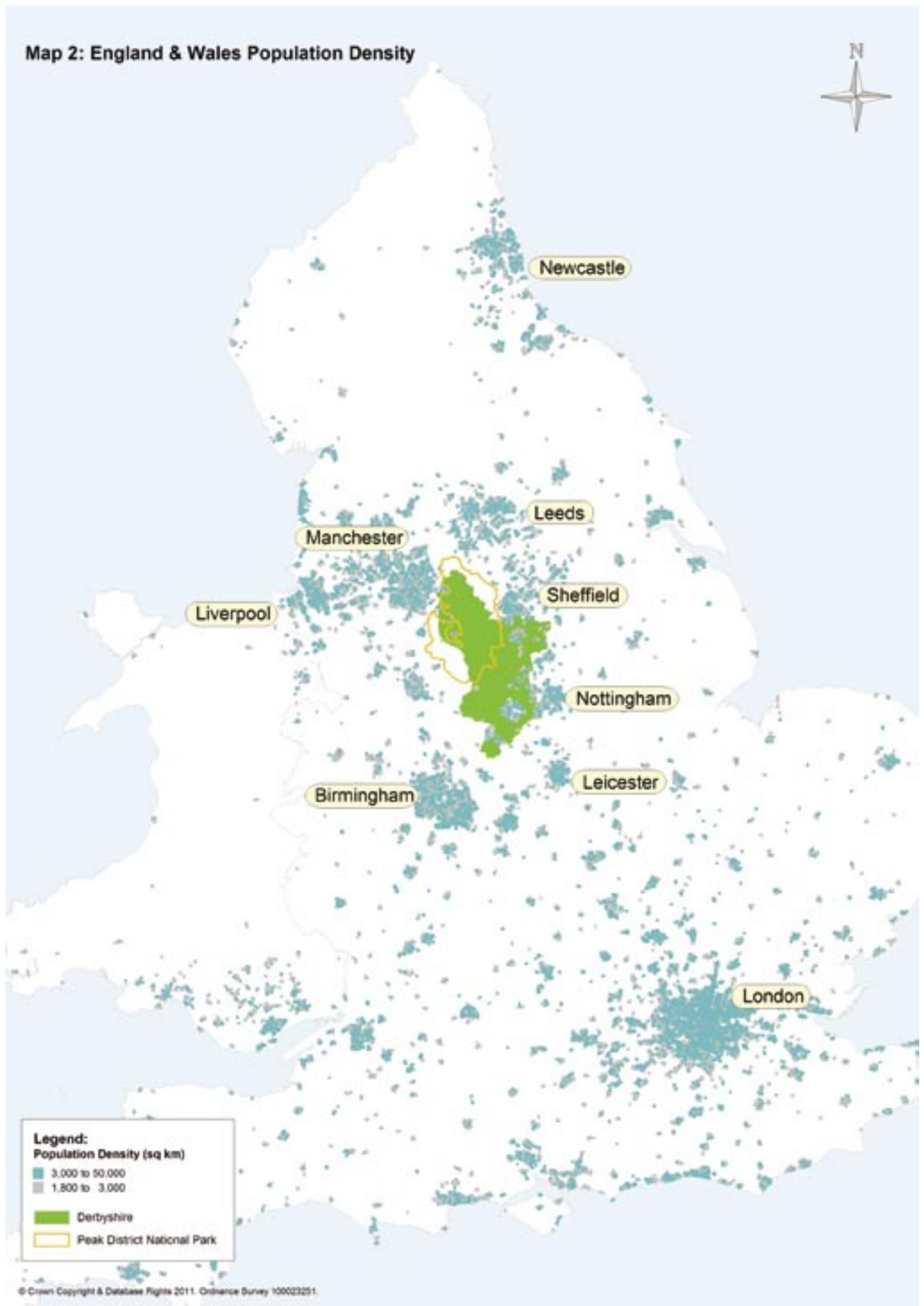
Derbyshire's local transport network includes roads, pavements, rights of way and greenways, rail and canal networks. This long-term Local Transport Strategy covers the maintenance of highway assets (excluding motorways and trunk roads), traffic management, improving local accessibility and healthier travel (bus and rail travel, community transport, walking and cycling), road safety, transport's links with community safety, and our approach to new infrastructure.

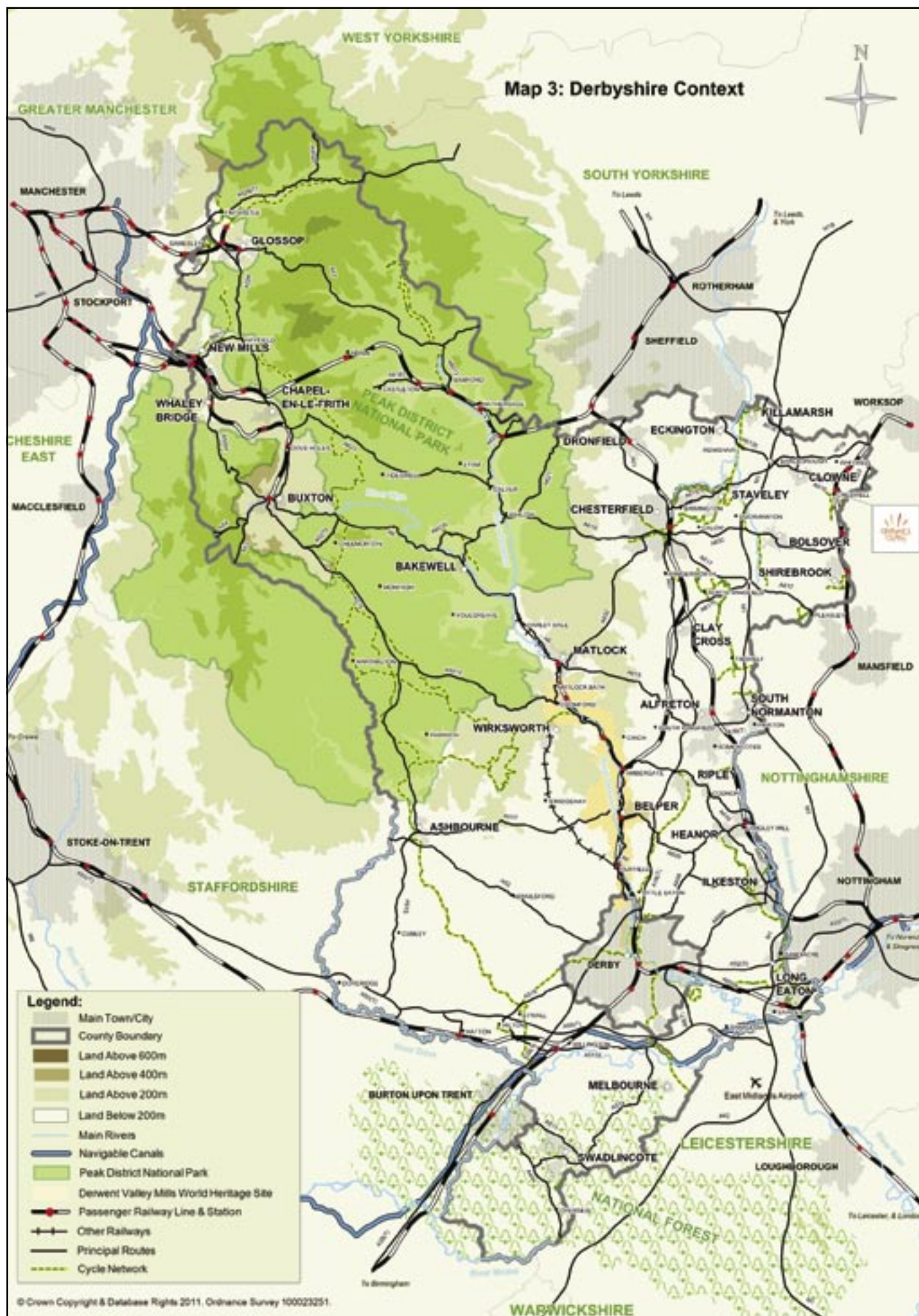
Transport investment must fit in with other areas of local public investment relating for example to health, education, economy and security, whilst also taking very seriously the environmental constraints of our transport system.

This plan covers Derbyshire County Council's area, but we are working with partners in other plan areas on joint working and joint projects. Map 1 (page 7) shows the Derbyshire plan area, and the plan area for boundary authorities. Some transport strategies overlap into Derbyshire (e.g., the city regions), and these will be applied within our area as appropriate through this plan. In particular, Derbyshire's central position in the country, surrounded by major centres of population, yet containing a large proportion of the Peak District National Park and a World Heritage Site, presents a unique set of challenges which the plan needs to address (see Map 2, page 8). Map 3 (page 9) illustrates the context of Derbyshire's road, rail, cycle and navigable waterway network, showing also the surrounding cities and other significant travel destinations such as the Peak District National Park, World Heritage Site, National Forest, and East Midlands Airport.



Map 2: England & Wales Population Density





The transport network of Derbyshire is the entire basis of our daily lives. Without it, the current building blocks of our economy would collapse. Experience over the last decade has shown that any prolonged disruption to the transport network - whether by fuel crisis, foot and mouth epidemic, flooding, snow or volcanic eruption (Iceland, April 2010) - reveals just how dependent our society is upon it.

Its continuation in terms of the highway and rights of way network, rail, public, community and voluntary transport services provided should not be taken 'for granted', as all infrastructure and services relating to transport are subject to careful investment planning and vulnerable to changing levels of resource.

The strategy will therefore aim to benefit public services, local communities, businesses and people who travel through or visit the County. Its ambition is different to previous plans in that it is not about prediction and a focus on transport infrastructure improvement. Instead, it attempts to define the transport future that is desirable, taking into account environmental, social and economic trends and constraints, linking transport with its broader role in our society. It has to deal with financial uncertainty, be modest and practical, and yet mark a significant path towards sustainability. Reducing the need to travel, and travelling more healthily, are twin themes which run through the plan.

The plan also reflects our commitment to work with partners at a local level to get value for money in our transport investment, the significance of Derbyshire's location between cities with ambition to 'grow' connectivity, the high value of Derbyshire's protected landscapes and world-ranking historic sites, and necessarily covers both urban and rural transport issues.

In particular, there is a lot to be done to link transport planning with a resilient local economy whilst at the same time working to reduce carbon dioxide emissions. We must also have regard to the needs of disabled people and people who are older or have access problems, whether because of needing access with mobility scooters, pushchairs etc., or lacking access to a car.

The strategy is based on a review of policy, the results of a wide range of local consultations carried out over the last year, and analysis of local data, including a Strategic Environmental Assessment and Habitats Regulation Assessment. In particular, the 'Local Transport Futures: Challenges and Options Consultation' (April 2010) showed a high level of support for reducing our carbon footprint, influencing spatial planning, routine maintenance of roads and pavements, improvements to public transport services, and encouraging the use of local facilities and local businesses. The selection of behavioural change measures to persuade people to adopt healthier and more environmentally-friendly travel habits was classed as important by over 90% of respondents.

With a 15 year timescale, the long-term transport strategy must take into account sustainability of travel habits in terms of tackling climate change, and also preparing for the impact of 'Peak Oil.' There are growing concerns regarding the impact that Peak Oil could have on transport in the future. Peak Oil is the point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production enters terminal decline because geological limitations are reached. If demand for oil continues to increase over supply, then an increase in oil prices can be expected. There are also concerns regarding the insecurity of supply and price volatility further increasing the price of fuel. Therefore, the Carbon Reduction Strategy (see Appendix C) will also guide Derbyshire to prepare for such a future and make sure the transport system is resilient to such pressures.

Social, economic and environmental results

It is the earlier paper 'Local Transport Futures: Challenges and Options consultation' (April 2010) which gave a Derbyshire flavour as the basis of our transport strategy. Our resulting Derbyshire strategy is, therefore, tailor-made and is not about providing generic transport services for their own sake. The strategy is a response to Derbyshire issues and problems, whether social, economic or environmental. Our intended outcomes, therefore, relate not only to the provision of services, but to achieving social, economic and environmental results.

Part 1: Derbyshire Transport Strategy key messages

The plan must:

- Take a longer term view.
- Help support the local economy.
- Mark a path towards more sustainable travel habits e.g. walking, cycling and using public transport (bus and rail), to reduce carbon dioxide emissions and benefit personal and public health.
- Consider doing more for less, as resourcing is to be less for the first part of the plan period.
The authority must deliver a balanced budget based on the financial constraints of available funding.
- Consider the prospect of an ageing population profile for Derbyshire - with the number of people of retirement age set to increase by 25% over the next 10 years.
- Ensure that Derbyshire people who do not have access to a car (over 110,000 in the 2001 census, nearly 51,000 pensioners, and over 71,000 households) are able to access services and facilities.
- Following consultation, the preferred strategy is to put emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. The preferred strategy would also aim to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal.
- The Derbyshire LTP will be reviewed on an ongoing basis.

“Reducing the need to travel, and travelling more healthily, are twin themes which run through the plan.”

2 Derbyshire vision, transport goals and challenges

“The approach of clarifying Local Transport Plan goals is a critical first step before prioritising which transport measures will be pursued.”

“Having identified high level goals, Local Transport Plans should consider the evidence on specific challenges or problems that relate to these goals.”

Department for Transport, Local Transport Plan Guidance 2009

2.1 Transport vision and goals

Derbyshire’s existing long-term transport strategy (2006-2021) is rolled forward, based on two key principles and a transport vision as follows:

Key principles

- To adopt sustainable development¹ as the common purpose of our transport strategy.
- To take a holistic approach in all we do, integrating economic, social and environmental needs.

Transport vision

At the heart of our vision is a transport system that is both fair and efficient.

Healthier lifestyles, safer communities, a safeguarded and enhanced natural environment and better access to jobs and services will be the result.

To get there, we will improve the choice and accessibility of transport whilst integrating economic, social and environmental needs.

Transport goals

Our plan’s goals are as follows:

- Supporting a resilient **local economy**.
- Tackling **climate change**.
- Contributing to better **safety, security and health**.
- Promoting **equality of opportunity**.
- Improving **quality of life** and promoting a **healthy natural environment**.

¹ Development that meets the needs of the present without compromising the ability of future generations to meet their own needs, Brundtland Report, 1987

2.2 Challenges

The following challenges for Derbyshire have been identified for each of the transport goals from a wide review of policy, local consultation, and analysis of local data:

“These challenges will drive the development and delivery of the Local Transport Plan.”

Department for Transport, Local Transport Plan Guidance 2009

Summary of Derbyshire’s transport challenges for supporting a resilient local economy:

- A reliable and well maintained local transport infrastructure linked to policies and plans to promote sustainable economic growth, and to sources of local housing and labour.
- Rural transport - to support local business, and access to services and employment for residents and visitors.
- Business and commuting journeys - improve reliability and connectivity on key local routes (journeys to be made within a reasonable time and at a reasonable cost).
- Tackling congestion.
- Supporting sustainable tourism and leisure.
- Supporting the delivery of housing, including affordable housing.
- Enhancing resilience - e.g. adverse weather, collisions, and the impacts of climate change.
- Considering the influence of neighbouring regions’ plans on travel patterns in Derbyshire.



Congestion in Chesterfield.

Summary of Derbyshire’s transport challenges for tackling climate change:

- Reducing greenhouse gas emissions through new technologies and cleaner fuels, energy efficiency measures, and encouraging ‘smarter choices’ of car sharing, using public transport, cycling, walking and reducing the desire to travel.
- Predicting and coping with the potential disruption of extreme weather events to the transport network.
- Continuing to raise awareness of the issue of climate change and promote what Derbyshire people, organisations and businesses can do to help.
- Achieving lower carbon commuting for all.
- Assessing flood risk in Derbyshire, and ensuring future transport infrastructure developments and maintenance interventions do not increase flood risk.
- Change-resilient design and maintenance strategies.
- Maintenance of vegetation which has a longer growing season.
- Event management to reduce private car use.



View over Edale.

Summary of Derbyshire's transport safety, security and health challenges:

Safety

- Increasingly challenging casualty reduction targets.
- Reducing the risk of death or injury - taking a danger reduction approach so that it's safer to walk, cycle and horse ride.
- Achieving value for money in road engineering and safety-related maintenance schemes.
- To further reduce the numbers of road casualties, particularly motorcyclists, young car drivers and problem routes, including rural roads and collisions that happen within the hours of darkness.
- Effective targeting for road safety initiatives (locations, user groups).
- Effective monitoring and evaluation of road safety initiatives.
- Proactive prevention e.g. to deal with changes in behaviour and climate.
- Develop a better understanding of our assets and how they can contribute to safety by developing a more risk assessed approach to why they are needed.

Security

- Reduce crime, fear of crime and anti-social behaviour on transport networks e.g. small scale lighting improvements, clean up and anti-graffiti measures, and cutting back undergrowth, tree and hedge cutting.
- Identify where small-scale improved street lighting will contribute to a reduction in crime, anti-social behaviour and fear of crime.

Health

- Work with partners to improve personal health and reduce obesity through encouraging active travel and increased physical activity.
- Behavioural change - encouraging more walking/cycling, use of public transport, car sharing etc., usually referred to as 'Smarter Choices'.
- Revenue funding is required to champion, implement and monitor Smarter Choices initiatives.
- Sustainable transport solutions are lagging behind highway infrastructure-led approaches.
- Reduce the social, economic and air quality costs of transport to public health.
- Enforcement and monitoring of travel plans.
- Mainstreaming Smarter Choices through interdisciplinary solutions e.g. land use planners/engineers/travel planners/urban designers working together.
- Better promotion of options that are available - particularly for walking and cycling.



A57 above Glossop.

Summary of Derbyshire's transport challenges for equality of opportunity:

- Provision of transport and services will need to consider the impact of a growing number of older people, particularly in the more rural areas of Derbyshire.
- Provision of transport and services will need to consider disadvantaged groups, such as unemployed and disabled people.
- Provide a network of transport services including public transport, subsidised services and alternative transport arrangements (see next bullet point).
- Support valuable non-public transport initiatives such as Volunteer Car Schemes, Community Transport, Wheels to Work for people without access to, or the ability to use, personal or public transport.
- Support local community based transport initiatives.
- Provide information on all transport options.
- Encourage the availability and use of local services.
- Make travel available at reasonable cost according to individual circumstances.
- Increase people's local travel horizons where this is limiting access to services.
- Provide fully accessible public transport.
- Provide highway infrastructure to assist vulnerable users.
- Support schemes to improve fully accessible local links to provide better off-road connections e.g. access for all rights of way and the Greenway network.



Summary of Derbyshire's transport quality of life and healthy natural environment challenges:

General

- Maintain the transport asset for local travel, to protect sense of place and the natural and historic environment.
- Reduce air pollution.
- Encourage more people to enjoy the natural environment without damaging the natural environment that they are travelling to visit.
- Minimise the impact of transport on tranquillity.
- Minimise the impacts of transport on the natural environment, heritage and landscape.
- Improve people's experience of travel.
- Improve streetscapes and the urban environment.
- Create opportunities for social contact and access to leisure and the countryside.
- Reduce sign clutter and visual impact of other transport infrastructure.
- Increase opportunities to access sustainable traffic-free routes.
- Increase walking and cycling.
- Continue to undertake our environmental work which is largely protecting the environment from transport interventions.
- Strive towards a low carbon economy where we undertake low carbon transport interventions to enhance the economy.
- Help reduce any damage to the landscape or disturbance of habitats or species caused by an increased use of the rights of way network.
- Minimise the impact of recreational motorised vehicle use in the countryside (e.g. on biodiversity, landscape, local communities and other users of the network).

Biodiversity

- Enhancement of green infrastructure e.g. management of road verge reserves, better connected traffic-free routes.
- Minimise light pollution from transport infrastructure on the landscape.
- Site management and scheme design - include environmental specialists.
- Opportunities for proactive improvement e.g. bat boxes/bridges.
- Protect habitats and species from disturbance due to an increased level of walking, horse riding and cycling.
- Work to prevent rare or protected species being killed on Derbyshire's roads.

Population and human health

- Work with local planning authorities to help minimise adverse impacts from new housing.
- Continue to provide public transport facilities to cater for an increasingly older population.

Landscape

- Continue to support 'greening' of and sustainable access within the National Forest.
- Minimise the visual impact of transport infrastructure on the landscape e.g. indiscriminate parking in rural areas.
- All new highway development and management should reflect and respond to the landscape character and local distinctiveness.
- Support the development of green access corridors (contributing to green infrastructure).

Cultural heritage

- Minimise the impact of transport infrastructure on the historic environment.
- Good design and material usage (including specialist advisors).



Swarkestone Causeway, ancient monument.

These challenges will drive the development and delivery of the LTP.

Next, we have considered what range of measures is available to address the identified challenges. These are presented in the next chapter.

3 The Strategy 2011-2026

Following on from the challenges identified in relation to achieving the transport goals (Chapter 2), the strategy is based on a mix of measures which will address those challenges.

As part of the Strategic Environmental Assessment (SEA) process, we devised a number of reasonable strategic options in developing the plan. A Health Impact Assessment was also an integral part of the SEA, in order to ensure that health issues are taken into account. A 'Local Transport Futures: Challenges and Option Consultation' was carried out in early summer 2010. The plan has to be balanced in meeting all of the transport goals, so alternative options should not be focused purely on a particular goal. Three alternative options were devised, which gave emphasis to one or more of the transport goals, resulting in a different mix of a wide range of measures to assess. The most popular option for Derbyshire in delivering the transport goals is to give emphasis to supporting a resilient local economy, better safety, security and health, and improving quality of life and promoting a healthy natural environment. An assessment of all the options and mix of measures against the SEA objectives (see Table 1, page 17) found that this 'Derbyshire' option, with a few alterations, would perform well, in order to maximise the overall benefits of the plan.

"The preferred strategy is to put emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. The preferred strategy would also aim to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal."

The preferred strategy incorporates the requirement to include environmental assessment, with mitigation and enhancement measures as appropriate.

Affordability, deliverability and risk

The preferred strategy therefore represents the 'ideal' approach to the long-term transport strategy for Derbyshire. In developing a more specific programme of measures (i.e. Part 2, Delivery), consideration has also been given to affordability, deliverability and risk, as well as the results of the options appraisal.

The long-term strategy

The long-term strategy is presented by incorporating the range of measures across our main transport service areas as follows:

- Well maintained roads and rights of way.
- Efficient transport network management.
- Improving local accessibility and achieving healthier travel habits.
- Better safety and security.
- A considered approach to new infrastructure.

These service areas are referred to as our **key transport priorities**.

Table 1: Strategic Environmental Assessment objectives

- SEA1** Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of environmental sensitivity.
- Maintain the transport asset for local travel to protect landscape character, sense of place and the natural and historic environment.
 - Reduce light pollution and help to preserve dark skies.
 - Avoid damage to the World Heritage Site and all heritage assets, including their setting.
 - Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside.
 - Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking, cycling, motorcycling etc.
 - Reduce the visual impact of transport infrastructure.
- SEA2** Protect and enhance European sites, legally protected species and national sites designated for their biodiversity and geological interests, ensuring that these receive the highest level of consideration at all times, and consider other local sites, habitats and species, including measures to reduce habitat fragmentation and enhance connectivity.
- SEA3** Support a resilient economy.
- SEA4** To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes.
- Promote behavioural change to encourage healthier more sustainable travel habits.
 - Support sustainable tourism.
 - Improve access to key services and facilities using sustainable travel modes of transport.
 - Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities.
 - Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel.
- SEA5** Minimise noise and vibration impacts.
- SEA6** Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.
- SEA7** Improve road safety through targeted interventions and make travel feel safer, particularly by non-car modes.
- SEA8** Improve community safety, reduce crime and the fear of crime.
- SEA9** Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure facilities and the natural environment.
- SEA10** Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.
- SEA11** Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.
- SEA12** Enhance the network's resilience to climate change e.g. reduce the risk of flooding.
- SEA13** Minimise the use of environmental resources.
- Minimise energy usage and reduce dependency on non-renewable resources.
 - Increase the proportion of re-used and recycled materials used in road and rights of way construction and maintenance.
 - Use locally sourced materials wherever feasible.

The long-term strategy identifies, for each key transport priority:

- the priorities for investment for the next 15 year period,
- examples of the partners who we work with, and
- the measures which can be used to deliver the priorities in order to achieve the transport goals.

Because the identified measures are a mixture of routine work that is happening now, temporary projects, and new ideas, the measures have been grouped into three categories:

- Core business - work that is happening now on a routine basis.
- Exploring opportunities - new ideas, including special or temporary projects.
- Long-term projects - significant projects which should be explored in order for us to achieve some of our longer term priorities.

This is important, as it shows we are not simply 'retreating' to core business even though we face a period of reduced resource. These priorities and measures are the beginning of the LTP Programme for the next 15 year period. We must work with our partners to achieve the best value for money in all that we do.

All areas of work must, through the range of measures available, help to deliver the transport goals:

- Supporting a resilient **local economy**.
- Tackling **climate change**.
- Contributing to better **safety, security and health**.
- Promoting **equality of opportunity**.
- Improving **quality of life** and promoting a **healthy natural environment**.

This is illustrated in Table 2 below.

Table 2: All Derbyshire's key transport priorities helping to deliver the transport goals

		Key Transport Priority				
		Well maintained roads and rights of way	Efficient transport network management	Improving local accessibility and achieving healthier travel habits	Better safety and security	A considered approach to new infrastructure
Transport Goals	Supporting a resilient local economy	✓	✓	✓	✓	✓
	Tackling climate change	✓	✓	✓	✓	✓
	Better safety, security and health	✓	✓	✓	✓	✓
	Promoting equality of opportunity	✓	✓	✓	✓	✓
	Improving quality of life and promoting a healthy natural environment	✓	✓	✓	✓	✓

The following strategy incorporates the mix of measures resulting from the SEA option assessment, so that the SEA process has fundamentally influenced the content of the plan. An Equality Impact Assessment (EQIA) carried out on the lead up to the plan also resulted in a wider consultation than previous plans. The EQIA has also influenced the content of the plan, and will continue to influence its implementation, particularly within accessibility planning.

It must be emphasised that, across all the following strategy areas, the authority must deliver a balanced budget based on the financial constraints of available funding.

Preferred strategy 2011-2026 - priorities and measures to achieve them

Key priority: well maintained roads and rights of way

Our transport goals

- ✓ **Local economy** ✓ *Equality*
- ✓ *Climate change* ✓ **Quality of life and healthy natural environment**
- ✓ **Safety, security, health**

The main things we have to do:

Highway maintenance, rights of way maintenance, flood management.

Common to all: disability discrimination, climate change, air quality, regard for the Peak District National Park, biodiversity, noise management, duty to involve, equalities and socio-economic disadvantage.

- ✓ **The preferred strategy is to emphasise these goals.**

Our priorities 2011-2026

- Targeting maintenance improvements (technical and social) to make efficient use of resources.
- Improving public satisfaction.
- Improving understanding of levels of service which can be expected.
- Environmental improvements e.g. biodiversity.
- Improving resilience to and reducing disruption caused by climate change.
- Carbon reduction.

Our partners

e.g. Highways Agency
Midlands Highways Alliance
Statutory Undertakers
District/ Borough Councils
Peak District National Park Authority
Town and Parish Councils
Landowners
User groups/ volunteers

Value for money

Measures to achieve priorities

Core business

An asset managed approach to routine maintenance of roads, routine maintenance of pavements, routine maintenance of bridges and structures, cycleway and rights of way maintenance, reducing light pollution, reducing street lighting carbon emissions, minimising damage to the environment, asset management, improving public satisfaction with maintenance and flood risk management.

Exploring opportunities

Better management and definition of Levels of Service for transport assets including roads, pavements, street lights, gullies and signs to support local journeys, expansion of Control Centre, removing unnecessary infrastructure (for example road signs), routine maintenance and management of rights of way and greenways, managing special road verges to preserve biodiversity, habitat protection for plants and wildlife, maintenance of vegetation, improving the local streetscape through high quality design, the use of local materials and taking a multi-disciplinary approach (to improvement).

Long-term projects

Strategic, holistic review of carriageway, footway, signage, Heavy Goods Vehicle movements, weight limits, lining, signals, gullies and drainage and prioritised list of Public Rights of Way in most need of surface improvements or which benefit the most users.

Preferred strategy 2011-2026 - priorities and measures to achieve them

Key priority: efficient transport network management

Our transport goals

- ✓ **Local economy** ✓ *Equality*
- ✓ *Climate change* ✓ **Quality of life and healthy natural environment**
- ✓ **Safety, security, health**

The main things we have to do:

Network Management Duty, winter maintenance, co-ordination of streetworks, flood management.

Common to all: disability discrimination, climate change, air quality, regard for the Peak District National Park, biodiversity, noise management, duty to involve, equalities and socio-economic disadvantage.

- ✓ **The preferred strategy is to emphasise these goals.**

Our priorities 2011-2026

- Co-ordination of street works.
- Reducing congestion and delays for all road users.
- Incident management and emergency responses.
- Efficient winter service (roads and footways).
- Management of planned events.
- On street parking, loading and waiting control.
- Direction and tourist signing.
- Environmental improvements.
- Travel information.
- Freight management.

Our partners

e.g. Highways Agency
Midlands Service Improvement Group
Statutory Undertakers
District/ Borough Councils
Peak District National Park Authority
East Midlands Traffic Managers Forum
Landowners Vehicle and Operator Services Agency
User groups/ volunteers

Value for money

Measures to achieve priorities

Core business

Junction improvements, delivery of Permits scheme, dealing with disruption on the roads, co-ordination of street works, parking controls, keeping roads clear in bad weather, keeping pavements clear in bad weather, keeping lorries out of villages, tackling bad parking in rural areas, better direction and tourist signing and providing travel information.

Exploring opportunities

Expansion of Control Centre, review need and cost benefit for Intelligent Transport Systems, managing events to reduce car use, improved social contact in neighbourhoods, for example, through reduced traffic levels and slower speeds, develop a better understanding of key routes at strategic and local levels, bus punctuality and priority measures.

Long-term projects

Support opportunities to move freight on to rail.

Preferred strategy 2011-2026 - priorities and measures to achieve them

Key priority: improving local accessibility, achieving healthier travel habits

Our transport goals

- ✓ **Local economy** ✓ *Equality*
- ✓ *Climate change* ✓ **Quality of life and healthy natural environment**
- ✓ **Safety, security, health**

The main things we have to do:

Rights of way improvement, bus information, bus powers and passenger transport, travel to school, school transport services, disability discrimination, air quality, planning policy guidance and statements, equality impact assessments, public health (from 2013).
Common to all: climate change, regard for the Peak District National Park, biodiversity, noise management, duty to involve, equalities and socio-economic disadvantage.

- ✓ **The preferred strategy is to emphasise these goals.**

Our priorities 2011-2026

- Community transport services.
- Rail, including community rail initiatives.
- Minimising disruption from public transport service cuts.
- Personalised travel advice for disadvantaged people.
- Access to work, education and training.
- Rural accessibility.
- Home to school transport and Special Needs Transport.
- Independent travel training.
- Travel planning and monitoring (business, schools and new developments).
- Personalised travel marketing.
- Travel awareness initiatives.
- Public transport (bus and rail) information.
- School Crossing Patrol Service.
- Sustainable tourism and leisure activity.
- Rights of way improvements.

Our partners

e.g. Bus and train operators,
Network Rail
Derbyshire Partnership Forum
Councils for Voluntary Service
Community Rail Partnerships
Community Transport
Districts/Borough Councils
Peak District National Park Authority

Town and Parish Councils
Derbyshire Rural Community Council
Health sector partners
Derbyshire Sport
Local Access Forums
Groundwork Trusts
Youth Council
Bolsover Countryside Partnership

Value for money

Measures to achieve priorities

Core business

Supported bus services, Home to School Transport, Special Needs Transport Service, public transport information, concessionary fares, School and Business Travel Plans, Travel Plans for new developments, cycling facilities and networks, walking facilities and networks, support Community Transport Services, School Crossing Patrol Service, physically accessible public transport, improve access to public/green space and Equality Impact Assessments.

Exploring opportunities

Support more demand-responsive transport services e.g. dial-a-ride, accessibility mapping and community Travel Plans, target access to work, education and training, support Wheels to Work, independent travel training, reduce DCC commuting mileage, personalised travel planning project, joined up public transport information and branding, quality bus corridors, better promotion of existing opportunities (cycling, walking), event management to reduce car use, support sustainable tourism growth, rail services including Community Rail, car clubs, vehicle technology e.g. plug in points for electric vehicles and investigation of a safety/environmental education initiative.

Long-term projects

Multi-operator ticketing scheme/smart cards, real time information at bus stops and electric vehicle charging infrastructure provision.

Preferred strategy 2011-2026 - priorities and measures to achieve them

Key priority: better safety and security

Our transport goals

- ✓ **Local economy**
- ✓ *Equality*
- ✓ *Climate change*
- ✓ **Quality of life and healthy natural environment**
- ✓ **Safety, security, health**

The main things we have to do:

Measures to promote road safety (information, advice, training, highway schemes), Community Safety.

Common to all: disability discrimination, climate change, air quality, regard for the Peak District National Park, biodiversity, noise management, duty to involve, equalities and socio-economic disadvantage.

- ✓ **The preferred strategy is to emphasise these goals.**

Our priorities 2011-2026

- Reducing vulnerable road user casualties (children, pedestrians, pedal cyclists).
- Reducing motorcyclist casualties.
- Managing occupational road risk.
- Tackling problem routes.
- Reducing young driver casualties.
- Small-scale community safety improvements.

Our partners

e.g. Derby and Derbyshire Road Safety Partnership
Crime and Disorder Partnerships
Derbyshire Probation Trust
User groups/ volunteers

Value for money

Measures to achieve priorities

Core business

Road safety education, road safety training, for example cycling and walking, road safety publicity, road safety engineering to reduce danger on the roads, road surfaces that help reduce skidding, road safety enforcement, speed reduction schemes, reviewing speed limits, signing and lining and targeted improved street lighting, for example, in waiting areas and at crossings.

Exploring opportunities

The monitoring and evaluation of road safety measures, so they can be effectively targeted, cross-boundary/ partnership working and contribution to the road safety knowledge centre.

Long-term projects

Preparation for future challenges e.g. older people, walking/cycling safety and vegetation growth.

Preferred strategy 2011-2026 - priorities and measures to achieve them

Key priority: a considered approach to new infrastructure

Our transport goals

- ✓ **Local economy** ✓ *Equality*
- ✓ *Climate change* ✓ **Quality of life and healthy natural environment**
- ✓ **Safety, security, health**

The main things we have to do:

Integrated spatial/transport planning, Planning Policy and Guidance Statements, Environmental Impact Assessment.

Common to all: disability discrimination, climate change, air quality, regard for the Peak District National Park, biodiversity, noise management, duty to involve, equalities and socio-economic disadvantage.

- ✓ **The preferred strategy is to emphasise these goals.**

Our priorities 2011-2026

- Infrastructure and services linked with new land use developments.
- Walking and cycling provision.
- Public transport and freight provision.
- Environmental assessment, mitigation and enhancement measures.
- Contribution to a strategic network of high quality green spaces - green infrastructure.
- Packages for improvement where there are air quality issues due to local traffic.
- Liaison between spatial and transport planning on an ongoing basis.

Our partners

e.g. Local Economic Partnerships
District/ Borough Councils
Peak District National Park Authority
National Forest Developers (private)
User groups/ volunteers

Value for money

Measures to achieve priorities

Core business

Strategic and local cycle networks, walking networks, infrastructure linked with new housing provision/ development, environmental assessment, mitigation and enhancement.

Exploring opportunities

Major schemes - congestion and/ or safety.

Major schemes - environmental.

Contribution to a strategic network of high quality green spaces - green infrastructure.

Long-term projects

In preparation: Ilkeston Rail Station.

Potential for appraisal as County Council - sponsored scheme: A515 Ashbourne Bypass, A61 Chesterfield Inner Relief Road Junctions (Rother Valley Regeneration Corridor), A514 Swarkestone Bypass, Clay Cross Rail Station, Gamesley Rail Station.

Potential for appraisal in association with land-use plans: A61 - A617 'Avenue' link road, Barlborough - Clowne Links to Junction 29a, A610 Ripley - Codnor - Woodlinkin Improvements, A619 Staveley - Brimington Bypass (Chesterfield to Staveley), A514 Woodville - Swadlincote Regeneration Route.

Recommended for rescinding A617 Glapwell Bypass, A619 Staveley - Brimington Bypass (Staveley to M1 Junction 30).

County wide network of Greenways.

4 Programme management and the rôle of consultation

4.1 The LTP programme

“All local authorities should set up appropriate management systems to facilitate the planning, monitoring and control of the transport programme. These should be linked as appropriate with wider business improvement and performance management systems within the authority.”

Department for Transport, Local Transport Plan Guidance 2009

“The Local Transport Plan can be thought of as a long-term strategy within which is set a three (or more) year rolling programme refreshed periodically to maintain its alignment. The LTP programme is the mechanism for managing delivery of the whole LTP.”

Department for Transport, Good Practice Note for Programme and Risk Management 2009

The Delivery Plan (Part 2) is, in effect, the Business Plan to deliver the measures outlined in the long-term strategy. It must cover every aspect that needs to be managed to assure delivery to include, for example, completeness of planning, resourcing, prioritisation, managing delivery, managing risks, achieving outcomes and influencing decision-making.

Programme management is therefore about the overall management of the delivery of the Local Transport Plan.

Best effect possible within environmental and economic constraints

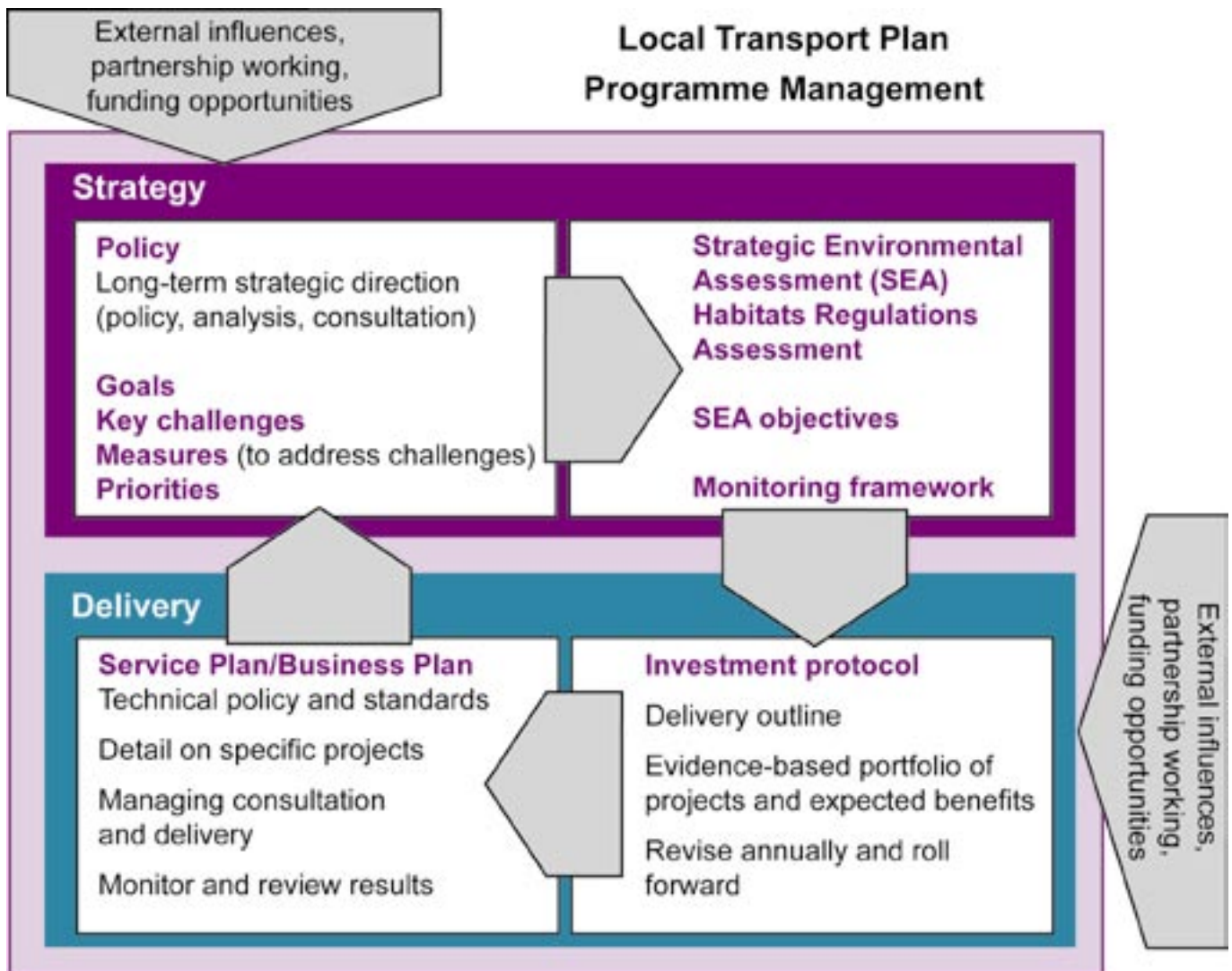
This will ensure that the transport planning framework is adequately taking into consideration the environmental and economic constraints of the next LTP period. Delivery will be focused on achieving the best effect possible within resource constraints. Delivery is also informed by a more detailed set of aligned plans. These are further described in Appendix A.

4.2 Monitoring and review process

The LTP will be monitored, reviewed and refreshed on a regular basis. Once the plan is finalised, it will be rolled forward, with the strands of activity as follows (see Figure 1):

- Manage a portfolio of projects and the benefits they are expected to provide (including the findings of the SEA and Habitats Regulation Assessment), and monitor progress.
- Identify changes needed to the plan's delivery from monitoring activity, and roll forward into the next three year period.
- Identify impacts on the strategy from these changes.
- Maintain the strategy and refresh it to reflect delivery and external influences. This, in turn, will inform delivery.

Figure 1: Local Transport Plan programme management cycle



4.3 How the Strategic Environmental Assessment has influenced and benefited the plan Methodology

The methodology of plan development was tied in with the SEA process, as summarised in Annex F of the Department for Transport (DfT) LTP3 Guidance. This outlines how the main stages of the LTP and SEA processes are separate, but linked together:

SEA Stage A: LTP Scoping, goals and challenges, and SEA Scoping.

SEA Stage B: LTP Options to address the challenges, and SEA strategic alternatives, assessment, mitigation/ enhancement measures and monitoring.

SEA Stages C and D: Draft LTP and SEA Environment Report, Final LTP and SEA Environmental Statements.

SEA Stage E: LTP Review and SEA Monitoring.

Result - benefits of the methodology

The Scoping Stage helped to establish the baseline situation and identify a focus on what range and detail of data is important to the LTP. The 'Without the Plan' scenario was a very useful day-long exercise which, by giving an insight into what would happen if the plan didn't exist, gave a strategic steer to what the plan should be aiming to achieve (also referred to at the end of Chapter 11).

Option development involved members of the LTP3 Steering Group in the task of identifying reasonable strategic alternatives, which led to an appraisal of our statutory duties and thinking about how work could change to help deliver the transport goals. The Option Appraisal Workshop involved discussions which highlighted a range of

issues including carbon reduction, the proliferation of signage, and the links between LTP measures and public health. These have been further emphasised in the plan.

The SEA process entailed a wide range of measures for consideration including maintenance and design, network management, new infrastructure, road and community safety, public transport, accessibility, behavioural change, spatial planning, accounting/decision making, vehicle fleets and the economy.

The development of the Investment Protocol (Supplementary document to the LTP) involved multi-disciplinary discussions for each of the LTP key priorities in order to identify how the plan can be interpreted into programme development, resolving tensions between certain work areas (e.g. road safety solutions increasing signage and maintenance liability).

The SEA objectives have been an essential framework for plan assessment and will continue to be part of the risk assessment and mitigation process.

Result - benefit to the plan content

Table E2 of Appendix E shows how key trends, issues and objectives identified through the SEA process have been fed through to the Investment Protocol statements. This includes issues such as asset replacement/removal, protection and restoration of habitats and species alongside footpaths, protection of listed highway structures, conservation of character, schemes to minimise water pollution, recycling material, personalised travel marketing project, and overall environmental assessment, mitigation and enhancement. The Investment Protocol also considers risk management issues.

4.4 The rôle of consultation

Our 2008 Local Transport Plan Progress Report included a 'stakeholder audit' which outlined the degree to which we work with national, sub-regional and local partners, local organisations and volunteers, and local communities in the planning, reviewing and implementation of the Local Transport Plan, and in seeking funding. Consultation is not a 'one-off' event on the lead up to the plan, but is something which is built in to the plan's development, implementation, monitoring and review.

Strategy development

In LTP3 Strategy development, consultation about the plan's goals and challenges began in 2009, with a range of surveys (e.g. Citizens' Panels, LTP stakeholder survey, b_line website). More specific questions about street lighting/carbon reduction and improving satisfaction with maintenance were carried out through a Residents' Survey and a Derbyshire County Council payroll survey.

A 'Transport Futures: Challenges and Options' paper (June 2010) was then developed using the above survey material and other evidence, with two linked questionnaires (one for the public, and a more detailed one for LTP stakeholders) about the preferred strategic option for Derbyshire, and to assess the level of support for the range of measures available to us which address the identified challenges. This material has been used to arrive at the preferred option and continues to give an indication of which measures are supported.

Delivery

Consultation continues to be a key element which informs delivery of the plan, with more specialist surveys or consultation being carried out at a more detailed level in specific areas (e.g. review of supported bus network and public transport subsidies). Comments about transport also emerge from other surveys or events which are not necessarily transport specific, or surveys carried out by other local organisations e.g. consultation by the Derbyshire Partnership Forum for the Sustainable Community Strategy and Districts/Boroughs' land use planning process.

Part 2 of this plan also includes examples of how consultation and involvement routinely forms part of the ongoing evidence to inform delivery of the plan e.g. Local Access Forums, residents' surveys and accessibility surveys.

Part 2: Guiding delivery - next steps

5 Introduction and key messages

Having defined the long-term transport goals, key challenges, priorities and measures in Part 1, the following chapters (6 to 10) describe our next steps in terms of delivery.

Summarised information about our plans which are linked to the LTP is provided in Appendix A.

Linkages between transport and spatial/land use planning are described in Appendix B.

Our carbon reduction strategy has been a significant ongoing project to establish Derbyshire data and has provided us with insights into the best ways to reduce carbon. This is summarised in Appendix C.

As transport issues cut across the work of many different transport agencies and authorities, we work jointly with local partners and adjoining authorities. Further information is provided in Appendix D.

Our Environmental Statements are provided in Appendix E.

Part 2: Delivery of Transport Priorities key messages

- Successful delivery is dependent on working with a wide range of local partners, and cross-boundary project planning.
- With the financial constraints that we know lie ahead, we have to achieve value for money in all of our work, yet we also need to be opportunistic about new possibilities and identify long-term projects.
- Overall, we are adopting a considered approach to infrastructure, whether small or large projects.
- We explain what sources of evidence we will use to guide action.
- We have broadly identified projects to be pursued and what we hope to achieve in five years.
- Efficiency in finance relates not only to the way we do things (i.e. operational efficiency), but also how we allocate funds (i.e. allocative efficiency).
- Therefore, we have adopted an Investment Protocol for the period to 2016 to clarify what sort of measures the authority supports, which measures should be used sparingly, and which measures will not be supported unless in exceptional circumstances. This will be refined and updated.

6 Guiding delivery - next steps: well maintained roads and rights of way

Council Plan priorities 2011-2014: well managed assets; making places easier to reach; a resilient economy; rich, diverse and protected environments

“Transport infrastructure assets in many cases represent an authority’s single biggest asset.”

Department for Transport, Local Transport Plan Guidance 2009

Derbyshire’s highway information group has made significant advances in the management of highway data over the last three to five years. The Council has collected data regarding its highways assets, and has been developing a hierarchical approach to the network. This hierarchical approach involves ranking roads in accordance, not just with national standards, but also their usage and importance to the local community. In turn, this helps us to maintain them on a more strategic basis.

Derbyshire’s aims in this next LTP period are to define and sustain levels of service on a hierarchical basis, to improve condition and consistency, to reduce the number of assets and make those we have deliver more for less. We will also take the opportunity to make more effective use of the network by examining and supporting routes to better meet the needs of the County and its visitors, and the budgets of the County Council.

6.1 Maintenance priorities

At a time when cuts in council budgets are likely to be with us for a significant part of this LTP period, the ability to better prioritise expenditure and to make the most efficient use of resources in areas of network improvements and maintenance is of key value.

Targeting maintenance improvements

In the last two years, we have captured better information about all of the highways assets and have integrated these into the systems used to manage the highways. The information is now accessible to all staff at their desktop and in a mapped form, providing everyone involved in managing the network with a complete understanding of the needs and effects of intervention



Brierlow Bar carriageway repairs. Before.



After.

works. This information is constantly being updated and will provide opportunities for more joined up thinking in the provision of services, in particular the maintenance of our assets and providing a consistent approach.

The council will continue to capture and make use of condition surveys in managing the network. Highways, and in particular roads, benefit from an annual survey based on national criteria, which provides both invaluable information for maintaining the network as well as providing information with which to benchmark the County’s performance regarding monitoring expenditure versus performance/satisfaction. Over the next few years, the knowledge developed regarding other highways assets will enable the entire network to be more effectively managed. Early pilots are in hand to develop better management of road gullies to provide data-targeted interventions based on knowledge on frequency of silting. The future emphasis will be on using life cycles, condition surveys and better data.



A57 at Glossop.

The Rights of Way Improvement Plan (RoWIP) priorities will help target maintenance of Public Rights of Way (PRoW) and the Greenway network. Resources will be directed where routes are in greatest need of repair, or have the potential to benefit the greatest number of users e.g. in and around urban areas, to provide direct access between settlements or to provide access into the surrounding countryside. The needs of users and the maintenance issues which put them off using the Public Rights of Way and the Greenway network are identified during the RoWIP consultation process. Maintenance methods and use of surfacing materials should be in keeping with ecological surroundings and landscape character of the area; protection and benefits for wildlife and heritage will be incorporated wherever possible. The Council will need to take account of the effect of increased levels of rainfall and incorporate adequate drainage infrastructure which should be appropriately maintained.

Improving public satisfaction

The use of asset management principles to deliver improved use of resources and levels of service will help to meet increasing demand for public satisfaction. Surveys have been carried out to examine more specifically what aspects of maintenance will increase levels of satisfaction. Improving the understanding of what levels of service can realistically be expected is a challenge for the authority. In an urban situation this is a simpler task as there are more options for travel to work, leisure or health. However, in a rural shire county there are more isolated communities, less options for local work, and leisure and health facilities require a larger network to be maintained. This places a greater demand on budgets and increases the criteria to be considered when prioritising future maintenance.

Developments in asset management and Geographic Information Systems (GIS) now provide the ability to:

- weigh up many different criteria (e.g. importance of road, sole access for community, level of use, school/bus route, Heavy Goods Vehicle route, and environmental criteria),
- set differing levels of service based on the hierarchy of the network to prioritise future needs,
- cost these over a longer period to maintain essential links, as well as those that can be considered desirable.

A multi criteria analysis of these will therefore determine the most effective scheme for improvement and maintenance of the network.

Improving understanding of levels of service

Linked to this will be more clarity about the levels of service that can be provided to meet public satisfaction. These levels of service will have set interventions based on safety thresholds and on funding. Where possible, it may be the level of service provided is appropriate to the usage, which may result in more essential routes receiving a higher level of maintenance. Delivering this will also require Derbyshire to take a more strategic, longer term view of resources, identifying the effects of budgets and asset funding and this may lead to rationalisation of some asset groups.

Work has been ongoing to develop levels of service that deliver the safety requirements that the Council is expected to meet but also provide the serviceability that the user expects. By using the hierarchy, the Council will be able to deliver services appropriate to the level of hierarchy, its usage and importance in meeting user needs.

Environmental improvements

The Environmental Services Department has developed and implemented an Environmental Management System (EMS) to assist in meeting legal requirements and policy commitments and to achieve continual improvement in environmental performance. The EMS is an integral part of managing our activities, establishing objectives, setting controls and taking action to improve our environmental performance. The department's EMS gained certification for meeting the requirements of the International Standard BS EN ISO 14001 in 2002. Since then, it has been checked twice yearly by external auditors to ensure that it continues to meet the standard.

Reducing carbon dioxide emissions through street lighting, and improving resilience to and reducing disruption caused by climate change in terms of flooding management are described in the next section as 'core business.'

Table 3: Derbyshire County Council's highways assets

Asset	Km	No.	Accuracy
Road Length	5,250		High
Footway Length	4,200		Estimated
Public Rights of Way Length	5,176	9,300	High
Greenway (off road) Length	299		High
Cycleway Length	50		Estimated
Highway Drains	525		Estimated
Manholes		5,850	Estimated
Gullies		131,000	As Surveyed
Gully Connections	650		Estimated
Pumping Stations		5	High
Kerbs	3,750		Interim-awaiting complete results from survey
Safety Fencing	110		As Surveyed
Pedestrian Guard Railing	25		As Surveyed
Road Bridges		825	High
Footbridges		55	Medium
Retaining Walls	450		Estimated
Culverts		220	Medium
Signal Heads		5,500	High
Electronic Warning Signs		50	High
Safety Cameras		100	High
Street Lights		87,000	High
Illuminated Signs		7,300	As Surveyed
Illuminated Bollards		2,650	As Surveyed
Lighting Cable	1,000		Estimated
Bollards/Hazard Markers		22,400	As Surveyed
Warning Signs		21,250	As Surveyed
Regulatory Signs		31,050	As Surveyed
Direction Signs		8,200	As Surveyed
Services/Tourist Signs		1,150	As Surveyed
AA/RAC Signs		7,250	As Surveyed
Parking Signs		850	As Surveyed
Bus/Cycle/Pedestrian Signs		2,250	As Surveyed
Longitudinal Lining	7,200		As Surveyed
Yellow Lining	4,100		As Surveyed
Special Road Markings		29,900	As Surveyed
Hatched Markings	200		As Surveyed
Transverse Lining	380		As Surveyed
Road Studs		353,250	As Surveyed
PRoW Signs		5,350	As Surveyed
Bus Stops		5,500	As Surveyed
Bus Shelters		1,550	As Surveyed
Speed Cushions		850	As Surveyed
Road Humps		2,350	As Surveyed
Raised Junctions		70	As Surveyed
Traffic Islands		1,500	As Surveyed

6.2 Maintenance - core business

Derbyshire maintains an extensive asset base associated with the transport and, in particular, the highway network. These assets all combine to provide a safe and accessible network for daily use in our social and economic lives.

Asset management approach - highways assets

The carriageway is the County's largest asset and an extensive footway network is in use on a daily basis. The length of the PRoW network is also significant for Derbyshire. The County's entire assets are presented in Table 3 (see page 30).

Given the extent of network and assets, the task of maintaining them on a day-to-day basis, and ensuring that they are all capable and able to deliver their part is not an enviable task. The recent Asset Inventory Survey has highlighted the need to take a fresh look at the assets:

- What they are.
- Why they are there.
- When they need maintaining.
- How much they cost.
- Where they are.
- Who do they benefit?

Levels of service will become key to the Council's "localism" agenda in agreeing the maintenance levels that can be provided to meet public satisfaction. Adopting the asset management principles outlined in the Transport Asset Management Plan and, in particular, the longer term view of life cycle plans, costs and models enables a realistic understanding of the County's needs over the next 15 years.

Carriageways will continue to be the main priority in providing transport corridors, although footways need to be given greater priority in terms of restoring their effectiveness, if Derbyshire is to achieve an increase in healthier travel habits, including walking. Works are in hand to identify areas of footway across the County that are significant in use, potentially busy routes, and those that are in frequent use resulting in the ability to concentrate effort where the demand requires it. Similar hierarchical strategies are already in place for carriageways and are being refined.



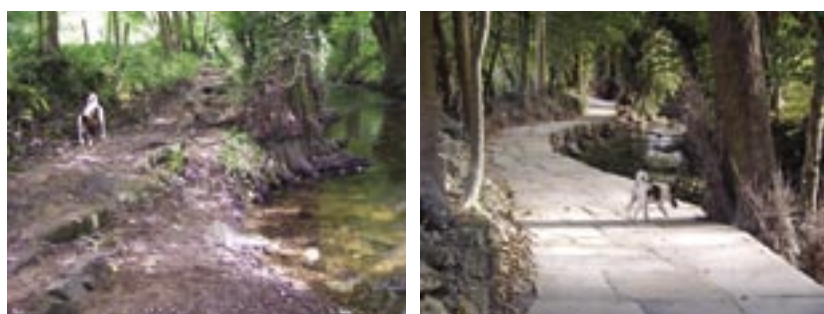
Swarkestone Bridge.

Structures

Supporting the highway network itself are many crucial structures (e.g. bridges, retaining walls). New systems are enabling these assets to be analysed to develop appropriate life cycle plans for future maintenance. In many cases, these structures are key to supporting small communities in the rural areas of Derbyshire as well as maintaining economic links on the more strategic routes. Many are also of historic interest that require consideration to conserve and enhance their historic importance.

Rights of Way Improvement Plan

The RoWIP provides actions to improve the maintenance and management of the existing PRoW and Greenway network, making access to these lanes safe for all potential users. The Council aims to continue to improve the percentage of the PRoW network that is open and available for use. The management of recreational



Rights of Way improvement scheme at Ashover, before and after.

motorised vehicles in the countryside using the network of non classified highways and Byways Open to All Traffic is an ongoing issue in terms of environmental impacts. Information about infrastructure on PRoW in the County (such as bridges, stiles, gates, fingerposts, waymarker posts etc.) is mapped and recorded on an associated database to help with the ongoing management of the network.

Street lighting - reducing carbon dioxide emissions and light pollution

The issue of street lighting has recently been raised in debates on switching off/dimming and the use of new technologies. The County Council maintains a significant network of street lights/ street lit carriageways, ranging from residential to town centre strategic routes and many of these areas are lit for highway safety reasons, which also contributed to raised personal safety levels as well as improved amenity.

The Council has, over the last 40 years, delivered significant improvements in the lighting network, contributing to road safety and greater personal security. Rising costs in energy and the imposition of carbon taxes place the lighting network at risk due, principally, to the costs required to support it. Many councils have taken action by turning off street lights after midnight and others have been more draconian. Derbyshire is plotting a centre line course through this difficult process by carrying out a number of pilot studies to consider the benefits of differing approaches.

Despite this, the next few years will certainly see some changes in the current regimes, with dimming or switch offs being considered where practical, supported by changes to lanterns to use more energy efficient lighting systems. Through all of this, the Council will carry out further public consultation and consider safety issues; this will involve the identification of key parts of the network where lighting contributes most to safety and security. It will also consider landscape character and consider enhancing or preserving darker skies.



Street lighting maintenance.

The previously referred to hierarchy and Levels of Service will form a part of these deliberations as will the use of materials and technology, promoting the maximum life cycles of each of our lighting assets. Not only will street lighting be affected, but the illumination of signs will be an area requiring a more economic approach, and this may lead to the introduction of more effective signing to reduce energy costs.

Winter Service - Global Positioning System approach

The Council has introduced Global Positioning System (GPS) enabled salting/gritting routes, allowing routes to be matched more to the demands of the network and the severity of the weather, allowing for simple route changes and vehicle tracking to improve service delivery. It has also identified the locations of all salt/grit bins, allowing a more effectively managed support process to both County and District/Parish facilities and is using the hierarchical approach to roads to identify key areas of footway usage where additional winter maintenance will assist in supporting pedestrian/public transport access when conditions reduce the use of the private motor vehicle. In particular, access to railway stations is important, as trains continue to run in wintry weather.

Minimising damage to the environment

As previously described in section 6.1, the Environmental Services Department has implemented an EMS to achieve continual improvement in environmental performance.

Improving public satisfaction with maintenance

Improving public satisfaction with maintenance has been identified as a priority and will be factored into decisions made about the best technical methods of asset management.

Flooding management

The Flood and Water Management Act (2010) places a new requirement on the Council to take responsibility for managing flooding arising from surface water throughout the County. European regulations require that the Council prepares flood risk assessments. The Council has started this work, which will be updated every six years. The aim of the Act and regulations is to enable a better management of surface water across the County, but particularly where it has an effect on people's daily lives or places people at risk. Over the next few years, the Council will work with the planning authorities to develop more sustainable means of disposing of surface water for new developments, and will develop a register of assets that are either beneficial or detrimental to the management of surface water so that these assets can be better monitored and controlled.



Flooding at Willington.

6.3 Maintenance opportunities

Spending money wisely - with lower budgets

Strategies for maintaining the transport network have benefited from infrastructure funding based on historic costs. A reduction in budget will result in the need to revisit the way in which budgets have been developed to rationalise the maintenance of the network so as to provide deliverable levels of service based on zero based budgets (i.e. no assumptions are made about the continuation of previous allocations for budget areas; everything included in the budget must be considered and justified).

A national shift to a more asset based management system of budgets has coincided with major steps forward in Derbyshire in visualising data in Geographical Information System (GIS) format. Significant improvements in technology have resulted in changes from listing data in tables, to allowing all assets and their estimated/known age and condition to be viewed in map based images along with condition data collected by machine and visual inspection.

Zero based budgets will identify the required allocation for each year and interrogation of the asset/GIS database will provide the locations. Furthermore, this approach enables not only the areas of treatment to be identified, but for works to be grouped in areas and combine contracts for different assets, resulting in savings in both the design and construction as well as addressing all of the assets in the vicinity of the scheme. Visualising the asset in GIS also provides desk-top access to the information, enabling more work to be prepared in the office, therefore reducing business mileage.

These advancements are enabling Derbyshire to take advantage of opportunities that were previously cumbersome using reported data rather than live information. The assets collected as part of the Asset Inventory Survey have been loaded into the Council's integrated asset management systems, providing details of the network and its associated assets on a layer-by-layer basis. This information is updated and comprises not only the assets but condition information, conservation areas, network hierarchy, areas of deprivation and the schemes included in the annual Service Plan. Additional information has been added to show assets at risk, and all of this information can be sorted and sifted to develop individual views and scenarios. The information enables a desktop analysis of maintenance and improvement schemes and is hyperlinked to a video of the network, enabling cost savings in the initial stages of scheme identification.

The visualisation offers the opportunity to plan works to identify other assets which would benefit from maintenance

or replacement and to carry out more work that needs doing, as well as allowing works to be grouped by the contractor into area contracts, thus saving money and improving efficiencies.

Driving down the overall costs of maintenance can also be achieved by directing Heavy Goods Vehicle (HGV) routes, understanding the key routes they use and developing 'no go areas' where a reduction in HGV traffic will result in a reduction in damage to minor roads. Investigations and pilot projects are considering how this can be achieved by using Derbyshire's asset inventory to inform the use of satellite navigation.

Supporting local journeys

The hierarchical approach to the network is likely to expand over the next few years to take more account of vehicle flows, importance in linking communities, school routes, bus routes, employment corridors, access to hospitals, shops and leisure.



HGV alternative route management.

Environmental improvements

Consolidation of the network: removing unnecessary infrastructure

The recent survey to collect more information on the Council's assets enables not just a valuation exercise but provides information on the vast quantity of assets that have accumulated over the years. As time passes, the regulations and standards applying to some of these assets have changed, and they may no longer be required or could be relocated to better effect. The aim of the next five to 10 years is to review these assets and, if necessary, remove them, providing a network that is fit for purpose and contains the assets necessary to deliver the correct level of service to the user and enhance all our landscapes, townscapes and heritage assets.

The effects of these reviews will be a consolidation of the network, not extending responsibilities.

Improving the local streetscape

One of the criticisms of the maintenance work undertaken by the Council is that there are often repeat visits for further work to be undertaken to other assets. Clearly this means that the streetscape is often a combination of assets in various states of repair. The aims over future years are to instigate corridor/area repairs by joining up works to manage more efficient contracts. An 'inspect and fix' approach entails visiting streets and fixing all the problems, with emergency responses for Category 1 potholes being handled separately. Using the integrated systems the Council is developing, it is possible to look at the condition of all of the assets in an area or street and approach the planned maintenance by undertaking a little more than we used to, but to leave an area improved and without the need for a return visit for some time. Not only will this improve the streetscape, but using the information collected on assets will enable desktop studies to determine whether all of the existing assets are required or are located to provide maximum effect. Reviewing assets, in particular signs, is one of the Council's aims for this LTP period.

Habitats, vegetation and species

One of the benefits of the move to a more GIS (Geographic Information Systems) orientated management system for the transport network is the additional information that can be viewed at the desktop. Highways maintenance and improvements often take place in areas where certain habitats are protected (e.g. European Special Areas of Conservation and Special Protection Areas), and there are many locally important habitats and species that would benefit from similar protection (e.g. linked with Local Biodiversity Action Plans). There may also be opportunities to



Otter ledges to reduce wildlife road casualties.

link up habitats using transport corridors. Adding this information to the integrated asset management system will enable all schemes to be viewed alongside key information relating to protected habitats and consequently enable the correct measures to be taken for their protection.

Road verge reserves have been identified in partnership with the Peak District National Park Authority, the Highways Agency and voluntary groups. These reserves have their own tailored management protection to increase the possibilities that biodiversity interest is maintained and enhanced.

Integrated Asset Management Systems

Overall, the aim over this LTP period will be to develop better information to make more transparent, fact based decisions from which to manage the network. The information has a key role in enabling highway engineers and traffic technicians to do their job more effectively, but has an equal place in providing better information for the highway user. Providing information about our assets may be a two-way process, enabling faults to be reported on assets or roads/footways and providing feedback on progress; the aim is to develop these options as part of the integrated asset management systems.

6.4 Maintenance long-term projects

Derbyshire is seeking to drive its maintenance programmes for a more strategic holistic view of the County as follows:

Carriageway - subject to a multi-criteria analysis to prioritise the works based on hierarchy, need, and safety.

Footway - identify footway throughout the County and key features that are likely to be accessed by the public, particularly in edge of town/villages and more rural locations, i.e. public house, church, bus stop, school, etc. Once the network is established, schemes will be derived and prioritised based on a similar hierarchy process as above. The results of this being that some unused and/or little used rural footways may be downgraded to unsurfaced.

Signs - risk assess the need for new or additional signs and review signage by desk study for consistency, appropriateness and continuity of direction signing.

Heavy goods vehicles - Capture speed and HGV prohibition area by polygon and extend/reduce limits to provide consistent and manageable areas subject to orders that will benefit maintenance strategies. Progress the provision of better data to Satellite Navigation Systems on routes unsuitable for HGVs.

Lines - review by desk study in conjunction with street lighting proposals to ensure that safety can be maintained if lights are dimmed or switched off.

Safety fences - review conditions and need against national criteria before treating, consider alternatives to safety fencing not required by standards; produce a rolling programme of repair for remaining safety fences.

Signals - review use of existing installations as traffic patterns change through demographics/new routes/planning changes.

Gullies - develop knowledge by collecting data to drive a more effective intelligence led cleansing approach to take account of changing patterns in rainfall and intensity.

Drains - integrate drainage into the models being developed to manage flood water.



High visibility lining on the A57.

Produce a prioritised list of those rights of way in most need of surface improvements or which benefit the most users.

6.5 Guiding delivery - sources of evidence

In guiding delivery of well maintained roads and rights of way, we will use many sources of evidence.

Examples are as follows:

- Derbyshire transport challenges.
- Asset inventory, including map-based images and sort and filter queries.
- Condition data.
- Traffic flows and Hierarchy.
- Rights of Way Improvement Plan and Greenway Strategies.
- Environmental data, including environmental sensitivity mapping.
- Public surveys (e.g. Citizens, Panels, Rights of Way consultations).
- Flood risk assessment.
- Public reports/complaints.
- Local Access Forums.
- Links to the National Cycle Network.
- Expansion of the road hierarchy to include linking communities, school routes, bus routes, access to hospitals etc.
- Improvement and Scrutiny reviews.
- Best Practice advice.

6.6 What we want to achieve in five years

- Define and sustain levels of service on a hierarchical basis.
- Improve condition and consistency of treatment.
- Pursue an asset management approach for all our assets.
- Reduce the number of assets e.g. sign review.
- A more economic approach to lighting.
- Corridor/area-based repairs.
- Develop deterioration models and scenario planning to test strategies and risk.
- Improve our landscapes, townscapes and setting of heritage assets.
- Evidence that environmental issues have been considered in the procurement of materials used for maintenance.
- Develop cost depreciation models for all assets to forecast future budgetary requirements.
- Improve the proportion of the Public Rights of Way network that is open and available for use (paths correctly signposted from the road, with well maintained surfaces and structures, including the cutting back of intrusive vegetation and efficient removal of obstructions).

7 Guiding delivery - next steps: efficient transport network management

Council Plan priorities 2011-2014: making places easier to reach; a resilient economy

“Making the best use of existing roads for the benefit of all road users.”

Department for Transport, Network Management Duty Guidance 2004

“..avoiding, reducing and minimising congestion or disruption.”

Department for Transport, LTP Guidance 2009

Derbyshire’s aim for its highway network is one on which people travel safely, with reliable journey times and that they have the best available information to ensure that they can make informed choices about how they will travel within, through and beyond the County.

A wide range of traffic management measures are available for the benefit of road users e.g. junction and signing improvements, speed limits, co-ordination of street works, parking controls, providing travel information, the winter service and PRow improvement. Making the best use of our current road and rights of way network is important for both economic vitality and society in general. The Council’s highway network helps the movement of goods and services, and provides access to homes and businesses. The network also provides the routes for supplying services and facilities beyond Derbyshire.



Traffic control and signage.

Good, efficient traffic control reduces delay, which in turn reduces emissions of pollutants at urban speeds. We will aim to reduce vehicle delays on the roads, particularly in areas with existing poor air quality, and encourage freight vehicles to use designated routes. Another aim is to improve cycling and walking environments, thereby encouraging greater levels of walking for short journeys, particularly to town centres, workplaces, schools and public transport interchanges.

Air quality across the County is largely good, although the need to reduce the harmful emissions from vehicles remains important. In particular, although Chesterfield Borough Council has not declared an Air Quality Management Area, the air quality situation remains an area for concern. This points to the need to target remedial measures in this area.

The work of the various agencies who carry out works on the highway needs to be properly co-ordinated to ensure that:

- safety and protection is carried out to a very high standard,
- full safety and courtesy is given to all road users, especially vulnerable road users such as pedestrians, cyclists and horse riders,
- first-time permanent, quality reinstatements are used in order to maintain the condition of the highway and minimise disruption and inconvenience to all road users.

The County Council will also work to improve travel information to ensure that it is accurate and that it provides timely information about events and incidents on the highway network and make sure that this is communicated to the travelling public by a variety of means, such as the internet and media reports. The Council was one of the partners which developed the Electronic Local Government Information Network (ELGIN) system which provides information about roadworks: http://www.derbyshire.gov.uk/transport_roads/roads_traffic/roadworks/default.asp

A short summary of Derbyshire’s progress with the Network Management Duty Plan is included in Appendix A.

7.1 Network management priorities

Traffic Management Act 2004

The priorities for network management incorporate those provided by the Traffic Management Act (2004). These include co-ordination of street works, reducing congestion and delays for all road users, incident management and emergency responses, and travel information. This work takes place throughout Derbyshire, and will be informed by local data e.g. congestion.

Derbyshire challenges

Also identified as priorities for this area, based on the Derbyshire challenges analysis are the management of planned events, direction and tourist signing, environmental improvements, freight management, efficient winter service and on street parking, loading and waiting control. In particular, transport network management must strive to help reduce the impacts of traffic and help to manage visitor pressures in the Peak District National Park and the World Heritage Corridor.

Noise management

Noise from traffic can cause annoyance, disturb sleep or, at its worst, give rise to health risks. Where noise from traffic exceeds recommended standards we are required to plan action to reduce noise levels under the Environmental Noise Regulations 2006. The Government is taking the lead in this by mapping the locations that are most likely to be exceeding standards across the country. We will be receiving advice from Government on the extent of the sections of road within Derbyshire which we will need to consider. Over the next year, we will be investigating noise levels at these locations to identify what issues exist and, where necessary, undertake action to reduce noise.

Civil Parking Enforcement

The aims of Civil Parking Enforcement in Derbyshire are to:

- Maintain and, where possible, improve the flow of traffic, thereby making the County a more pleasant and environmentally safe place to live and visit.
- Take into account the needs of local residents, shops and businesses, thereby sustaining the local economic growth.
- Actively support the needs of disabled people bearing in mind that, in some cases, they are unable to use public transport and are entirely dependent upon the use of a car. This will ensure that people with disabilities are able to have equal access to all facilities within the County.
- Actively discourage indiscriminate parking that causes obstruction to other motorists, public transport, pedestrians, cyclists and people with disabilities. This will ensure that the districts/boroughs remain accessible to all, equally and safely.

The Derbyshire Parking Partnership (ParkSmarter) includes the County and its constituent District/Boroughs. The partnership is working to deal with conflicting demands for parking space and time. This includes reducing congestion, support for local businesses, residents, the enforcement of dropped kerbs to keep driveways and tactile crossing points clear, the enforcement of blue badge bays (parking concessions for people with mobility problems), support to local schools, and compliance testing to monitor the effectiveness of the enforcement.



Public requests

Much activity is created by public requests relating to traffic management matters e.g. residents' parking schemes, traffic speeds, or pedestrian crossings etc. For example, local residents of Belper have requested a speed reduction on the A6 at the northern edge of the town. Also, specific traffic management issues may arise from the expansion of commercial activities in the County. Clarity over the levels of service which can be provided for such requests will be devised through the Investment Protocol (see Funding Chapter 11).

7.2 Network management core business

Road space provision in Derbyshire is a limited resource, especially in our historic towns and rural villages, and the provision of additional space would be environmentally unacceptable to many residents and visitors. Therefore, the roads in these areas will have to be managed more effectively and in a more sustainable manner. The cumulative impact, however, of a number of smaller scale schemes can be visually damaging overall. Good design principles will aim to respect and seek to enhance the character, appearance and local distinctiveness of both urban and rural areas.

In order to manage the County network, the Council will continue to identify current and future causes of congestion and disruption, and to plan and take action accordingly.

A balance needs to be struck between different road users and different road types. Different roads need dissimilar policies, and for this reason the Council will continue to identify different road types, when there are changes to the network, throughout the County and continue to develop a clear understanding of the problems faced on different parts of the network. This allows a structured approach to the allocation of road space on different routes or different types of route. For example, 'quiet lanes' are designated as being appropriate for walkers, cyclists, horse riders and some other vehicles. Lorries, motorbikes, cars and vans are encouraged to use alternative routes. The Council is looking for initial trial areas with a view to expanding them if they are successful.

The hierarchical approach to managing the network is also covered in Chapter 6.

Dealing with disruption on the roads and rights of way

Most users of the highway network have a differing expectation from it. Reliable journeys are important to the majority of people who travel in Derbyshire and beyond. The utility companies need access to upgrade and maintain their apparatus for the benefit of their customers. For everyone, the ability to use the network safely remains a high priority.

In order that any potential conflicts can be sensitively handled, a co-ordinated and pro-active approach to managing the network will be taken by the Council. Many people use PRow, or a combination of roads and PRow, for their journeys; a prioritised list of the PRow in most need of surface improvements or which benefit the most users will be drawn up (see Chapter 6).

Improvements to the co-ordination of street works

Previous growth in the economy and the introduction of competition into Statutory Undertakers' services with a resultant increase in customer demand for their services has led to an increasing number of excavations in the highway network. There is a constant potential for conflict between the utility companies who have statutory rights to use the streets, the Highway Authorities that also use and maintain them and those who use them for transport purposes.



Utility highway excavations.

The Council will continue to improve the co-ordination of street works on the network. The Council's current framework, which aims to contribute towards the reduction in inconvenience and disruption to residents, businesses and highway users, will be continually monitored for its effectiveness and updated as necessary.

A key component to the framework is ensuring that the travelling public and those who are affected by any works are kept fully informed at all stages. The Council will continue to use a variety of means to support the co-ordination of works and events with external stakeholders.

We will continue to work with the Midlands Service Improvement Group (MSIG) in identifying areas of best practice around the role of inter-authority operability and also in the co-ordination of major incidents, works and events.

The Council will continue to take an active role in the East Midlands Traffic Managers Forum. The Group, which represents the Traffic Managers from the following areas, has agreed to work together to improve the East Midlands regional approach to satisfying the Network Management Duty:

Derby	Nottingham
Derbyshire	Nottinghamshire
Leicester	Rutland
Leicestershire	Doncaster
Lincolnshire County	Rotherham
North East Lincolnshire	Sheffield
North Lincolnshire	Highways Agency
Northamptonshire	

Management of planned events

In addition to delays initiated by Statutory Undertakers and highway works, a small but significant amount of congestion is caused by the effect of traffic generated by planned events such as street markets, parades, special events, sporting events, carnivals etc.

In order to demonstrate a robust management system for planned events on or near the highway network, the Council is developing a system of event planning and liaison with the local District Authorities within Derbyshire and the Highway Authorities, which are adjacent to Derbyshire.

Many organisers of annual events are well aware of the processes and apply to the County Council or District Councils as appropriate. These events require co-ordination with other highway management issues such as road and street works, road closures and other matters taking place on the highway. There are already a number of recurring events that occur within and near to Derbyshire for which there are well established multi-agency co-ordination groups set up to carry out effective event planning.

The management of incidents and emergency responses

Incidents can happen on the highway network at any time, but will in some cases cause extensive delay to the network. Major incidents can cause traffic delay problems a considerable distance away. Many incidents arise because of road traffic collisions. Whilst on many occasions the priority is to assist the road users involved in the road traffic collisions, on occasions it can be not only traffic congestion, but also dealing with the environmental consequences as a result of a dangerous spillage from a damaged vehicle.

In many of these incidents, the Police will find it necessary to close, or at least restrict, the road to any traffic whilst the incident is dealt with. At certain times, the Council may be required to carry out emergency road works to repair a damaged road to make it safe for re-opening. However, a major or wide-ranging incident, such as extensive flooding, may require the enabling of the Local Authority Emergency Plan, which is overseen by the County's Emergency Planning Officer.

Winter service

Issues of snow and ice occur countywide across Derbyshire and, in particular, in the north of Derbyshire, which lies within the Pennine highlands of England. This area is subject to severe winter weather most winters, with many falls of snow often turning to blizzards with the associated delays and disruption to the road network.

The Winter Service is essential to maintaining communication, reducing disruption and congestion. It is very important to the economy, road safety and public health - especially access to hospitals.

The Council, when below freezing temperatures are forecast, will precautionary salt a large proportion of the road network, with all the major routes subject to salting. Annually, a leaflet is produced which shows the network of highways which will normally be gritted as a precautionary measure. Such a service seeks to minimise loss of life and injury to highway users, preventing damage to vehicles and property, and also minimising disruption and congestion on the highway network.

A new Winter Service Plan was approved in 2010, in the light of the latest national guidance. The guidance is based on the outcomes from the severe 2008/09 and 2009/10 winters.



Hand gritting in sensitive areas.

The Council is working with its partners to look at other issues beyond carriageways, for example, the work with the parishes on Snow Wardens, grit bins and footway clearing and car parks with the District Councils. Also, community self-help is supported by the Council. Furthermore, there will be greater emphasis given to 'Promoted Facilities' like transport interchanges. This and more information is available on the revised Winter Service (Gritting) pages of our website, which includes a link to our new Winter Service Plan:

http://www.derbyshire.gov.uk/transport_roads/roads_traffic/road_maintenance/gritting/default.asp



Tourist signage.

Direction and tourist signing

Direction and tourist signing remains an important role of efficient transport network management, contributing to the smooth and safe running of the road network and minimising the degree to which 'lost' traffic wastes mileage, time and fuel. This work will continue. Additionally, reviews of signing will ensure consistency and promote the use of symbols where possible. A review of direction signing to rail stations will ensure that these are well signed for drivers, pedestrians and cyclists, and signing is also important for coaches to help direct them to drop off and pick-up points.

Freight management

Applying weight limits to roads, lorry routeing and enforcement will continue to help the roads to run efficiently, aiming to keep disruption caused by lorries travelling through villages to a minimum. Freight management to reduce maintenance requirements is also covered in Chapter 6.

Our Trading Standards division has been carrying out a Weight Restriction Enforcement Project on roads and bridges since 2002/03, following complaints from local residents and councillors. This is an important area of work which attracts the support and interest of residents in affected areas.



Improved lorry routeing (Ilkeston - Awworth).

Parking

Civil Parking Enforcement has been described in section 7.1 above.

Providing travel information

As previously mentioned, the Council works to improve travel information to ensure that it is accurate and that it provides timely information about events and incidents on the highway network, making sure that this is communicated to the travelling public by a variety of means, such as the internet and media reports. The Council liaises with local radio concerning delay matters which are not covered by the Police or other emergency services.

7.3 Network management opportunities

The Control Centre was initially implemented to provide for the Council's Rapid Response Teams, but the concept is being developed further to provide a more coordinated approach to the delivery of all capital and revenue works in order to maintain better control of finance and expenditure, and improved coordination of works.

There is further potential for route management strategies that make best use of existing transport infrastructure through use of traffic management adaptive systems which respond automatically to fluctuations in traffic flow for example, or localised improvements to remove bottlenecks. 'Intelligent Transport Systems' is a term used to include the uses of Information Technology to improve road safety and tackle congestion. The underlying technologies of satellite location, mobile telephony and wireless networks are already well established in order, for example, to communicate information about incidents. The need for such systems in Derbyshire will be reviewed, in order to consider the benefits of their use.

In addition to traffic management for events, car use can be reduced at such events through, for example, bus services, park and ride arrangements, discounted entry if arriving by public transport, and better access to public transport information.

Motorised traffic can have the effect of splitting up local communities. Improving social contact in neighbourhoods can be achieved, for example, through reduced traffic levels and slower speeds. Problem areas in Derbyshire will be identified and investigated. For example, traffic volumes have an adverse effect on the villages along the A623.

As mentioned above in section 7.2, 'quiet lanes' are designated as being appropriate for walkers, cyclists, horse riders and some other vehicles. Lorries, motorbikes, cars and vans are encouraged to use alternative routes. The Council is seeking initial trial areas, with a view to expanding them if they are successful. These schemes are also expected to improve natural environmental quality.

Opportunities will be taken, in partnership with bus operators, to develop bus priority measures where possible, in order to help bus services to run on time.

7.4 Network management long-term projects

For many years, the Council has successfully supported opportunities to move freight on to rail. Around 8 million tonnes of freight per annum has been transferred to the rail network. These efforts will continue in areas such as traditional aggregate movements from the Peak District quarries, and encouraging sustainable inter-modal freight interchanges in selected locations. The Council supports the establishment by Network Rail of a Strategic Freight Network to move high cube containers from ports to inland terminals by rail. The Council has supported the Regional Strategic Freight Study in 2009, which confirmed two sites south of Derby as the top two in the region, with Markham Vale, near Chesterfield, as the third. While the development of these sites is in varying states of progress, and they will be commercially driven and funded, the Council retains a direct interest in the Markham Vale site and supports the development of freight possibilities there with partners.

7.5 Guiding delivery - sources of evidence

In guiding delivery of efficient transport network management, we will use many sources of evidence.

Examples are as follows:

- Derbyshire transport challenges.
- Congestion data.
- Public surveys.
- Public reports/complaints.
- Asset Inventory.
- Highway Inspection Records.
- Control Centre Works Records.
- Midlands Service Improvement Group - policies and standards.
- Air Quality data.
- Improvement and Scrutiny Reviews.
- Best Practice advice.
- Environmental data, including environmental sensitivity mapping.
- Works activities monitoring data.

7.6 What we want to achieve in five years

- Making the best use of what we've got.
- Efficient Heavy Goods Vehicle routing e.g. avoiding villages or the Peak District National Park.
- Higher quality 'first time' road repairs.
- Effective travel information.
- Co-ordinated event planning.
- Permits scheme (i.e. the utility company books time on a highway through a permit system).
- Transfer of freight from road to rail.

8 Guiding delivery - next steps: improving local accessibility and achieving healthier travel habits

Council Plan priorities 2011-2014: achieving more in partnership; working with local communities to help them flourish; well managed assets; encouraging healthy, active and rewarding lifestyles; making places easier to reach; a resilient economy; rich, diverse and protected environments; a county of cultural opportunity.

“Accessibility planning will continue to be a key element of local transport planning and delivery.”

Department for Transport, Local Transport Plan Guidance 2009

“There is a high level of support for behavioural change measures in Derbyshire. Achieving this shift in travel behaviour will benefit personal and public health.”

Derbyshire Local Transport Plan 2011-2026

This area of work looks particularly at issues of local accessibility and reducing the need to travel, and there are two aspects to this:

Firstly, access to essential services such as health care, employment and training, education, affordable healthy food, and social/leisure journeys. This first aspect therefore seeks to help people who may be excluded from accessing services because of transport or access difficulties, particularly for people who do not have access to a car. Many specific comments from the June 2010 Local Transport Plan survey were about issues of local accessibility relating to walking, cycling, bus and rail facilities and networks, and the ‘joining up’ of such networks.

Secondly, the need to encourage healthier and more sustainable travel options, such as car sharing, walking, cycling and using public transport for local journeys. Appendix C provides a summary of our Transport Carbon Dioxide Reduction Strategy, the results of which give particular emphasis to the need to widely encourage and influence more sustainable travel habits. Also, results of our earlier surveys in developing the LTP have shown a high level of support for behavioural change measures (over 90% of respondents believed it to be an important way of addressing our transport challenges). Achieving this shift in travel behaviour will benefit personal (personal fitness) and public health overall (better air quality). With the forthcoming transfer of public health to local authorities, there will be good opportunities to integrate public health and transport developments more closely. In particular, routine walking and cycling can be promoted for everyday journeys as a benefit to personal health.

Appendix A provides further information about Derbyshire’s Greenway strategies, which provide traffic-free pathways that connect Derbyshire’s towns and villages and are suitable for walking, cycling and horse riding. Greenways provide sustainable and healthy travel routes to schools, work places, shops and local amenities, whilst also offering tranquil green routes out of town to the local countryside.

Both these areas of work therefore link strongly with high local priority objectives such as health, carbon management reduction and the key service area of accessibility. Underpinning this is a relatively low cost compared with the overall potential benefits. This is important, as value for money will be a vital consideration for the LTP3 period.



Middleton Top cycle hire centre.

The wide range of measures covered includes:

- Healthy travel options (walking, cycling, public transport, car sharing, travel planning).

- Other travel options such as volunteer car schemes, Community Transport, car clubs, moped and bicycle loans.
- Taking a 'joined up' view of people's journeys - e.g. walking and catching the bus, journey to school, and the combined use of the highway and PRow network, rather than considering individual travel modes in isolation.
- The crucial importance of the location of facilities i.e. spatial planning.
- Bringing services to people (e.g. broadband) and reducing the need to travel.
- Reducing the need to travel at work - tele-conferencing/flexible working practices.
- Affordability.
- The provision of information on all transport opportunities, personal travel planning.
- Engineering measures - e.g. provision of dropped crossings, pedestrian and cyclist crossings, cycle infrastructure, raised kerbs at bus stops, 20 mph speed limits and other Safer Routes to School measures.

Cross-boundary issues are very relevant to this area of work. Examples are as follows:

- The cross-boundary nature of health care, particularly in the north-west of the County.
- Other health care issues relating to cross boundary travel for people in Derbyshire accessing Derby Royal Hospital.
- The rural nature of large areas in the west and south of the County, as well as in other areas, leading to isolation and social exclusion for those without access to a car.
- The importance of the surrounding conurbations to the local economy e.g. Greater Manchester.
- Public transport access to airports via the rail network and/or airport supported commercial bus services is mainly good (East Midlands Airport, Manchester Airport, Robin Hood International, Birmingham).
- Overcrowding on trains reflecting an increase in patronage - at peak times on the Matlock branch, and from Buxton into Manchester.
- Greater Manchester Integrated Transport Authority and other cross-boundary ticketing issues.
- Resolving the lack of fast rail connectivity between the East Midlands and the North West, particularly along the Midland Main Line corridor to Manchester.
- The effect of concessionary fares on bus services, especially the Trans Peak Manchester to Nottingham service.



Above: Cycling on the Trent Valley Greenway. Opposite: National Cycle network links.

- Greenway strategies identify links between the County and all of the surrounding authorities, including Derby City.
- Current Greenway schemes we are working on include development of the Great Northern Greenway (Derby City towards Ilkeston), Erewash Valley Trail, Limestone Journeys (involving Creswell Heritage Trust, Bolsover District Council and Nottinghamshire County Council, looking to upgrade the Archaeological Way to Greenway standard), Pennine Bridleway National Trail/Trans Pennine Trail, Derwent Valley Greenway, Connect 2 (Sustrans - links to Rotherham and Sheffield), National Forest - developing a National Forest Trail and further new Greenway links.
- Links to Sustrans National Cycle Network.



This area of work helps to contribute to all of the transport goals. It supports a resilient local economy through giving people access to employment and training, especially those people not in education or employment, Travel Plans, and reduced congestion through 'smarter choice' alternatives and provision. The PRow network can make a particularly positive contribution to the tourism economy e.g. accommodation and refreshment facilities for walkers/cyclists and horse riders. Accessibility planning overall also plays a key role in helping to tackle climate change, with the additional benefit of improving health, through encouraging more sustainable travel options, whether on the road or PRow network. It helps to contribute to better safety, security and health by removing fear of crime as

a barrier to transport. It promotes equality of opportunity through helping access to essential services, promotion of travel opportunities, and helping individuals through independent travel training. It contributes to improving quality of life and promoting a healthy natural environment through the provision of transport in rural areas, encouraging walking and cycling, less time spent travelling, improving access to the countryside for those with a mobility impairment (e.g. Access for All, Greenways and provision of motorised Tramper vehicles), quieter roads, less air pollution, greater social interaction and a contribution to a strategic network of high quality green spaces.

8.1 Accessibility and healthy travel priorities

Community Transport services

Community transport services cover the whole County, providing dial-a-bus and dial-a-ride services, with some car schemes.

These services are an essential component of improving local accessibility for Derbyshire. A new website was launched in 2010: <http://www.derbyshirect.com/>. Further information is provided in Section 8.2 Core Business.



Community transport vehicles.

Rail and Community Rail initiatives

Rail services cover most of the County, and are accessible to most Derbyshire residents. Main lines serve the Sheffield-Chesterfield-Derby-Leicester-London (Midland Main Line) and Sheffield-Chesterfield-Derby-Birmingham (Cross Country) axes. Service levels have been doubled in the last 15 years, with commensurate growth in patronage reflecting the Council's involvement in Network Rail's Route Utilisation Strategies, the Department for Transport's franchising process for rail passenger services and liaison with train operators to improve reliability and punctuality. Other secondary routes like Sheffield-Manchester, Nottingham-Sheffield and Nottingham-Derby have benefited from similar service improvements and patronage increases with Derbyshire County Council support. This approach will continue in seeking service improvements, journey time reductions as part of ongoing Rail Utilisation Strategies and franchising opportunities. East Midlands Parkway station (Nottinghamshire) has continually beaten its patronage targets since opening two years ago, and the Council supports measures to improve road signage to the station and service enhancements to sustain further growth, including its ability to link to East Midlands Airport.

The authority supports the consortium of local authorities and Integrated Transport Authorities along the route of the Midland Main Line seeking its electrification as soon as possible for economic, carbon and climatic reasons. There



Community rail initiatives.

would be potential overall benefit to local rail services if small add-on schemes can be included e.g. Ambergate to Matlock, as part of the Nottingham-Derby-Matlock service. The Council also supports the extension of the Manchester-Hazel Grove electrified route into Buxton. This has potential benefits in terms of journey time and carbon reduction.

In reaction to the continuing growth in the use of the rail network predicted for the next 20-30 years, the rail infrastructure in the north of England will need enhancement, and particularly the rail network around Manchester. The Northern Hub proposals would see the rail industry working with local authority partners to provide new capacity to meet known demand and deliver faster, more frequent and reliable services for passengers and freight. A range of initiatives, including new tracks in the Hope Valley, would unlock capacity and provide better connectivity across the north through Manchester. The Council supports these proposals in addressing known inter-regional connectivity issues, and allowing local service constraints to be resolved in the north of the County.

The County Council, with other local authorities and partners, is taking steps towards the provision of a station for Ilkeston, one of the largest towns in England without direct access to the rail network (see also Chapter 10).

Community Rail Partnerships, part funded by Derbyshire County Council, cover Tutbury and Hatton station, the Matlock to Derby line, the Hope Valley line, the Buxton line and the line to Glossop, Dinting and Hadfield. These have achieved widespread improvements to facilities at stations, improvements to rail services and increased patronage as well as demonstrating true partnership working and involving local communities. This Community Rail approach will be extended to cover the Long Eaton, Langley Mill, Alfreton and stations on the Robin Hood Line, Willington and Dronfield in partnership with the train operator. For example, due to the success of the hourly rail service between Nottingham and Matlock, the Council would support the retention of these type of initiatives during the lifetime of the LTP, through direct contact with rail companies and via the rail franchising process. Community Rail services, as well as providing services for local commuters and visitors, link with the National and European rail network. For example, the Derwent Valley Line provides scope for visitors from Europe to travel into Derbyshire and the Peak District along a World Heritage Corridor.

The Council will continue to engage with Network Rail through the Rail Utilisation Strategy process as it develops and to highlight gaps, deficiencies and opportunities in the current network. For example, there is a capacity problem along the Hope Valley route between Manchester and Sheffield, as well as the lack of fast regional connectivity between the East Midlands and the North West. This will also allow future opportunities to be addressed when the Derby, Leicester and Sheffield re-signalling schemes are in preparation during the lifetime of this LTP.

Minimising disruption from public transport service cuts

The bus network in Derbyshire is comprehensive, reflecting the settlement pattern, location of large cities just outside the County boundary, and few deeply rural areas. This has enabled a commercial network from two principal operators (Trent Barton and Stagecoach) to thrive in the south-east and north-east of the County, with another major operator (Arriva) serving the Derby area. Over 80% of the network is commercially operated, and the Council has traditionally supported a high level of evening, Sunday and rural services to maintain accessibility.



Public transport in Matlock Bath.

Due to funding restrictions, the scale of both the commercial and supported network is under threat, and cutbacks are expected later in 2011. This is likely to extend to some fare concessions and other services. Accessibility planning will seek to minimise the disruption from public transport service cuts, trying to find more specialised and personal solutions to the loss of a regular bus service, which may also be more efficient for clients, and cost-effective for the Council. This is especially the case for rural areas such as the area south of Ashbourne, and other areas with infrequent and poorly used services. We work with the local community to help find local solutions where possible.

Close working arrangements with commercial operators will be continued, wherever possible, in future to provide the best possible service, and opportunities for joint schemes with operators to cover marketing, ticketing and improved reliability will be explored. Plans to improve the number of raised bus boarders and shelters will continue to upgrade accessibility to the bus network. Existing bus quality partnerships will be retained and developed, and bespoke solutions identified to resolve ongoing issues which affect bus reliability and accessibility.

Access to work, education and training and personalised travel advice

Another role for accessibility planning is in areas of high unemployment and deprivation, and in rural areas where little or no public transport exists, to help people overcome transport difficulties which may prevent them from getting a job. The Council has supported the 'Wheels to Work' scooter or bicycle loan Derbyshire scheme which

is particularly effective for people who are experiencing difficulties in accessing training, employment and/or educational opportunities due to lack of suitable public or private transport.

Rural accessibility

Rural accessibility issues occur in many parts of the County, but especially in High Peak, Derbyshire Dales and areas of South Derbyshire, such as the area to the south of Ashbourne. The RoWIP aims to improve rural accessibility through improving walking/cycling links between rural communities.

Home to School transport, Special Needs transport and Independent Travel Training

Home to school transport and special needs transport services are provided across the County. A review of transport provided for non-statutory purpose will be undertaken. Independent travel training helps people use public transport to give them greater control and achieve independent living. This fits in with the personalisation agenda and could contribute to a saving in the amount spent on the provision of special transport such as taxis.

The following information represents a range of measures which are packaged together under the heading of 'Smarter Choices.'

'Smarter choices' - encouraging a change in travel habits

A range of initiatives encouraging more sustainable and healthier travel habits are now well established. These include the following:

Travel planning and monitoring (business, schools, rail stations and new developments)

Most schools now have a Travel Plan to encourage more sustainable travel to school on the highway and PRow network, but need continued help to implement and monitor them. A School Crossing Patrol service currently operates at over 200 locations throughout Derbyshire. Further requests are being received for the establishment of additional sites as schools begin to implement their Travel Plans.

The Council will target businesses, both voluntarily and through the planning process, and other local (District) Authorities, but especially to develop our own Travel Plan and lead by example. With restrictions on funding for larger schemes likely, the introduction of smarter choice measures will enable the Council to make better use of existing infrastructure at limited cost with a potential high value return. Rail station Travel Plans also encourage more sustainable access to stations.

Car sharing and car clubs such as www.carsharerbyshire.com are also a good way of encouraging smarter travel choices.

Personalised travel marketing

People throughout the County can benefit from personalised travel planning. This is a combined education/marketing programme where trained travel advisors liaise with residents regarding their current travel arrangements. The residents are then advised, as appropriate, to substitute their regular car journeys with more sustainable and healthier travel arrangements, linking in with public transport information, and information about walking and cycling networks. This technique has been shown to be effective elsewhere through the Sustainable Travel Towns demonstration project.

Travel awareness initiatives

These consist of comprehensive and robust marketing campaigns targeting employers, schools, communities and the general public. Annual events are supported such as Bike Week and European Mobility Week.

Public transport (bus and rail) information

A wide range of public transport information for bus and local rail services is provided which covers the whole County, including phone contact numbers, an on-line journey planner available through the County Council's

website, timetables, booklets, and detailed information at bus stops. The Council produces timetable booklets for different areas of the County, and a rail booklet. Specific leaflets may be produced, often with partners, for particular locations such as access to hospital, and Community Rail leaflets.

An overview of the Public Transport Information Strategy is shown in Table 4 below.

School Crossing Patrol service

The School Crossing Patrol service operates across the county, helping children to walk safely to school, which in turn benefits their health, helps them to learn about road safety as they move on to secondary school, and helps to reduce congestion caused by 'the school run.'

Sustainable tourism and leisure activity, including rights of way Improvements

The Council's initial evidence base for the Local Economic Assessment (2010) found that Derbyshire's high quality landscape and cultural sites are important assets to the County's economy. With the popularity of tourism in Derbyshire, there is scope to encourage sustainable travel to tourist attractions throughout the County, including access to the Peak District National Park and the National Forest. This also applies to access to green spaces and leisure centres. Improvements to the rights of way and Greenway network are a major resource here, particularly in the Peak District National Park area, with the trails network attracting many visitors as well as local residents. Also, connecting the Greenway network in Chesterfield and the North East area of the County is an element of the Local Sustainable Transport Fund bid. Many people enjoy cycling in Derbyshire; since June 2003 when the Cycle Derbyshire Leaflet was first produced, we have printed and distributed 200,000 copies. The promotion of this leaflet is something which can encourage people to visit and stay in Derbyshire. Horse riding is growing in popularity in the UK; it is estimated that 4.3m (7%) of the UK population rode a horse over the last 12 month period, compared with 2.4m in 1999 (British Horse Society). Horse riding is a healthy way of travelling, and is being promoted through a Horse Ride Derbyshire leaflet. Both the cycling and horse riding leaflet can be access on the countryside access section of the County Council's website:

<http://www.derbyshire.gov.uk/leisure/countryside/Access/default.asp>

Further opportunities under the banner of 'Smarter Choices' include joined up public transport information and branding, better promotion of existing opportunities for sustainable travel, and car clubs. These, together with the opportunity to bid for the Local Sustainable Transport Fund, are described in Section 8.3 Opportunities.

Cross boundary priorities

As mentioned at the beginning of the chapter, cross-boundary issues are very relevant to this area of work:

Rail - Rail services including service levels, fares and facilities Robin Hood line, Sheffield-Nottingham (Nottinghamshire), Hope Valley (Greater Manchester Integrated Transport Authority (GMITA) and South Yorkshire Integrated Transport Authority (SYITA)), Buxton (GMITA), Glossop Lines (GMITA), Crewe-Derby (Staffordshire, Stoke City, Derby City).

Walking and cycling - Sustainable Transport network in Long Eaton linking into Nottinghamshire.

Health care - e.g. Health care in Glossop (National Health Service (NHS) Tameside and Glossop), Derby Royal Hospital (Derby City), Queens Medical Centre and Kings Mill hospitals for people in eastern Derbyshire.

Job centres - Job centres in Nottinghamshire used by people in eastern Derbyshire (Creswell/Whitwell).

Buses - Real Time Information (joint approach with Derby City), cross boundary services.

Rurality - Links between Derbyshire Dales and Staffordshire Moorlands (sparse transport services).

Table 4: Overview of Derbyshire Public Transport Information Strategy

Public Transport Information Strategy		
<i>Subject to available funding from Derbyshire County Council and Derby City Council, Derbyshire County Council will provide:</i>		
Bus		
On site	Website	Other
• At bus stations and busy stops maintain a full, up to date list of departures on a timetable in easily readable cases (to complement bus operator information as necessary). • Supply information to drive the departure displays in Derby Bus Station. • Develop opportunities for the provision of real time information systems independently, and with bus operators and local authority partners.	• Maintain an up to date impartial timetable database for access via the DCC and derbybus websites (free internet access available at libraries). • Statutorily supply information to the public transport journey planner via the DCC website in support of the National Public Transport Information System.	• Provide printed timetables to cover Derbyshire, updated at least twice per year. • Supply information to the Traveline information service to handle telephone enquiries. • Investigate other media infrastructure in conjunction with operator led initiatives e.g. text/mobile phone. • In partnership with operators, identify opportunities to grow bus and rail usage through the marketing and promotion of services. • In partnership with operators, ensure that fare enquiries are answered efficiently and accurately.
Rail		
On site	Website	Other
• Provided by train operators. • No DCC involvement other than supporting Community Rail Partnership initiatives at local stations.	• Provided by train operators and via National Rail. • Links to above websites from DCC website.	• Provide timetable booklets (with train operator funding) to cover Derbyshire services at least twice a year.

8.2 Accessibility and healthy travel core business

A substantial amount of revenue funding supports bus services deemed socially necessary. There is currently a review of the supported bus network and public transport subsidies which includes consultation with the operators and a public consultation. Many of the services supported run in the evenings or at weekends. Home to School Transport provides transport for entitled students across the County. Special Needs Transport Service provides transport such as taxis for students with special needs.

As described above, public transport information includes the provision of timetable information at numerous bus stops, through bus timetable books, a railway timetable book, comprehensive online information, and other promotional material.

b_line currently offers reduced rate travel for young people aged between 14 and 19. Derbyshire Gold Card currently offers free travel on buses, in line with the national concessionary fares scheme, and half fare on local train services. Both concessionary fares schemes offer discounts at various local shops and attractions, have an associated website, and a regular magazine. Some aspects of these schemes are being reviewed, involving public consultation.

School and Business Travel Plans encourage the use of more sustainable transport modes such as walking, cycling, car share and use of public transport. This includes use of the local PRoW network and Greenways for cycling and walking to school or work. They provide cost-effective methods of encouraging behaviour change towards low carbon, healthier travel. They provide information and assistance in reducing congestion on our roads and around the school gates resulting in a cleaner, safer environment for all concerned.

Travel Plans for new developments (whether housing or other developments) enhance partnership working with our constituent District/Borough Councils and tie new developments into the concept of Travel Plans and the

associated benefits detailed above. Through Section 106 agreements they can be instrumental in providing measures to facilitate a change to more sustainable, healthier ways of travelling.

Smarter Travel Choices provide people with access to good quality information and offer attractive travel alternatives, giving individuals more control over transport decisions that are better for themselves and for the environment.

Previous LTPs have promoted a Strategic Cycle Network for the County, and this continues to be the case. Within this, a growing network of off road cycle facilities is provided through the Greenway network (see also Appendix A and Map 3). Facilities such as cycle lanes and cycle parking are provided when possible. Currently, we are actively developing cycle networks in Chesterfield and Long Eaton to encourage more local cycling. We are also currently developing enhanced cycle parking facilities in Matlock Town Centre.



Trent Valley Greenway cycle bridge installation over the Erewash outfall.



Pedestrian crossing improvement at Belper.

Walking facilities and networks are provided through the ongoing maintenance of pavements, the installation of dropped crossings, improved lighting and pedestrian crossings. The continued development and improvement of the Greenway and the PRoW network also provides a significant network of local walking routes. Improved signage and continuity of signage (destination and distance) for these walking/cycling networks, linked into transport interchanges will encourage their use. It's important to understand that the PRoW network is not only in rural areas, but improving the connectivity and standard of key PRoW means that they can provide all weather options for people to use to access schools, shops and services. Also, the canal network can provide a valuable contribution to urban regeneration and healthy travel (e.g. Chesterfield Canal). Safer Routes to School measures target the journey to school to encourage walking. The School Crossing Patrol service provides a safe crossing facility for children on their way to and from school, encouraging children to walk to school and so reducing congestion outside the school gates.

Eight Community Transport schemes are supported covering the whole County. These schemes operate dial-a-bus and bespoke dial-a-ride services, providing access mainly to shops, health care and social activities for people who cannot use conventional public transport. Dial-a-Ride services can include several people sharing the cost, much like a Taxishare scheme. The Council provides 'aCTive' travel which can be a small or large vehicle, offering a bespoke and convenient service which complements Dial-a-Bus. Some Community Transport schemes also operate a social car scheme.

Physical access to public transport is improved by providing raised boarding areas at certain bus stops, and contributing to alterations at railway stations, where possible, to make services accessible (e.g. raised platform at Whaley Bridge).

Improved access to public/green space is achieved through the continued development of our Greenway and PRoW network, and through activities at our Countryside Centres which provide various activities in the countryside. This helps make a contribution to a strategic network of high quality green spaces (sometimes referred to as 'green infrastructure'). We have also introduced some all terrain mobility scooters (Trampers) at a number of Countryside Centres around



Tramper scooter hire at Middleton Top.

the County. The High Peak and Hope Valley and Derwent Valley Community Rail Partnerships both support and promote a programme of guided walks using public transport.

Equality Impact Assessments are carried out to ensure that any service or project does not discriminate against certain disadvantaged groups in the community.

8.3 Accessibility and healthy travel opportunities

Support more demand responsive transport services

Dial-a-bus and bespoke dial-a-ride services such as those described in section 8.2 above can make a real difference to people accessing services where conventional public transport services are not available to them.

Accessibility mapping and Community Travel Plans

Community Travel Plans can be developed through working with identified communities, addressing issues of unemployment and access to key service areas, especially where transport is seen to be a barrier (both real and perceived). Accessibility mapping is helping to identify areas of the County which need to be looked at in more detail.

Access to work, education and training

The Council will examine the feasibility of:

- Operating or contributing to a scheme to assist people to access work and training using a scooter or moped.
- Supporting social / voluntary car schemes which are provided through the Councils for Voluntary Service.
- Supporting more demand-responsive transport services e.g. dial-a-ride - where cost effective and where the replacement service can cater for the needs of local people.

Targeting access to jobs and training could be achieved through a package of measures that addresses cost, method of transport, access to information and location of jobs and training (including mobile training provision).

Independent Travel Training

Providing independent travel training would involve developing a programme to address barriers which prevent people travelling independently. This would include all groups who need the service, including children, older people and people with mobility or learning difficulties. There could be potential savings to the Council in reduced taxi use, and funding could be drawn in from elsewhere (e.g. National Lottery) for parts of the County. This initiative would also involve Youth Council members.

Derbyshire County Council Employee Travel Plan

The development and promotion of DCC Employee Travel Plan initiatives will provide attractive alternatives to single occupancy vehicle usage amongst DCC employees. Increased car share facilities, cycling and public transport initiatives will be among the measures introduced.

Within DCC, a hierarchy of use is currently being developed, promoting the utilization of pool vehicles (including the Council's first all electric vehicle), pool bicycles and business bus tickets. This should result in a reduction in the Council's overall carbon footprint and have economical implications with regard to the use of its 'grey' fleet. Accessibility issues are being taken on board as part of the 'Changing the Way Derbyshire Works' project in order to minimise journeys.



Provision of pool cycles.

Personalised travel planning project

A personalised travel planning project, aimed at modal switch away from cars to more sustainable transport could be piloted in Derbyshire. This would also benefit people who are struggling to access an essential service due to

lack of access to a car. Moves will be made to investigate and seek funding for this type of project in a targeted area of the County, which has the potential to benefit the environment, the economy, and public health. This type of project could play an important role in the Carbon Reduction Strategy (see Appendix C). Such an initiative would include targeted promotion of public transport services, including consideration of quality bus corridors, as well as walking and cycling. It will only be achievable in the short-term if supported through the Local Sustainable Transport Fund (see also next page).

Better promotion of existing opportunities

There is further scope to promote existing transport opportunities (cycling, walking, public, volunteer etc) - bringing together information on all transport options available, including public and voluntary transport in one place (posters for local communities and specific sites such as hospitals etc). An on line facility could also be developed. In addition to the promotion of the Cycle Derbyshire leaflet, cycle and walking network maps would be part of this initiative (e.g. Chesterfield and Long Eaton). Also, an Access Derbyshire leaflet/web page of information could be created to promote easy access for all opportunities. Digital mapping of the PRoW will result in an up to date record being available on line. Promotion at shows remains important, and the provision of roadshows to major employers could promote more sustainable, healthier modes of transport. Walking for Health initiatives also encourage more use of the networks for walking (and can include cycling and jogging too).

Event management

The Provision of Park and Ride facilities and the promotion of public transport services for events, including reduced price entry will continue to be part of effective event management to reduce car use.

Sustainable tourism

As mentioned above, the PRoW network can make a particularly positive contribution to the tourism economy e.g. accommodation and refreshment facilities for walkers, cyclists and horse riders. Improved signage and continuity of signage (destination and distance) for these walking/cycling networks, linked into transport interchanges, will encourage their use.

Community Rail

Three Community Rail Partnerships are already established covering services between Matlock and Derby, Buxton and Manchester, Sheffield and Manchester (local services), Glossop, Dinting, Hadfield and Manchester, and Tutbury and Hatton. These Partnerships are made up of all relevant stakeholders including this authority, and interested parties who work with the train operators and local communities to improve facilities and services. As outlined in Section 8.1, this Community Rail approach will be extended to cover Long Eaton, Langley Mill and Alfreton, including stations on the Robin Hood line, plus Willington and Dronfield stations, in partnership with the train operator.



Walkers near Tissington.

Car clubs and new technology

The idea of car clubs could be introduced through new developments and the planning process.

Looking ahead, there is future scope for new vehicle technology e.g. the provision of plug in points for electric vehicles. The Council supported the “Plugged in Places” initiative with the Sheffield and Leeds City Regions. Further opportunities may arise through supported or joint funding bids e.g. Bio-gas technology bid for European funding with Sustainable Transport Advice and Research (STAR).

Safety/ environmental education initiative

Following the findings of the transport carbon dioxide reduction strategy (see Appendix C), the potential for a joint safety/environmental education initiative will be investigated.

Sustainable travel

The Local Sustainable Transport Fund (see also Chapter 11) represents an opportunity to help deliver a package of sustainable travel initiatives which will also support the local economy - an important goal for Derbyshire.

Local Sustainable Transport Fund - Complementary funding

Derbyshire will, with a wide range of local partners, be placing two bids for funding through the Local Sustainable Transport Fund (see Chapter 11 for more information about the Fund).

1. Tranche 1 (deadline April 2011) Sustainable Chesterfield (North East Derbyshire including Chesterfield and Bolsover).

Sustainable Chesterfield is comprised of a number of individual sustainable transport projects whose connectivity enables the delivery of a complete package of measures aimed at tackling carbon reduction and enhancing economic growth within the greater Chesterfield area.

Measures include a Personalised Travel Marketing Campaign; a Wheels to Work/Ways to Work project targeting the NEET (not in education, employment or training) sector; the enhancement of the Chesterfield Cycle Network (including the provision of a cycle 'hub'); the promotion of 'Smarter Choices' to workplaces and educational establishments (including the advocacy of Travel Plans); the introduction of a car club and the expansion of the Bolsover Loop Cycle project.

2. A Tranche 2 Project (interim deadline June 2011) will be submitted with the Peak District National Park and other local partners, relating to sustainable travel in and around the Peak District National Park.

8.4 Accessibility and healthy travel long-term projects

Multi-operator ticketing scheme/Smart Cards - Traditionally, bus operators have offered a range of commercial tickets for regular users and to encourage leisure travel. These have produced benefits to passengers, and they have been supplemented by the multi-modal, multi-operator Wayfarer ticket administered by DCC, covering all buses and most trains in Derbyshire. Competition Act rules have discouraged operators from participating in joint schemes, but this has been recognised and the rules relaxed, particularly if done with local authority support. The development of Smart Card technology is also proceeding rapidly in the commercial arena, and opportunities are arising to migrate ITSO (interoperable Smart Ticketing) compliant cards and mobile communication devices developed for rail use with DfT support on to bus networks. DCC will look at operator-led schemes in conjunction with other local authorities to see if opportunities can be developed across a range of commercial and contracted services to benefit users, and encompassing Gold card, b_line, and Wayfarer where funding is available.

Real time information (RTI) at bus stops - The provision of RTI at bus stops is welcomed by passengers as a real benefit to using the bus. Schemes have been developed in Derby with operator support, with varying degrees of success based on a Leicestershire system. Unfortunately, the funding for the ongoing administrative and technical support has been withdrawn for the system, and it is likely to be scaled down in coverage. Nevertheless, scope exists to enhance and develop operator driven systems in certain locations to help passengers, providing all buses can be equipped. Derbyshire County Council will continue to explore cost-effective solutions to RTI including mobile communication devices to tie in with Smart Card initiatives. It is unlikely that this will be advanced significantly in the short-term.

Electric vehicle charging infrastructure provision - New technology for transport is under constant development, including in particular the scope to install electric car re-charging infrastructure. This is of particular relevance following Nottinghamshire's success with the 'Plugged in Place' initiative. Within the lifetime of the plan, the Council will support investigations into the feasibility of new technologies and its implications for Derbyshire.

8.5 Guiding delivery - sources of evidence

In guiding delivery of improving local accessibility and healthy travel, we will use many sources of evidence.

Examples are as follows:

- Derbyshire Transport challenges.
- Equality Impact Assessments.
- Consultative groups e.g. Local Access Forums, Youth Forum, Rail User Groups, Cycle Groups and Transition Towns.
- Data analysis e.g. air quality data, population trends and accession mapping.
- Specialised local surveys (e.g. Job Centre, South of Ashbourne Study, Community Transport, Travel Plans, Primary Care Trust Study into access to health care, Chesterfield Area Regeneration Team/Bolsover Healthy Food Study, Employee Travel Plan Surveys and cycle counts).
- Applications to the Accessibility Delegated Fund.
- Wheels to Work Derbyshire waiting list.
- School Census/School Travel Plans.
- Car share Derbyshire database.
- Improvement and Scrutiny Reviews.
- Best practice advice.
- Public consultation/surveys, such as those carried out in preparation for the LTP and the RoWIP.

8.6 What we want to achieve in five years

- Reduce the impact on social exclusion of any cuts to transport services as a result of a reduction in public spending, through mitigation where possible.
- Improve equality of opportunity to key services for residents and visitors to Derbyshire.
- Better opportunities for social interaction.
- Reduce carbon emissions.
- More people walking and cycling, with improved health, community and environmental benefits.
- Review the current RoWIP which runs out in 2012 for a further 10 years and continue with delivery of the plan.
- Continue to develop the Strategic Cycle Network (including Greenways).
- Better information provision - web site and on-site, including the use of accessibility mapping.

9 Guiding delivery – next steps: better safety and security

Council Plan priorities 2011-2014: Giving children the best start in life; confident and safe communities

“Local road safety strategies should bring together the efforts of local authorities, the emergency services, other public agencies, the private sector and the voluntary sector to enable the most to be made of the talents and resources available to improve road safety delivery.”

“Local authorities have the democratic mandate to lead the development and implementation of local road safety strategies.”

Advice about Local Road Safety Strategies, Department for Transport, 2009

The goal of the road safety strategy is to deliver continuing reductions in the numbers of people killed and injured on the roads of Derbyshire.

We have achieved considerable reductions in casualties over the last 10 years, 1,474 fewer people killed or injured on County roads compared to 10 years ago. However, that still means in 2009 on the County's roads:

- 449 people were killed or seriously injured,
- 2,525 people were slightly injured,
- 239 children were injured.

Our goal of continuing these reductions will be achieved through the continued use of a data led, evidence based approach, where the analysis of data directs our work and resources to the areas where they can most effectively deliver meaningful results.

In addition, we will continue to predict changes in the medium and long-term that may affect road safety and plan effective responses to them.

We will continue to work with local, regional and national partners to share skills and resources to deliver these reductions.

Our analysis will consider regional and national information, collision data from the Police, information from the NHS and other sources and information relating to the use, type and vulnerability of vehicles and road users. We will also take account of the wishes of local communities in shaping how we work towards reducing casualties in those communities.

9.1 Safety and security priorities

Analysis of data has shown that currently the priorities within Derbyshire are:

- Reducing vulnerable road user casualties.
- Reducing motorcyclist casualties.
- Managing occupational road risk.
- Tackling problem routes.
- Reducing young driver casualties.

Cross cutting these groups are issues of drink and drug driving, changes in the profile of road users (for example, increases in the population's average age), and modal shift from cars to pedal cycles and walking.

Priorities within reducing crime and fear of crime will be to improve public transport waiting areas and routes to them, and targeted small scale street lighting improvements where there are areas of concern.

9.2 Safety and security core business

As our approach to improving road safety is evidence based, this allows us to tailor work to meet the challenges facing us. The core business of the work is done in partnership with the Derby and Derbyshire Road Safety Partnership (DDRSP); in addition we work with other appropriate partners to address particular issues, e.g. Police Safer Neighbourhood Teams (SNTs) to deliver a consistent and appropriate road safety education message.

We will use our analysis to identify the groups that require our main casualty reduction effort to make the biggest improvement to the largest number of people, regardless of district. For example, we know that some deprived areas have a disproportionate child casualty rate; we will strive to reduce that to match or beat national levels.

Currently our focus includes the following:

Road safety education and training

Our Road Safety Officers deliver road safety education on a range of topics, including pedestrian training, cycle training, alcohol misuse, driver and rider training, and defensive strategies to deal with peer pressure. These interventions are used across all ages from pre-school to adult, and all road users, including those who walk, are passengers or cycle or use powered vehicles.

In addition, we support work done by other agencies, such as the Royal Society for the Prevention of Accidents and the Institute of Advanced Motorists, by subsidising training and education. Our approach to reducing motorcycle casualties has a large element of rider training using selected partner driver training providers who we subsidise to improve accessibility.

Road safety publicity

Publicity is an important arm of our road safety work, through the County Council's Environmental Services Department, or working closely with DDRSP's publicity officer.

With effective publicity we can inform road users of dangers, changes to behaviour that will benefit them, and inform and encourage participation in training programmes.

In addition, we can increase public confidence to use roads in a more sustainable and healthy way. The mistaken perception of cycling being a dangerous activity militates against modal shift; changing that perception will improve individuals' health and our environment.



Road safety engineering

Road engineering forms a significant part of the success we have achieved so far in reducing casualties. Introducing physical improvements to road layout, geometry, signing and control have all played a part in reducing risk and casualties. Measures include Safer Routes to School, 20mph schemes, junction improvements, and route treatment.

Changes to speed limits, in conjunction with appropriate enforcement, education or engineering measures, also significantly reduce collisions and casualties.



Revised speed limits and crossing point on Loundsley Green Road.

To build on this foundation, the selection of road safety schemes will continue to be based on the road safety

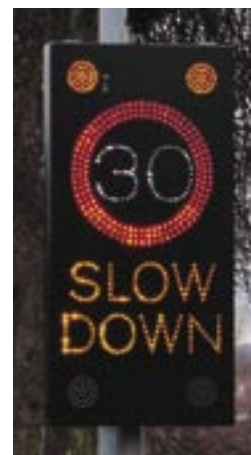
benefits achievable. Other engineering schemes could be prioritised on their road safety benefits. The inclusion of road safety audits for more schemes could help to glean further road safety benefits.

To make certain that lessons are learned, all engineering schemes will be monitored as to their effectiveness and the results will be valuable in shaping future schemes and engineering responses.

The use of Vehicle Activated Signs (VAS) and speed reduction schemes, such as 20mph areas will be actively considered and introduced where there are road safety benefits. However, the proliferation of VAS over recent years has devalued their impact. We must ensure they are only used where this is an appropriate remedy which will yield benefits and we will develop a policy to ensure this is the case.

Similarly, 20mph areas can significantly reduce casualties, but they are not an appropriate measure everywhere. Studies have shown that they are most effective in areas of relatively high casualties, hence we will consider their introduction in such areas, and not as a blanket measure across urban areas.

Improvements to the roads by using, where appropriate, antiskid surfacing will help to improve the road's inherent safety and prepare for future demands caused by increased heavy rainfall and likelihood of flooding through climate change. We are working to identify sites where flooding/climate change could cause casualties and remedy them.



Vehicle Activated Signs (VAS).

Road signs play a vital role informing road users, this includes helping them to understand and deal with dangers and risks on the road. This signing can be passive or, where necessary, active. However, the proliferation of signs can be both costly to install and maintain, visually polluting and, importantly, can actually pose risks by overloading the road user with information to the point where the vital road safety element is missed. Our continuing audit of signs will ensure that only those that are necessary remain, and that they are adequately maintained.

Road safety and asset management principles will be linked together regarding the use of new infrastructure such as signing. This approach will ensure that decisions will deliver the best outcomes for the best value across the County. The asset management review is covered in Chapter 6.

The maintenance of our roads must be effective. We will ensure that repairs are completed quickly and enhance safety, e.g. replacing crash barriers on a route regularly used by motorcycles with motorcycle friendly barriers.

In addition, we will continue to analyse routes and collision hot spots to identify road safety risks and appropriate remedial measures.

Road safety enforcement

Enforcement, alongside education and engineering, is one of the three key pillars which have formed the basis of our success in reducing casualties over recent years.

Enforcement is the responsibility of the Police and by working directly with Derbyshire Constabulary as partners and through the DDRSP, where both the County Council and Derbyshire Constabulary are principal partners; enforcement work is aligned with our road safety problem areas.

In addition, a key part of DDRSP is CREST (Casualty Reduction Enforcement Support Team), this unit has developed from the original Safety Camera Team. Whilst it still has operational responsibility for the static and mobile safety cameras across the County, it now has a much wider role working with neighbourhoods and Safe Neighbourhood Teams to educate and enforce across the whole range of road safety issues; this will continue to

develop. The benefit of mobile and static cameras, when used appropriately, has been proven beyond doubt. We will therefore continue to use them, but will continually evaluate their effectiveness to ensure their use is where need is proven. Local communities will be included in the debate. Following the reduction in resources available to CREST, efficiency savings have been made, e.g. mobile enforcement will be prioritised over fixed enforcement.

9.3 Safety and security opportunities

Monitoring and evaluation of all road engineering schemes will ensure best use of limited funding which can be directed to areas of proven highest road safety need.

Use of roads is not restricted by County boundaries; similarly, our road safety problems do not respect such arbitrary limits, so we will enhance our regional partnership work. For example, currently approximately 50% of motorcycle casualties in the Peak District in the summer are from outside Derbyshire; to effectively reduce the numbers of these becoming casualties, we must extend our work to work with partners experiencing similar problems and improve our best practice and spread our knowledge and skills to benefit others.

The pooling of knowledge and experience in the effort to make the roads safer is important; we will be contributing to and sharing knowledge from the National Road Safety Knowledge Centre initiative (launched 2010).

9.4 Safety and security long-term projects

Looking to the long-term, road safety will face new and unfamiliar challenges. Our continuing analytical work will allow us to identify trends at an early stage and address them.

In addition, we must prepare for those challenges we know will come.

The demographics of the County will change; there will be an increasing proportion of residents and visitors who are older. Furthermore, these will be of a generation accustomed to the unlimited freedom and use of their own vehicles. This change in age profile will change the type and nature of casualties we must address.

The numbers and frequency of walking and cycle journeys across the County will increase; this has the potential to increase the numbers of casualties in these groups, and we must be proactive to prevent this and encourage these beneficial changes in behaviour.

Climate change is a fact; it is anticipated that rainfall will increase which requires us to prepare roads to deal with this, ensuring that road and path surfaces are well maintained to reduce the likelihood of flooding and aquaplaning. Drainage systems in turn must be able to deal with increased rainfall, and we must identify those areas more likely to flood and alleviate this.

It is also possible that we will see increased vegetation growth on the roadside, which impacts on visibility and driver safety; our maintenance regime will need to adapt to this.

9.5 Guiding delivery – sources of evidence

In guiding delivery of better safety and security, we will use many sources of evidence. Examples are as follows:

- Derbyshire transport challenges.
- Road collision statistics.
- Traffic speed data.
- Public complaints/requests.
- Road safety audits.
- Environmental assessment.
- Crime and anti-social behaviour statistics.
- Graffiti and litter.
- Improvement and Scrutiny Reviews.
- Best Practice advice.

9.6 What we want to achieve in five years

- Continuing reductions in casualties across the County, in particular reductions in the numbers of people killed or seriously injured, motorcyclist casualties and vulnerable road user casualties such as pedestrians and cyclists. However, we must recognise that future budget cuts will impact on our ability to achieve these reductions; our challenge is to minimise this.
- Small-scale community safety improvement schemes where this will contribute to a reduction in crime, anti-social behaviour and fear of crime.

10 Guiding delivery – next steps: a considered approach to new infrastructure

Council Plan priorities 2011-2014: well managed assets; making places easier to reach; a resilient economy; encouraging healthy, active and rewarding lifestyles; rich, diverse and protected environments.

What do we mean by new infrastructure?

By 'new infrastructure' we do not mean maintenance of what we already have, or its alteration or enhancement through interventions such as speed limits, signing or lining. What we are referring to is, for example, the introduction of a new section of footway or of road, a new rail station or a new system for bus passenger information. As described in Chapter 7, there is a focus now on using various techniques in making the best use of what we've got. This therefore means that we need to take a considered approach to new infrastructure as, overall, we wish to give priority to reducing the need to travel, and for travel to be shifting towards more sustainable solutions.

10.1 Infrastructure priorities

What we are already doing

Any new or improved infrastructure involves investment, which in any financial climate must be targeted to ensure value for money against clearly understood goals. Even the early stages of preparation of a major project involve substantial investment and we must therefore be clear about our priorities, even with regard to what we investigate. In the run-up to the introduction of the new plan we have been involved in a number of exercises designed to improve our understanding of how and where best to invest, e.g.:

Ilkeston rail station

Together with other local authorities and partners from the rail industry, we have been taking steps towards the provision of a station for Ilkeston, one of the largest towns in England without direct access to the rail network. Work is progressing with rail and local authority partners to develop the business case and secure the necessary capital funding.

Greater Nottingham Transport Model

We have made a financial contribution to the expansion of a Nottingham transport model to cover a wider area. This will help to inform transport and land-use decisions for the foreseeable future.

Derby Area Transportation Model

We have been working with Derby City Council on making this model suitable to assist in land-use and transport decision making for the area around Derby.

Chesterfield Transport Model

We have recognised that the combination of existing transport and environmental problems in Chesterfield with the potential for substantial additional land-use development means that we must build a better capability to understand not only what will happen if we invest in particular projects, but also what will happen if we do not. We expect, by autumn 2011, to have a model capable of testing the effects of land-use development and traffic management schemes but will need to consider enhancing its capabilities depending upon whether any larger-scale projects are brought forward.

Ptolemy Model

The Ptolemy Model, originally created to cover the Three Cities area (Derby, Leicester, Nottingham), is now available to carry out assessment of land-use and transport changes across the whole of the East Midlands. The model will not provide detailed results such as the impact of a proposal on a road or junction, but it

can produce very valuable outputs on the demand for travel by all modes and associated information such as carbon emissions. We will be considering its use for testing strategic land-use, highway and transport proposals within Derbyshire.

Greenways – East Erewash and Peak District National Park

With the possibility of significant land-use development in the Ilkeston area we have been examining, with the help of grant funding, ways in which sustainable travel can help to absorb its impact. We are focussed upon developments between the Greenway network and Ilkeston, identifying ways in which we can develop a network suitable for both leisure trips and for travel to work, to school or for other purposes. This is part of a County network identified in the Greenway strategies that cover the county, and we will continue to look for opportunities to integrate these (such as the Derwent Valley Greenway) into other transport networks. The Derwent Valley Greenway is part of a proposed multi-user route linking the High Peak, Tissington and Monsal Trails to the rail hubs of Matlock and Buxton. It is expected that a Local Sustainable Transport Fund bid will be submitted with the Peak District National Park and other local partners, relating to sustainable travel in and around the Park. This will most likely be a Tranche 2 bid (February 2012).

Chesterfield strategic cycle network

We have, together with key stakeholders, developed a network of strategic cycle routes for Chesterfield, identifying improvements which we hope to introduce incrementally through our own work and through opportunities brought about through land-use planning. More information can be found on the transport planning section of the County Council's website: <http://www.derbyshire.gov.uk/chesterfieldcycleplan>

Hatton Feasibility Study – Access Improvements

A recent major new production facility for an international company based in Hatton, South Derbyshire has resulted in the potential to review existing access arrangements, and also to consider the degree to which improved access may help shape further investment plans. The County Council acted as the accountable body for a feasibility study which considered both improvements to existing access arrangements, and potential alignments of any new routes. The 2008 study found that it was possible to devise a new access to the site, at an estimated cost of £3.5m-£3.8m. This finding remains a valuable starting point should opportunities arise to deliver a solution.

Swarkestone bridge and causeway

Swarkestone bridge and causeway represent a unique and difficult problem for Derbyshire, with a Scheduled Ancient Monument carrying a Principal Road on an alignment not suited to the volume or mix of traffic using it. The issue of traffic on the bridge and causeway has been raised during the consultation on South Derbyshire District Council's Local Development Framework, and a limited investigation has been carried out through the 3 Counties Alliance. This examined options for a new highway construction to provide an alternative route to the bridge and causeway and a bypass for Stanton by Bridge, in order to establish whether a feasible scheme exists and to indicate likely costs. Not all elements of costs have been fully established, but the routes considered feasible are estimated to cost between £12m and £20m. This scheme has therefore been added to the list of potential major schemes for further assessment (see Table 5).



Glossop transport and economy study

As we need to have a better understanding about the linkages between transport and the local economy, we have commissioned crucial research to provide guidance into the most effective transport interventions to support the local economy. This has initially concentrated on the Glossop area through engagement with local businesses, but its findings are intended to be applicable more widely, giving us an understanding of the detailed linkages between transport and local economies so that we can better target any investment we make.

A514 Woodville-Swadlincote Regeneration Route Study

In order to help both the County Council and South Derbyshire District Council build a better understanding of this potential scheme and its links to land-use development, we have commissioned investigation work, including geotechnical and ecological surveys and preliminary design.

National Forest Passenger Rail Service Study

This potential rail route would make use of existing lines to provide an additional passenger route between Leicester and Swadlincote. However, viability studies commissioned by Leicestershire local authorities, in which we have played a role, showed that the service would need to be heavily subsidised and the cost of doing so would, currently, be prohibitive.

North Eastern Derbyshire Local Development Frameworks – Strategic Transport Issues

The County Council has commissioned work on behalf of Bolsover, Chesterfield and North East Derbyshire Borough/District Councils looking at the impacts of potential future development on highway and transport networks until 2026. The main purpose of this has been to provide advice on the strengths and weaknesses of different areas to accommodate land-use changes. It will, though, also help to refine our understanding of where County Council intervention may be helpful in order to support land-use plans.

Refinement of major projects

We have begun the process of streamlining the list of potential major transport projects. During the autumn of 2010 protected schemes for a Market Street diversion in Clay Cross and for a Heanor Inner Relief Road were 'rescinded', meaning that the County Council no longer intends to promote them and will not seek the protection of any land against other forms of development. Work is continuing in refining the list, but this process will also include taking on board new ideas and suggestions, in order to ensure that we are getting the best performance in terms of LTP3 outcomes, and not only dealing with an historic list.

What we will consider

The major projects currently identified as possibilities are presented in Table 5 (page 64).

Table 5: Derbyshire County Council potential major projects March 2011

1 In preparation.	
2 Potential for further appraisal as County Council-sponsored scheme.	
3 Potential for further appraisal in association with land use plans.	
4 Recommended for rescinding	
Potential Scheme	Status
1 Ilkeston Rail Station	Development work approved by Cabinet, February 2010.
2 A515 Ashbourne Bypass	One of the 'priority' schemes identified in the preparation of the second LTP (2006-2011).
2 A61 Chesterfield Inner Relief Road Junctions	(Rother Valley Regeneration Corridor) One of the 'priority' schemes identified in the preparation of the second LTP (2006-2011).
2 A514 Swarkestone Bypass	Identified through liaison over South Derbyshire Local Development Framework (LDF).
2 Clay Cross Rail Station	Identified through responses to the consultation draft LTP from North East Derbyshire District Council. A previous study reviewed by consultants for DCC found that the business case, at that time, was not good. As Clay Cross develops further, however, there may be an opportunity to review the case for the station.
2 Gamesley Rail Station	Under consideration as part of Longdendale Integrated Transport Strategy (led by Tameside Metropolitan Borough Council, though not necessarily dependent on the outcome of Longdendale Integrated Transport Study.
3 A61-A617 'Avenue' Link Road	Identified through liaison over North-East Derbyshire Local Development Framework (LDF).
3 Barlborough-Clowne Links to M1 Junction 29a	Identified through responses to the consultation draft LTP and liaison over Bolsover LDF.
3 A610 Ripley-Codnor-Woodlinkin Improvements	One of the 'priority' schemes identified in the preparation of the second LTP (2006-2011).
3 A619 Staveley-Brimington Bypass (Chesterfield to Staveley)	Protected scheme 'on hold' pending review of impacts of the Markham Vale development and subject to consideration as part of the Staveley Area Action Plan.
3 A514 Woodville-Swadlincote Regeneration Route	Identified through liaison over South Derbyshire LDF.
4 A617 Glapwell Bypass	One of 'priority' schemes identified in preparation of second LTP. Under review for possible rescinding as impacts outweigh benefits. Formal decision yet to be made.
4 A619 Staveley-Brimington Bypass (Staveley to M1 Junction 30)	Protected scheme 'on hold' pending review of impacts of the Markham Vale development and subject to consideration as part of the Staveley Area Action Plan. Under review for possible rescinding of Mastin Moor section as impacts outweigh benefits. Formal decision yet to be made.

The above projects need to be assessed and, in a period of fewer resources, will need to be considered with realism, whilst also being opportunistic in terms of joint funding opportunities and the potential to draw in funding e.g. from developers for the projects which fulfil the plan's priorities.

It is to be noted that any major project will be subject to the appropriate statutory environmental assessments. Equality Impact Assessments will also be carried out on all major projects which are being progressed towards approval and construction.

10.2 Projects led by others

Section 10.1 includes reference to studies and possible major projects which must entail careful consideration of their relative performance in terms of LTP outcomes in order to achieve value for money. This section summarises examples of projects led by others which have an influence on Derbyshire, including the Highways Agency for Trunk Road schemes, rail projects, regeneration, cross boundary projects and green infrastructure strategies.

M1 Junctions 28 to 31 managed motorway

The Highways Agency is progressing towards the introduction of a 'managed motorway' scheme for the sections of the M1 linking those north of Junction 31 and south of Junction 28 which have been widened to four lanes in each direction. The scheme, which has been given the go-ahead, will allow for the use of the hard shoulder for moving traffic, supported by improved incident and congestion detection and response systems. The County Council will liaise closely with the Highways Agency, in order to support and complement any measures which will assist the M1 to fulfil its role of carrying strategic traffic, some of which is currently known to avoid the Motorway by using the A617 and A61 through the Chesterfield area.

A453 widening and A38 Derby junctions

Both of these schemes would enhance the capacity of the Trunk Road network to accommodate strategic traffic. The A38 junctions include that at Little Eaton/Abbey Hill, which falls within Derbyshire; the aim of the Highways Agency is to start construction after 2015. These A38 junctions represent a major constraint for the County, and their improvement is important to the County's wider economic prosperity, as well as linking with possible housing developments in the Derby Housing Market Area. The A453 scheme would not impact directly upon the County but has the potential to influence traffic over a wider network, including through the Long Eaton area. The Highways Agency's forward programme for these schemes is yet to be finalised at the time of writing.

High-speed rail

The Government supports plans for the extension of high-speed rail beyond Birmingham to Manchester and Leeds. Ministers are backing a preferred 'Y' option of a link from London to Birmingham, then splitting with one connection to Manchester and the West Coast Main Line, and the other connection through the East Midlands to South Yorkshire, connecting to Leeds and the East Coast Main Line. A public consultation is yet to take place in 2011 before final decisions are made. Either of the options under consideration would involve a station in Manchester so the County Council will, at the very least, need to look at how best to link Derbyshire people to this. The preferred option, though, would be likely to pass through Derbyshire, with a station to serve the East Midlands close to or potentially within the County. This would raise a number of issues in which we need to be closely involved. We will also, most likely through the Local Enterprise Partnership, identify how we would want to take advantage of any capacity created on other public transport networks and links to the High Speed Line. The routes north of Birmingham are scheduled to open in 2032/33. While this is beyond the end date of the LTP, the planning and development work will need to be initiated during the plan period.

Longdendale Integrated Transport Strategy (LITS)

Tameside Metropolitan Borough Council, subject to the outcome of revisions to funding and approval processes, wishes to pursue a scheme to address issues around traffic congestion in the Longdendale villages. Options for this include the provision of a 'Glossop Spur', crossing the boundary into Derbyshire, and improvements to public transport networks and services. We will need to work closely with Tameside to gain a full understanding of likely impacts upon Derbyshire. These include, for example, the importance of undertaking the required statutory environmental assessments, and the need for LITS proposals to consider High Peak Borough Council's regeneration and development plans in the Glossopdale area.

Midland mainline improvements and electrification

The East Midlands and South Yorkshire regions, whilst well connected to other areas of the country by rail, do not have journey times to London or between their own major centres which compare well with other parts of the country.

We will be endeavouring to work with our partners, primarily through the Sheffield City Region and our Local Enterprise Partnership, to lobby for improvements and to seek the appropriate balance between use of the network for long-distance movements and for the essential local needs also served by rail.

The Council also supports the electrification of the Buxton railway line as part of the Northern Hub developments, and electrification of the Ambergate to Matlock line which is part of the Rail Utilisation Strategy for Midland Mainline.

Strategic freight provision – Markham Vale

The Council supported the Regional Strategic Freight Study in 2009, which confirmed two sites south of Derby as the top two in the region, with Markham Vale near Chesterfield as the third. While the development of these sites is in varying states of progress, and they will be commercially driven and funded, the Council retains a direct interest in the Markham Vale site and supports the development of freight possibilities there with partners.

Regeneration projects and programmes

Increasingly, transport planning for new infrastructure needs to link in with Regeneration Projects and Programmes. This planning will need to consider infrastructure plans at regional level (i.e. through Local Enterprise Partnerships) and local level (e.g. County, District and Boroughs' Regeneration Projects, such as Chesterfield Town Centre Regeneration).

Green infrastructure – contribution to a strategic network of high quality green spaces

The Environment Agency is actively promoting the benefits of green infrastructure, which refers to multi-functional networks of green spaces and Greenways (including river and waterway corridors) that provide multiple benefits such as reducing flood risk; providing new habitat; connecting existing fragmented habitat, improving water quality etc. There are, therefore, strong links between the aims of the LTP to encourage walking and cycling, and the potential to contribute to these networks. An East Midlands-based Green Infrastructure Strategy is due to be published at the time of writing. <http://www.emgin.co.uk/6Cs>



Improved towpath to form multi-user route alongside Peak Forest Canal.

10.3 Guiding delivery – sources of evidence

In guiding delivery of a considered approach to new infrastructure, we will use many sources of evidence.

Examples are as follows:

- Derbyshire transport challenges.
- Accession mapping.
- Asset Inventory.
- Local Spatial Planning process.
- Local Economic Partnerships.
- Collision data.
- Heavy Goods Vehicle routeing.
- Environmental assessment.
- Health assessment.
- Potential to develop Greenway network as identified in the Greenway Strategies that cover the County through partnership working.
- Improvement and Scrutiny Reviews.
- Best Practice advice.
- Congestion and air quality.

10.4 What we want to achieve in five years

- Develop a clear set of priorities for major schemes based on evidence of need and intended outcomes and, subject to the availability of resources, have progressed our top priority scheme to be at, or close, to the commencement of construction.
- Secure funding for transport infrastructure which supports regeneration projects.
- Continue the introduction of the strategic cycle network in Chesterfield, agree with partners a strategic network for Long Eaton and have begun the development of similar for at least one more Derbyshire town.
- Improve links between the Greenway network and Ilkeston, and progress the County network of schemes identified in the Greenway Strategies that cover the County.
- Progress a bid for the Local Sustainable Transport Fund relating to sustainable travel in and around the Peak District National Park, probably in the second round of bids (February 2012).
- Complete our investigation of links between transport and the local economy and have begun the targeted introduction of measures in Derbyshire towns based upon the findings.
- Achieve more connectivity between communities and amenities for walkers, cyclists and horse riders.
- Ensure that all new schemes are fully accessible.

11 Funding our transport priorities

“...how to address the twin pressures of greater expectations and scarcer resources?”

Local Authorities and Research Councils Initiative: new scenarios in Local Governance, May 2010

We know that the prospect for the foreseeable future is for a reduced level of funding compared with the first two LTP periods (2001-2011).

The long-term transport strategy, however, (Chapter 3) indicates clearly our local investment priorities. Funding will need to be drawn in from a range of sources to deliver these priorities. This could include, for example, revenue and capital funds, drawing in or aligning resource to deliver transport improvements for Derbyshire through developers, other local partners (e.g. District/Borough Councils and health sources), rail and bus operators, the voluntary and community sector, and taking opportunities to bid for funding pots available such as Lottery or European funding. In particular, the Local Sustainable Transport Fund bid (explained further below) presents a major opportunity to complement our plan's strategy and is particularly welcome as it is made up of both capital and revenue funding streams. The strategy will be used as a framework to help determine priorities and value for money. It can also be used opportunistically to draw in resources, and consideration will be given to the possibilities of generating funding.

As with the previous LTP, we will plan an adaptation strategy to different resource levels, making sure that we remain focussed on delivering the transport goals in the best way we can.

11.1 Highways and transport funding and capital settlements 2011 to 2015

“Greater local control, participation and accountability is the most effective way to increase the sustainability of local transport systems so they can promote economic growth, minimise the environmental impact of travel, improve public health and address social exclusion.”

Transport Spending Review Press Notice, 20 October 2010

The DfT's Transport Spending Review Notice (October, 2010) placed continued emphasis on facilitating long-term, sustainable growth and tackling carbon emissions. DfT envisages that a significant simplification of transport funding streams will enable budgets to be set according to local, not national priorities. This means that the work to date on Derbyshire's LTP has, through consultation and analysis, created a solid foundation through the local priorities defined in the long-term strategy and an explanation, for each of the key priorities, of how evidence will guide delivery, and what is to be achieved in a five year period.

At national level, 28% savings are to be made from local transport revenue funding, including concessionary travel. There will be a 20% reduction in the rate at which the subsidy is paid to bus operators (Bus Service Operator Grant (BSOG)) from 2012/13, whilst incentives for smart cards, low carbon buses and automatic vehicle location will be maintained. Long distance coach operators will not be able to claim BSOG through half-price concessions to older and disabled people by October 2011, though they may continue to offer this commercially.

Nationally, there will be reduced spending on marketing initiatives such as 'Act on CO₂' and the road safety THINK! budget. There will no longer be ring-fenced grant to support road safety delivery and enforcement (including camera enforcement) at local level. This, instead, will be part of the wider local government funding settlement, and allocated by formula.

The Comprehensive Spending Review outlined the results of the reform of local transport funding, with four funding streams as follows:

- A local sustainable transport fund (capital and revenue).
- Major schemes (capital).

- Block funding for highways maintenance (capital).
- Block funding for small transport improvement schemes (capital).

A local sustainable transport fund (capital and revenue)

This fund is for packages of transport interventions that support economic growth and reduce carbon emissions in their communities, as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion.

We shall be bidding for funding from the Local Sustainable Transport Fund, with proposals being assembled aimed at dealing with traffic congestion in the Chesterfield area and, separately, to encourage sustainable travel within and around the Peak District National Park. We are also in discussion with neighbouring authorities about their own priorities, and will continue liaison with them and with the DfT to ensure that Derbyshire makes best use of the opportunities afforded by the fund. Two rounds of bidding are possible, the second of which is in February 2012 and it will be the spring of 2012 before we have a complete picture of the resources being made available.

The National indicative budgets are illustrated in Table 6.

Table 6: DfT Indicative analysis of budgets: summary of £m nominal expenditure on national budgets for the Local Sustainable Transport Fund

£m available nationally	2011/2012	2012/2013	2013/2014	2014/15	Total
Capital	30	40	60	80	210
Resource²	50	100	100	100	350
Total	80	140	160	180	560

² Revenue

Major schemes (capital)

Successor arrangements to Regional Funding Allocations are sought which will give 'a proper voice in scheme prioritisation' to elected local authorities and business interests, with Local Enterprise Partnerships (see Appendix D) playing an important role.

The level of investment for major schemes is greater than the average annual spend on local authority major schemes over the last 10 years. Nationally, £600m is committed, and over £900m is available for new schemes. No Derbyshire County Council schemes are on the various lists, whether the 'greenlight,' listing, 'supported' group, 'development' group, or 'pre-qualification' group.

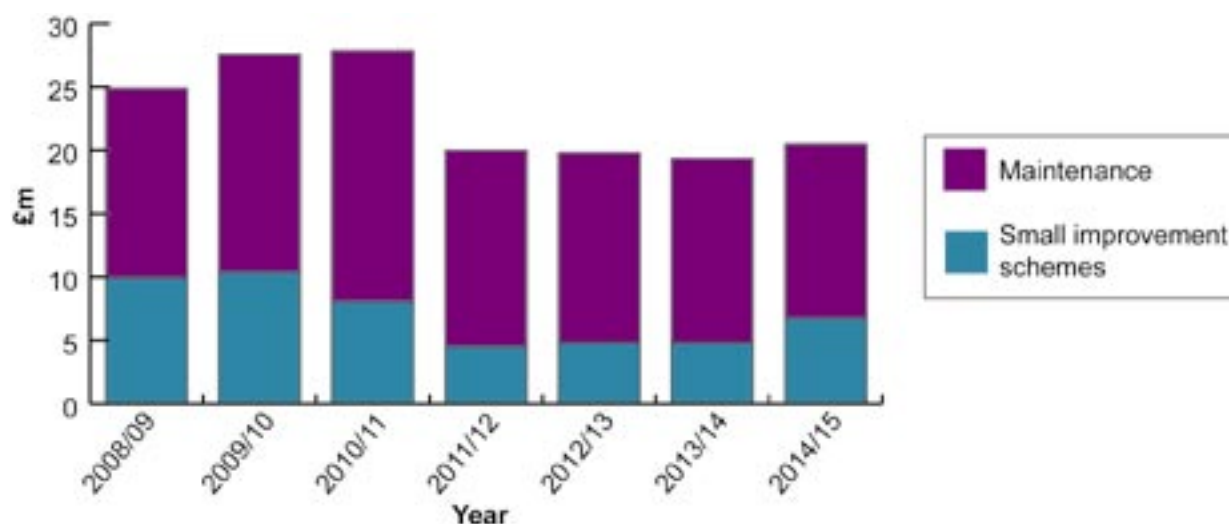
The block funding allocated to Derbyshire for small transport improvement schemes and maintenance over the period 2011/12 to 2014/15 is illustrated in Table 7 and Figure 2, with earlier years from 2008/9 shown for comparative purposes.

Table 7: Highways and transport capital settlements Derbyshire 2008/09 to 2014/15

£m	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Small improvement schemes	9.73	10.39	8.09	4.52	4.82	4.82	6.78
Maintenance	14.96	17.16	19.75	15.47	14.99	14.55	13.7

NB: Figures for 2013/14 and 2014/15 are indicative.

Figure 2: Highways and transport capital settlements Derbyshire 2008/09 to 2014/15



Block funding for small transport improvement schemes (capital grant) – £5.2m per annum 2011/2015

The purpose of this fund is to improve road safety, stimulate local economies by reducing congestion, and deliver social justice to local communities. These schemes can provide high value for money. Indicative spending levels over the next four year period shows an investment of £20.9m for Derbyshire, with an average annual spend of £5.2m.

These figures compare with an average annual spend over the three year period 2008-2011 of £9.4m on small improvements, representing a 45% reduction. This emphasises the need for small improvement schemes to be well justified, with the best outcomes possible for the lower level of resource.

Block funding for Highways Maintenance (capital grant) - £14.7m per annum 2011/2015

At national level, it continues to be essential to prioritise maintenance - £3bn nationally over the next four years. This reflects its economic and social importance to local communities, the need to safeguard the largest single local public asset, and the liabilities for future years that can be created from short-term cuts in maintenance. It is believed, however, that there is significant scope for efficiencies, for example, through 'combining purchasing power of local authorities to drive down prices.' (Local Transport Settlement letter, December 2010).

Indicative spending levels over the next four year period shows an investment of £58.7m for Derbyshire, with an average annual spend of £14.7m. These figures compare with an average annual spend over the three year period 2008-2011 of £17.3m on maintenance, representing a 15% reduction. This emphasises the need for maintenance schemes to be well justified, with the best outcomes possible for the lower level of resource, and for all work to take into account future maintenance requirements.

Over the next four years, we therefore still expect to have around £20m per annum through capital allocations (as grant, not supported borrowing) with, on average, a quarter of this for small transport improvements (to improve road safety, stimulate local economies by reducing congestion, and deliver social justice to local communities), and three quarters for maintenance.

11.2 Derbyshire Investment Protocol to 2016

Efficiency in finance relates not only to the way we do things (i.e. operational efficiency), but also how we allocate funds (i.e. allocative efficiency). In the true spirit of value for money, therefore, we are developing an Investment Protocol for the 2011-2016 period to clarify what sort of measures the Council supports, which measures should be used sparingly, and which measures will not be supported unless in exceptional circumstances. This, being based on the local consultation and analysis of the LTP, and covering the range of measures and issues outlined in the

plan, will be produced as a supplementary document to it. This will ensure the best value for money for our reduced level of resource, reflecting local priorities.

In particular, we must take a considered approach to any new infrastructure, and always consider future maintenance liabilities.

The Investment Protocol will be developed further, and must eventually reflect a common sense merging of all of our work, ironing out potential tensions between work areas, linking capital and revenue spend in an overall strategy, and being mindful of future joint funding opportunities with other local partners. We will seek opportunities to rationalise street 'clutter,' and we will continue to allocate funds for environmental mitigation and enhancement.

In the light of reductions in funds available, it is important to ensure that a range of relatively small contributions of funding can continue to be used to lever in external funding to good effect for Derbyshire e.g. Greenway development, and also that relatively small pots of funding can continue, for example, to assist accessibility planning in delivering local community-based initiatives.

It is to be noted that our 'without the plan' scenario exercise which was carried out as part of the SEA process found that, without the plan, we would perform less well on carbon reduction, environmental protection, social inclusion, behavioural change, and good health outcomes. This gives a very strong indication of what the LTP programme needs to be delivering across all the key priority areas.

12 Judging success

At the end of chapters 6 to 10, there is a summary of what we want to achieve in five years for each of the key transport priorities. These will be a way of judging success.

In addition to this, the Council Plan 'Derbyshire – Leading the Way' identifies measures of success. Table 8 summarises the key success measures for the LTP linked also with the Council Plan, and includes the findings of the SEA process.

Importantly, success measures will be linked with local projects so that there is a better connection between our actions and the results. Transport is also a contributory factor in other Council Plan success measures such as those relating to carbon reduction and obesity.

Table 8: LTP3 success measures

a LTP3 Key success measure.	Council Plan 2010-2014	SEA	LTP
b Council Plan success measure (subject to review in the next Council Plan)..			
c Council Plan success measure to which transport is a contributory factor.			
Project-based			
a Linked with individual LTP projects, to monitor success of the key transport priorities below on a localised basis e.g. more walking and cycling in Chesterfield, increased use of public transport, carbon reduction and signage reduction.			✓
Well maintained roads and PRoW			
a The condition of our non-principal roads has improved.	✓		✓
a Satisfaction with the condition of our highways improves.	✓		✓
a More of Derbyshire's PRoW are free from obstruction and are easier to access by local people.	✓		✓
Efficient transport network management			
a Energy usage of the Derbyshire lit transport asset per annum.		✓	✓
a Air quality has improved in Air Quality Management Areas relating to local traffic.		✓	✓
b Congestion has reduced and air quality has improved.	✓		
Improving local accessibility and achieving healthier travel habits			
a More people travel on community transport.	✓		✓
b More journeys are made by people cycling or on foot.	✓		
c CO ₂ emissions per head have reduced.	✓	✓	
c CO ₂ emissions from council activity to reduce.	✓	✓	
c Fewer children are obese.	✓	✓	
c More 16-18 year olds are in education, employment or training.	✓		
Better safety and security			
a Fewer people are killed or seriously injured in road traffic accidents on Derbyshire's roads.	✓	✓	✓
b Fewer children are killed or seriously injured on Derbyshire's roads.	✓		
A considered approach to new infrastructure			
a Number of signs within Derbyshire (SEA1).		✓	✓
a Number of street lights within Derbyshire (SEA2).		✓	✓

Good health outcomes

Transport also contributes to successful health outcomes. The Department of Health consultation White Paper, Healthy Lives, Healthy People (November 2010) includes outcomes which transport can contribute towards e.g. access and utilisation of green space, cycling participation, life years lost from air pollution as measured by fine particulate matter, social interaction, percentage of adults meeting the recommended guidelines on physical activity (5 x 30 minutes per week) and prevalence of healthy weight.

The consultation period concluded at the end of March 2011, following which the Public Health Outcomes Framework will be finalised. Consideration will be given to the relevance of these to the LTP.

Local management information

We also collect and monitor data to provide information for management and investment planning purposes, e.g. condition of principal roads, bridges and structures, satisfaction with the repair of roadside footways, Derbyshire road traffic growth (SEA3), and environmental data such as erosion of habitats alongside busy footpaths. We are also exploring further the possibility of finding a useful indicator regarding materials usage (SEA7).

National single data list

Data will also be supplied to inform the national single data list which, at the time of writing, includes road condition data and local bus punctuality data.

13 Glossary

This section is intended to provide the reader with information on the context of the document, and not to give legal definitions.

Accessibility	Whether people are able to reach jobs and key services that they need, particularly health care, education and food shops, either by travelling to those services or by having those services brought to them.
Casualty	The term is generally used as an abbreviation of a person who is a casualty of a road traffic collision.
City Region	A concept used to remove artificially constructed administrative boundaries (e.g. County boundary) and look at flows of people and activity that take place in a city and its environs.
Community Rail	Refers to a local railway line that is specifically supported by local authorities and organisations to promote the use and viability of the local rail service.
Community Transport	A partnership providing a public transport service using vehicles with access for people with limited mobility, enabling individuals who are unable to use ordinary buses to make journeys normally taken for granted.
Concessionary fare	In this context, it refers to a reduced or free fare for school children, younger, elderly or disabled people when using public transport.
Congestion	In this context, it refers to a condition that occurs on road networks when the flow of vehicles is too great for the road capacity, which results in slower vehicle speeds and eventually queueing vehicles.
Disabled people	Refers to people who have either a physical, mental, sensory, emotional or developmental impairments.
Event management	In this context, it refers to the management of the transport network to deal with large events such as country shows or fairs.
Geographical Information System	Computerised system that enables data to be viewed on a map.
Greenhouse gas emissions	Refers to gas emissions that contribute to the warming of the earth's atmosphere. Road traffic is a contributor through exhaust fumes such as carbon dioxide.
Green infrastructure	Is a planned network of multi-functional green spaces e.g. cycle routes, that help protect and enhance ecology and provide benefits to the human population.
Greenway	Off-road route designed for shared use by people of all abilities on foot, bike or horseback, connecting people to facilities and open spaces.
Gully (Gullies)	A term used to describe a highway drain.
Habitats Regulations Assessment	An assessment of the potential effects of planning policies on habitat sites and species designated of European importance, which lie within and outside the County.
Independent travel training	Personalised training to help people learn how to undertake journeys using ordinary transport e.g. for people with learning difficulties.
Intelligent transport systems	Transport systems that use a computer to provide the optimum service on a live basis e.g. controlling traffic signals to reduce congestion as it happens.

Low carbon economy	Refers to an economy which has a minimal output of carbon dioxide emissions (CO ₂) into the atmosphere.
Personalised travel planning	Examination of a person's travel habits and needs to try to ensure that their travel needs are met, but to encourage them to use a car less frequently.
Resilience	In this context, it refers to the ability of either the economy or the transport network to recover quickly from major events such as adverse weather, national economic crises etc.
Smart Card	A pocket-sized card containing a chip that allows people to pay for journeys on public transport.
Smarter Choices	A term used to describe techniques used to influence people's travel behaviour towards more environmentally friendly options such as walking, cycling, public transport and car sharing. These techniques might also encourage people to travel shorter distances and travel less often.
Special Areas of Conservation (SAC)	Areas containing habitats and species protected by European legislation. Nine SACs are located within or near to Derbyshire.
Special Protection Area (SPA)	An area containing bird species protected by European legislation. In Derbyshire, this relates to the South Pennine Moors that protects upland breeding birds.
Statutory Undertaker	Various companies and agencies with legal rights to carry out works on the highway such as gas, electric and water.
Strategic Environmental Assessment (SEA)	Generic term used to describe environmental assessment as applied to policies, plans, and programmes. In this context, SEA is used to refer to the type of environmental assessment required under European Law known as the SEA Directive.
Sustainable tourism	In this context, it refers to the encouragement of and provision for sustainable transport.
Sustainable transport	Refers to any means of transport which has a low impact on the environment to help safeguard it for future generations. This includes walking, cycling, public transport, fuel efficiency and sharing of cars.
Travel Plan	A combined package of measures introduced to reduce the volume of car journeys and encourage people to use more sustainable travel modes, normally related to businesses or schools.
Volunteer Car Scheme	Generally charity run schemes to provide a door-to-door transport service for elderly and disabled people who are unable to use ordinary public transport.
Wheels to Work	Partnership run initiative that loans mopeds or bicycles, or seeks other transport solutions, to help people who do not have any suitable access to private or public transport to access jobs or education.
World Heritage Site	A place that is listed by the United Nations Education, Scientific, Cultural Organisation (UNESCO) as of special cultural or physical significance.
Vulnerable Road Users	People who are particularly at risk, such as cyclists, young, elderly and disabled people when using busy roads.

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1 Introduction

The Local Transport Plan is linked at a strategic level with joint local plans e.g. the Sustainable Community Strategy, other plans of the authority (e.g. the Council Plan) and the plans of other organisations (e.g. spatial plans of the Districts/Boroughs and the Peak District National Park Authority).

There are also more detailed transport-related plans which help deliver our priorities, and these are summarised in this appendix.

2 Transport Asset Management Plan (TAMP)

2.1 What is this plan?

Asset management promotes a strategic approach which identifies the best allocation of resources for the management, operation, preservation and enhancement of the transport infrastructure to meet the needs of current and future customers.

2.2 How does it contribute to the wider local agenda (Council Plan)?

'Well managed assets' has been identified as a priority for the authority. The good management of the highways assets contributes to all other public services such as health, education and social services.

2.3 How is it done – who is involved?

DCC has been applying the principles of asset management for some time now. Successful asset management relies on good data, particularly regarding condition assessments, and the County now has good data on most of its transport assets, particularly its carriageways. The results of this have helped to ensure that money for structural maintenance has been targeted at the most appropriate roads. Similar processes are being adopted for other key assets, particularly in developing long-term planning for their life cycle replacement.

The TAMP aims to set out not only the practices and systems that are currently being applied to the management of the transport asset, but also estimates different levels of service and their associated funding requirements. Derbyshire's TAMP comprises the published TAMP, containing the principles and areas the Council needs to develop better skills in, including:

- Linking the LTP and County Council strategic goals and objectives to the provision and delivery of a well maintained highway infrastructure, which addresses the aspirations and needs of local users.
- The capture and management of improved data to better manage the network.
- Life Cycle Plans, Life Cycle Cost Models/Maintenance Plans covering the whole of the asset life and maintenance interventions and setting the Service Levels.
- The application of risk and the use of risk registers relevant to the highways service.

The appendices (yet to be approved) will then be developed to address the wider issues of budgets and Service Plans. Work on this started in March 2010 with the final arrival of asset data, providing:

- A detailed cost appraisal protocol, which could ensure that future maintenance costs are included in the decision making process for maintenance works and could make use of work currently being developed on deterioration modeling. This could initially be used to identify future budget consequences over a 15 year period and then be used to feed a whole life costing model to determine the optimum time and treatment for specific asset components.
- A benchmark valuation could provide an open book value for the year 2010/11.

Using asset management within the highways and transport arena is fully supported by the DfT, HM Treasury and Government and is seen as the way forward in supporting future funding for the maintenance of the highways and transport network.

2.4 What difference will it make by 2026?

Having better understanding and knowledge of an asset enables a “one truth” policy and leads to greater confidence and transparency in decision making, and in projecting and defining/defending budgets.

The collection of data and in particular the condition history of an asset will enable Derbyshire to better understand how an asset performs and deteriorates over time, leading to the development of local deterioration models. These models can reflect local conditions, topography and usage and will then provide a solid base from which to project the timing of future maintenance interventions as well as identifying the assets budgetary requirements in future years.

It will also provide evidence for more timely interventions, extending asset lives to their maximum.

2.5 Where can more information be found?

http://www.derbyshire.gov.uk/transport_roads/roads_traffic/tamp/default.asp

3 The Rights of Way Improvement Plan (RoWIP)

3.1 What is this plan?

The Rights of Way Improvement Plan (RoWIP) details how the County Council will plan strategically for how it will improve the management, provision and promotion of a wider rights of way and access network and considers:

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the authority's area, together with the use of the network by local people as a means to access workplaces, schools and other local facilities.
- The accessibility of local rights of way to blind or partially sighted people and those with limited mobility or other impairments.
- It covers the whole of the County including the Peak District National Park and is aligned to the wider LTP.

3.2 How does it contribute to the wider local agenda (Council Plan)?

Under the 'Making Places Easier to Reach' section of the Council Plan, the RoWIP provides the details for how the County Council 'will work towards an integrated, well managed and inclusive rights of way and access network.'

The RoWIP contributes to several other aims under the 'Encouraging healthy, active and rewarding lifestyles' section including:

- Actively promoting the 3 x 30 minutes a week of exercise and active recreation programme.
- Encouraging more walking and cycling within the County.
- Working more closely with partners to achieve enhanced sport and active leisure provision across the County.

3.3 How is it done – who is involved?

Extensive public consultation took place in order to carry out the assessments required. This comprised a series of questions submitted to the Citizens' Panel, a user survey aimed at the wider public and visitors and a key issues questionnaire sent out to countywide access stakeholders and local councils. A series of focus groups looked at issues relating to nature conservation, the local economy and tourism, along with issues affecting landowners and the needs of disabled people.

The RoWIP is delivered by the County Council working with a series of partners including the Peak District National Park Authority, National Forest, local District, Borough and Parish Councils, Groundwork Trusts, Natural England, landowners and Community/User Groups. Advice and guidance is provided by two Local Access Forums.

3.4 What difference does it/will it make by 2026?

The vision in the RoWIP for improving access to the countryside and built environment in Derbyshire is “to have an integrated, well managed and inclusive rights of way and access network which encourages responsible enjoyment by residents and visitors alike, is a sustainable and safe network in keeping with the County’s heritage landscape and wildlife interests, promotes healthier lifestyles and helps support tourism and the local economy.”

3.5 Where can more information be found?

http://www.derbyshire.gov.uk/leisure/countryside/access/rights_of_way/improvements/default.asp

4 Greenway strategies

4.1 What is this plan?

The Greenway network includes traffic-free pathways that connect Derbyshire’s towns and villages to both dramatic and gentle countryside and are suitable for walking, cycling and horse riding. All routes are surfaced and many are built on flat routes for easy access. They are suitable for all the family, prams and mobility scooters. Greenways provide sustainable and healthy travel routes to schools, workplaces, shops and local amenities, whilst offering tranquil green routes out of town to the local countryside.

There are three Greenway Strategies covering the County as follows:

- East Derbyshire Greenway Strategy 1998 (under review).
- South Derbyshire Greenway Strategy 2006.
- West Derbyshire and High Peak Greenway Strategy 2008.

The Strategies are incorporated within the RoWIP.

The Strategies identify existing Greenways and potential routes that could be developed in the future should opportunities present themselves, with the aim of developing a strategic network of multi-user routes, or Greenways, for walkers, cyclists, horse riders and those with mobility difficulties, across the County.

4.2 How does it contribute to the wider local agenda (Council Plan)?

Greenway development is seen as a valuable asset that cuts across many disciplines and meets many of the current targets and policy initiatives supported by Central Government. Greenways improve accessibility to facilities, services, schools, work, places of interest and to the countryside. They provide alternative transport choices and link communities together to reduce isolation and promote independence and well-being. Additional benefits are linked to the creation of new tourism based infrastructure to promote economic growth and sustainable development.

4.3 How is it done – who is involved?

The Greenway Strategies were subject to extensive consultation with local Councils and key access stakeholders. Wider public consultation was carried out at the draft stage. The delivery of new Greenways is often a partnership approach involving a range of public and private organisations. Cross boundary working with adjoining local authorities features strongly in the continued development of the Greenway network.

4.4 What difference does it/will it make by 2026?

The long-term vision is to continue to develop the network of multi-user traffic-free Greenways across the County to provide long distance, middle distance and shorter circuits that interconnect with each other and the existing

highway network. The routes will connect people and places to enhance recreational and utilitarian journeys, on high quality and attractive pathways. A total of 299km of off-road Greenways exist around the County, 180km of which were delivered since 2001, within the 10 years of the first and second LTPs.

4.5 Where can more information be found?

<http://www.derbyshire.gov.uk/leisure/countryside/access/greenways/default.asp>

5 Network Management Duty Plan

5.1 What is this plan?

Following a detailed report on the analysis of the obligations of the Traffic Management Act 2004, the Council is now developing its Network Management Duty Plan (NMDP) based on its statutory duties and actions, with the aim to meet the requirements of the Act and the needs of the users of the network.

The NMDP, when completed and approved, will be a strategic outline of the duties and initiatives being adopted, which may have more detailed information in other strategic documents and plans.

5.2 How does it contribute to the wider local agenda (Council Plan)?

Generally, the NMDP will recognise the requirement to balance the desires of its communities, visitors and businesses with the need to deal with issues like reducing congestion, promoting public transport, making the network a safer place to be and reducing the effects of noise and air pollution etc.

Specifically the NMDP will aim to:

- Reduce traffic collisions.
- Improve air quality.
- Reduce carbon emissions.
- Reduce and plan to prevent congestion.
- Improve journey times.
- Make places easier to reach.
- Contribute to a resilient economy.
- Continue to protect our diverse environments.
- Support tourism to assist the local economy.
- Make communities safer.
- Support planned events.
- Manage on-street parking, loading and waiting.
- Progress to a Derbyshire wide Intelligent Transport System.
- Support flood risk management.
- Create working partnerships with our neighbouring and regional local authorities.
- Manage incidents on the network and support the emergency services.
- Contribute to healthier lifestyles.
- Manage all road signing including un-authorised signs.
- Co-ordinate and reduce the time taken to undertake road works and street works efficiently and safely.
- Manage Civil Parking Enforcement and Traffic Regulation Orders.
- Support the Council's other strategic plans.
- Consider Equality and Diversity for all network users.
- Support the Council's partners.
- Inform the Council's roads hierarchy.

5.3 How is it done – who is involved?

The NMDP will be implemented as a live strategic plan and it will be continuously monitored for its effectiveness and updated as required. In this process all other related plans, policies and standards will also be monitored to maintain their relationship with the NMDP in line with the traffic manager's role.

Some of the bodies, partners and groups included in this process will include:

- Department for Transport.
- Utility companies.
- Emergency services.
- Neighbouring and regional authorities.
- Highways Agency.
- Transport operators and groups.
- Regional Traffic Managers.
- Regional Street Works Co-ordinators.
- Media.
- Derbyshire Partnership Forum.
- Event organisers.
- Environment Agency

5.4 What difference does it/will it make by 2026?

Making the best use of our current road network is important for both economic vitality and the public in general. The road network facilitates the movement of goods and services and provides access to homes and businesses. It also provides the links for supplying an increasing number of services that network users demand.

By continuing to plan and improve the network to allow all traffic types to travel, with reasonable journey times, will make a positive difference to users and continue to keep congestion to a minimum. This will be achieved if the network is well managed and maintained in a sustainable and safe way whilst protecting the County's biodiversity, promoting healthier lifestyles and supporting tourism and the local economy.

5.5 Where can more information be found?

- Highway Network Strategies, Plans, Policies and Standards.
- www.derbyshire.gov.uk
- www.dft.gov.uk
- www.hauc-uk.org.uk/
- www.highways.gov.uk
- www.parksmarter.org.uk
- www.elgin.gov.uk

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1 Transport and spatial planning – working together

1.1 The main national influences over the links between transport and spatial planning have been through Planning Policy Guidance (PPG) (now Planning Policy Statements (PPS)), such as PPG13 – Transport and PPS4 – Planning for Sustainable Economic Growth, which introduced the idea of reducing the need to travel by locating developments close to existing transport networks, or providing new links. Most of these documents have been updated since their introduction, with new ones being added as the need arose. For example, PPS 25 (March, 2010) is about Development and Flood Risk.

1.2 At the time the previous LTP was written, whilst the main local background strategic documents in terms of land use planning for Derbyshire were the Derby and Derbyshire Joint Structure Plan, and Local Plans produced by the Boroughs, Districts, and Peak District National Park Authority, which pre-dated Regional Plans, the process of producing Local Development Framework documents had already begun.

1.3 A new system was introduced under the Planning and Compensation Act, 2004. Under this, Regional Spatial Strategies were introduced which replaced Structure and Local Plans with a new set of documents under the banner of Local Development Frameworks (LDFs). These had to conform to the new Regional Spatial Strategies, (or Regional Plans) which were also introduced under this Act. Previously, the land use planning system had focused upon the regulation and control of the use of land. The aim of the new system was to take account of the strategies and plans of other agencies not traditionally involved in the land use planning system but who also have an impact on spatial development. Core Strategies (which are the key plans under the Local Development Framework) set out the spatial vision, spatial objectives, policies and a monitoring and implementation framework for a local authority area and are widely consulted on.

1.4 The County Council's transport policy and planning officers have been working closely with the planning authorities throughout the process to provide transport advice and input to these documents. Amongst other documents produced under the umbrella of the LDF, of particular relevance to transport are Area Action Plans and Area Master Plans, again produced with the involvement of transport policy and planning officers, and the highways Development Control officers. Following other changes to the planning system, those officers are also more involved with pre-application discussions with developers of larger sites in order to ensure that they are accessible by sustainable transport modes, and that comprehensive Travel Plans are in place to reduce the amount of new traffic generated by the development.

1.5 The East Midlands Regional Spatial Strategy (or Regional Plan) is the strategic document which sets out the broad development strategy for the East Midlands up to 2026, and represents the spatial element of the East Midlands Integrated Regional Strategy. It consists of a number of sections covering Housing, Economy and Regeneration, Natural and Cultural Resources, Regional Transport Strategy, and Implementation, Monitoring and Review, although the housing element is a key component.

1.6 In November 2006, the Department for Communities and Local Government issued a revised PPS3: Housing, which provided the basis for new Housing Market Areas (HMA). These did not follow traditional local authority boundaries, and so included Borough and District councils from different higher level authorities. For instance, the Northern HMA comprised Chesterfield Borough, Bolsover District and North East Derbyshire District Councils within Derbyshire together with Bassetlaw District Council in Nottinghamshire.

1.7 As a result, each Local Planning Authority, in conjunction with the relevant Regional Planning Body determined the appropriate level of housing provision taking into account a range of factors, including a Strategic Housing Land Availability Assessment (SHLAA). The County Council provided information for the SHLAAs in terms of how accessible potential housing sites were. These housing provision figures were included in the East Midlands Regional Plan.

1.8 Together with the Borough and District Councils, the County Council has been working to further identify the potential effects on the highway and transport networks of developments on the strategic sites identified through the SHLAA process.

1.9 On 6 July 2010, the Secretary of State for Communities and Local Government announced the Government's intention to revoke Regional Spatial Strategies, including the regional housing targets. Following the announcement, local authorities have differed in their decisions about how to progress with their LDFs and Core Strategies. A recent survey reported by the Royal Town Planning Institute into 70 LPAs in England indicated that:

- Just over half the authorities expect to review their LDF housing targets further to the revocation of the Regional Spatial Strategies, of which most have either started the review process or expect to start later this year.
- 12% of authorities are still undecided, often awaiting members' decisions to be made.
- 35% expect to stay with existing targets, mostly based on regional strategies (though occasionally on structure plans).

(Source: Royal Town Planning Institute Development Planning Network Bulletin 19.08.2010)

2 Summary of state of play for each Local Planning Authority in Derbyshire (as at February 2011)

2.1 **Amber Valley:** part of Derby HMA. Re-considering housing needs and fresh approach to community engagement. Consultation expected early 2011 but unlikely to submit before January 2012.

2.2 **Bolsover:** part of Northern HMA. One housing option being considered for transport assessment. Review of housing figures is imminent. Publication stage of Core Strategy expected in Autumn 2011.

2.3 **Chesterfield:** part of Northern HMA. Core Strategy delayed pending consideration of housing figures. Publication stage of Core Strategy expected September 2011.

2.4 **Derbyshire Dales:** part of Peak Dales and Park HMA. Draft plan published June 2010. Currently undertaking further consultation with communities with a view to publishing a revised Draft in 2012.

2.5 **Erewash:** part of the Nottingham Core HMA. Currently re-considering housing needs and with further consultation on revised options expected in Summer 2011, with a view to submission in Spring 2012.

2.6 **High Peak:** part of Peak Dales and Park HMA. Draft plan published June 2010. Currently undertaking further consultation with communities with a view to publishing a revised Draft in 2012.

2.7 **North East Derbyshire:** part of Northern HMA. Preparation of an alternative local strategy is underway, pending the formal revocation of the Regional Spatial Strategy. Publication stage of the Core Strategy is anticipated early in 2012.

2.8 **Peak Park:** part of Peak Dales and Park HMA. Core Strategy currently undergoing Independent Examination with Hearings expected to be completed by the end of April 2011. Adoption is planned for Autumn 2011.

2.9 **South Derbyshire:** part of Derby HMA. Re-considering housing needs and fresh approach to community engagement. Consultation expected early 2011 but unlikely to submit before January 2012.

3 Assessing the transport impacts of new development

3.1 One of the key principles of our long-term transport strategy has already been stated as “To adopt sustainable development as the common purpose of our transport strategy.” In order to achieve this, we must encourage residents and visitors to question their desire to travel. Can they shop locally for example, rather than travelling longer distances to their preferred supermarket? If they have to travel further, how will they do this, can they use a bicycle? Is the infrastructure in place for them to be able to do this enjoyably and safely? These are questions that form some of the challenges in the main document, and which the policies in the following section seek to resolve.

3.2 In the main document, a number of challenges have already been identified for each of the transport goals, but one of the key solutions to these challenges is for us to do our best to make sure that new developments, whether residential, business, industrial or a combination of these, are in the right place. This means that they should be within relatively easy reach of the local facilities and services that are needed wherever practical, although there will inevitably be occasions where this is not the case, and our best efforts must then be used to minimise any adverse impacts of such developments.

3.3 In order to determine the impacts of a new development, a Transport Assessment (or Statement for smaller developments) is normally required as part of the planning application procedure. Details of what should be included in a Transport Assessment, is given in the DfT’s “Guidance on Transport Assessment,” with indicative thresholds for Transport Assessments in Appendix B of that Guidance. In addition, where a Transport Assessment is required, a Travel Plan will also be required, again normally using the thresholds in the DfT’s guidance, but can be required for smaller development as well.

3.4 Importantly, a Transport Assessment is written to support a specific development scenario for which issues such as development location, size and access have been determined. For the LDF development scenarios, these aspects are not yet fixed. As such, the assessment undertaken of the transport implications of this development can only make limited comment on the specific operation of junctions and the likely road safety performance of the network. However, the implications of the development at a strategic level (including sustainable-mode access, indicative transport impacts, and how the network could be managed etc.) can be assessed using a set of developmental assumptions and existing transport network data.

3.5 DCC has adopted (December, 2009) DfT’s Guidance on Transport Assessment (GTA) and therefore will require Transportation Assessments or Statements together with Travel Plans to support Planning Applications following the threshold guidelines shown in Appendix B of the GTA. <http://www.dft.gov.uk/pgr/regional/transportassessments/guidanceonta> Advice is therefore that the highway network should provide capacity that is comparable to the general capacity of the part of the network affected. The County Council has indicated a need to adopt a less restrictive approach to a requirement to achieve a ‘nil detriment’. Additionally, the County Council has indicated also that there will be circumstances under which, even with a comprehensive package of measures proposed, it may not be possible to fully mitigate the impact of future development.

3.6 The County Council would appreciate early consultation on accessibility issues relating to Design and Access Statements.

4 Policy statements

The County Council, as highway authority, has control over some conditions of planning agreements. In other cases, the County Council can make recommendations to the planning authority to influence and encourage decision-making to be aligned with transport policy. The following are a set of transport/spatial planning policy statements, which have been drawn up building on existing statements from the second Derbyshire LTP (2006-2011) and former Structure Plan policies.

4.1 Reducing the desire to travel - local accessibility

Part of the Transport Vision says that... “we will improve the choice and accessibility of transport whilst integrating economic, social and environmental needs.” In order to achieve this, we need to work with our planning colleagues in the Local Planning Authorities to ensure that new developments minimise their impacts on the surrounding local networks (highway, public transport, cycling and walking) either by their location, or by implementing measures to alleviate those impacts.

Policy statements – local accessibility

TLA1 Encourage planning applications in locations served easily by rail and/or major roads, aiming to reduce congestion on strategic routes and also locally.

TLA2 Ensure new developments provide for accessible transport services, such as public transport improvements and links to existing public transport, cycling and pedestrian networks, requiring developer contributions where necessary. Developer contributions would be either through a Section 106 agreement with the developer and appropriate planning authority or, if relevant, a Community Infrastructure Levy.

TLA3 Encourage developers to provide convenient and secure parking and storage facilities for pedal cycles and powered two wheelers, where appropriate, in new developments, existing public areas and publicly-funded facilities e.g. town centres, community centres, schools etc.

TLA4 Good quality access and parking facilities for cyclists should be incorporated into both residential and commercial development proposals.

TLA5 Settlements with existing or proposed public transport interchange facilities will be favoured as locations for new development.

TLA6 Developers of any project requiring a Transport Statement or Assessment will be required to demonstrate that their development is readily served by non-motorised modes of travel and incorporates features that reduce the desire to travel.

TLA7 Developers of any project requiring a Transport Assessment will be required to submit a detailed Travel Plan as part of the Assessment as detailed in Appendix B of the DfT Guidance on Transport Assessment. A Travel Plan may also be required for developments not requiring a full Transport Assessment.

TLA8 Where multiple development proposals are likely to have a significant influence on the local transport network, proportional investment may be required in the necessary improvements to the network.

4.2 Future transport use

Many of the disused railway lines and canals in Derbyshire have great potential for public access and recreation. Some have already been reclaimed for such purposes, and others are currently undergoing improvement works,

including some cross-boundary routes. Additionally, some disused rail and canal facilities offer important transport opportunities such as new or re-opened railways and stations. Some also have considerable scientific value (flora, fauna, geology and industrial archaeology) which needs to be protected.

There is scope for many potential improvements to the existing highway infrastructure. However, the resources available for investment are finite, and likely to be limited in future, so we must be careful to ensure that we get best value for the improvements we do make. In order to help us to do this, we are continuing work with partners on three different area transport models – Greater Nottingham, Derby Area, and Chesterfield.

In the run-up to this LTP, we have been involved in a number of exercises designed to improve our understanding of how and where investment would be best made.

Policy statements – future transport use

TF1 Disused railway lines, trackbed alignments and existing and former canal routes will be protected from development in order to allow for future transport use.

TF2 New infrastructure – projects which may involve land outside the County Council's own assets.

Work will continue on the projects listed:

- Ilkeston rail station.
- Greenway schemes as identified in the Greenway Strategies.
- Chesterfield strategic cycle network.

See also the list of potential major projects in Table 5 of Chapter 10.

4.3 Safety, security and health

Transport can have a major effect on people's health and welfare. As well as the more serious collisions that we are aware of, there are many unreported minor injuries, all of which can increase the fear and anxiety that people experience on a daily basis. Additionally, as we are becoming more aware of the health implications of both air pollution, and a more sedentary lifestyle, we need to encourage more and better use of walking and cycling as methods of travel, and will encourage the use of low emission strategies.

Policy statements – safety, security and health

TS1 Improve road and transport-related community safety through the spatial planning process, e.g.

- Developers of any project requiring a Transport Assessment will be required to demonstrate that road and community safety will be effectively addressed by the development.
- Seek to improve community safety and personal security for people accessing and using public transport.

TS2 Seek to improve community safety and personal security for pedestrian and cycle routes to school, health care, and shops.

TS3 Seek to improve links from new developments to existing walking and cycling networks, and improve canal towpaths and other healthy networks using developer contributions where appropriate.

4.4 Economy

One of the transport goals is to support a resilient economy, which gives rise to a number of challenges identified in the main text. We need to ensure that, as far as possible in the current economic climate, the necessary transport services and facilities are in place.

Policy statements – economy

TEC1 Work to overcome access obstacles to sites identified in the spatial planning process.

TEC2 Develop a transport and economy model as a pilot study (Glossop) to guide the most effective transport interventions to support the local economy in this and other settlements.

4.5 Freight

The movement of freight is an essential element of the local economy, but there is concern about the adverse effects of road freight transport on the environment. Heavy lorries can be visually intrusive, are widely seen as a source of danger, and they create noise, dust and dirt.

Policy statements – freight

TFR1 Safeguard and seek to open rail lines and rail-served sites where potential exists for future freight use, whilst minimising any environmental or social consequences this may have.

TFR2 Encourage the provision of service facilities and overnight lorry parks in locations served easily by major roads, subject to the minimisation of any environmental, social and congestion consequences this may have.

4.6 Environment

The LTP is subject to a SEA to ensure that a range of environmental considerations are considered as part of the Plan's development, implementation and monitoring (please refer to the Environmental Report for more information). The following policies reflect some of those sustainability issues.

Policy statements – environment

TENV1 In designing the transport infrastructure of any development, developers should, wherever possible, use recycled, sustainable, locally sourced and locally distinctive materials.

TENV2 Heritage transport features in proposed development sites should be safeguarded.

TENV3 Consideration should be given to the appropriateness of providing infrastructure for alternative vehicle technology, for example, the installation and operation of charging points for electric/hybrid vehicles in new developments.

TENV4 Ensure transport elements of developments pay sufficient account to environmental issues.

4.7 Maintenance and efficient transport network management

Maintaining the existing highway and rights of way networks is likely to take up a significant proportion of all expected transport investment over the next five years and beyond. Consequently, we must ensure that roads in any new developments do not add significantly to the current maintenance estimates.

Policy statements – maintenance and management

TM1 Ensure that new developments minimise future highway maintenance requirements.

TM2 Developer contributions will be sought to offset maintenance commitments.

5 Climate change and carbon reduction

As part of its 2006 Climate Change Programme, the Government is committed to reducing emissions of the gases responsible for climate change. The Government also has longer-term targets to achieve significant reductions in emissions of carbon dioxide (CO₂), the most important greenhouse gas. Carbon emissions should be estimated for the 'with scheme' and 'without scheme' for each year of the appraisal period. Although the calculations involved are complex, the actual methodology is largely straightforward and, in essence, is derived from total vehicle kilometres in the network. See also Appendix C – Carbon Dioxide (CO₂) Reduction Strategy.

6 Minerals and waste

The Planning Act 2008 states that "Development Plan Documents (DPDs) must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change." This statement is applicable to both Minerals and Waste DPDs.

6.1 Minerals

6.1.1 Derbyshire provides a significant proportion of some of the minerals used in the UK. Minerals are a finite resource and are only available in a limited number of locations, often coinciding with some of our most attractive landscapes. The exploitation of mineral reserves is unlike other forms of development in that it can only take place where the mineral occurs and can result in adverse social and environmental impacts. The extraction and transportation of minerals also have the potential to give rise to environmental pollution, affecting the amenity of local residents. Mineral extraction can, however, also lead to benefits, for example, through the enhanced restoration of sites, which may, for example, assist biodiversity and facilitate recreational after-uses.

6.1.2 The Derby and Derbyshire Minerals Core Strategy (the "plan") is being prepared jointly by Derbyshire County Council and Derby City Council. The plan will seek to balance and reconcile conflicting interests in order to manage minerals development in a way which provides the best result for Derbyshire. It will look forward to 2030 and will include policies and proposals to ensure that development takes place in a way which causes the least harm to people and the environment. It will show the places or localities where future working of minerals will take place, giving greater certainty to businesses and local communities. It will include measures to help minimise and adapt to the impacts of climate change.

6.1.3 The plan will replace the policies of the Derby and Derbyshire Minerals Local Plan, which was adopted in 2000 (with an alteration to coal policies in 2002). There have been significant changes in Government policy since the Minerals Local Plan was adopted and a more up to date plan is required to guide development over the next 20 years. Some of the policies in the Minerals Local Plan may still be relevant, however, and can be used to inform the development of new policies.

6.1.4 The draft strategy recognises the need to seek local supplies to reduce the impact of transportation on the environment and to help reduce the carbon footprint of the industry. It should promote the sustainable transport of minerals by modes of transport other than road, for example, by rail or on inland waterways. The key issues and options have been consulted on, and the results have been analysed. A number of issues have arisen from this, which need further discussion. A further draft is expected later in 2011.

6.2 Waste

6.2.1 A "Big Choices" issues consultation was carried out between February and July 2010 as part of the production of the Derby and Derbyshire Waste Core Strategy Development Plan Document, with further consultation in 2011. The final plan will contain policies to provide for facilities which, as well as providing for other forms of waste disposal such as landfill and transfer stations, will enable more recycling and composting and, where necessary, facilities designed to treat waste by converting it to energy.

6.2.2 An analysis of the need for waste treatment and disposal capacity up to 2029/30 as part of the evidence base indicates that at present there is a shortfall in treatment capacity and that the DPD will have to provide for more treatment facilities to be built in the period to 2030. In particular, there is likely to be a large requirement for treatment of waste from the commercial sector, which will require new sites to be developed.

6.2.3 Whilst the development of new sites may not impact significantly on the number of vehicle movements in the short term, the pattern of movement across the County is likely to change. The DPD and the LTP must address this issue in the context of the statutory requirements relating to climate change.

6.2.4 The Department for Environment, Food and Rural Affairs (Defra) is currently reviewing waste policy and delivery in England. The outcome of the review is due to be published in May 2011.

6.2.5 The County Council as a Waste Disposal Authority is responsible for the disposal of municipal waste generated in Derbyshire. Derbyshire Joint Municipal Waste Management Strategy (DJMWMS) 'Looking After Derbyshire's Waste' sets out the vision and provides a framework for strategic decisions on the management of municipal waste in Derbyshire and Derby City over the next 15 years. The overall aim of the strategy is to manage waste higher up the waste hierarchy with high levels of recycling/composting being achieved. To achieve the strategy's objectives requires the careful selection of potential future development sites for waste handling, treatment and disposal. Whilst the development of new sites may not impact significantly on the number of vehicle movements, the pattern of vehicle movements across the County is likely to change.

Appendix C: Transport Carbon Dioxide Reduction Strategy CO₂ reduction project: summary of methods and findings

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“Although it is important that Derbyshire County Council leads by example, in order to generate significant reductions in carbon emissions to support Government targets, carbon reduction measures across the whole road transport network are required which represents a significant challenge.”

“Fully identifying the transport issues and requirements of the user is the only means of providing viable alternatives and to successfully achieve reductions in CO₂ emissions.”

Derbyshire Local Transport Plan 2011 - 2026

1 Introduction

Transport policies and the carrying out of transport functions must take into account issues of climate change (Local Transport Act 2008).

The challenges we face fall into two groups:

- Reducing greenhouse gas emissions through new technologies and cleaner fuels, energy efficiency measures, reducing the need to travel, and encouraging 'smarter choices' of car sharing, using public transport, cycling and walking.
- Predicting and coping with the potential disruption of extreme weather events to the transport network.

This strategy is the summary of a project carried out during 2009/10 and focuses on the assessment and reduction of transport-related Carbon Dioxide (CO₂) in Derbyshire. It is particularly important that, in the light of reduced levels of funding for LTP3, we ensure that we have assessed the best ways of investment to reduce CO₂.

2 Overall aim and purpose of the strategy

The overall aim of this Strategy is to quantify the CO₂ emissions from each aspect of the Derbyshire road transport network and assess the possible emission reduction which could be achieved if various measures were implemented through the LTP 2011-2026 (LTP3) and DCC Corporate Policies.

The overall aim is to provide an indication as to the scale of the emission sources, identify potential CO₂ reduction measures which could be implemented and where possible quantify the CO₂ emission reduction which could be achieved. It aims to identify areas where efficiency in the use of the transport network and associated resources could be improved.

The intention is that this Strategy can be used as a tool to inform policies, plans and the decision making processes involved in the development and implementation of the LTP3. It provides a vehicle to assess progress in CO₂ reduction within the transport sector, identify gaps in data, and support projects to gather further information with the overall aim of reducing the sources of CO₂ from the transport network in the best way possible.

3 Calculations - traceable, transparent and replicable

In calculating the emissions, only 'tailpipe emissions' of CO₂ have been quantified i.e. those which are generated through combustion or energy consumption. 'Life cycle emissions' i.e. those which take into account indirect emissions such as the manufacture/disposal of a vehicle and the generation/distribution of fuel have not been quantified in this report.

The CO₂ emissions from the Derbyshire rail network have not been assessed as part of this Strategy. Currently, the national estimates of CO₂ emissions from rail, provided through NI 186, are associated with electricity and diesel use dependent on the type of train, which cannot be separated from industrial and commercial energy use. Therefore, emissions from the rail network will be reviewed as national data becomes available to allow comparison with local estimations. The impact of moving freight from road to rail has been considered, although data is not currently available to allow quantification of the associated CO₂ reduction.

This Strategy has been developed to also consider impacts on local air quality. Since many processes which generate CO₂ emissions also contribute to local air pollution, measures to reduce some of these emission sources for CO₂ reduction can also have a mutual benefit to improving local air quality. However, there are some areas where there can be a trade-off between the two, where an improvement made to reduce CO₂ emissions may have a negative impact on local air quality and where this is the case, these have been identified in this Strategy.

At the time of writing this Strategy, modelling software to accurately predict the sources and reductions of CO₂ was not available nor was the data which would be required to run such a model. Therefore, in comparison to analysis conducted at a national level, the calculations involve more simple mathematical functions based on traffic flows, vehicle types, emission factors and various estimates and assumptions to allow the calculations to be made. As such, the quantified outputs should be used as a reliable indication of the relative scale of CO₂ emissions and not as absolute quantities.

In order to ensure all local calculations are traceable, transparent and replicable and to allow calculations to be updated should new information and data become available, all emission factors, baseline data, estimates and assumptions used are disclosed.

The baseline year for this assessment and that used for the majority of data sources is 2008. A minority of data sources are unavailable for this year, and where this is the case, these have been clearly identified and where appropriate, projections using that data set have been employed.

The quantified outputs have been compared with national statistics produced by the Department of Energy and Climate Change, which showed that local calculations resulted in estimations which are higher by approximately 11%. However, since the objective of this Strategy is to provide an overview of the relative scale of the different transport CO₂ emission sources and their potential reduction, this difference is not as important as the comparative magnitude of the sources and the potential CO₂ reduction measures detailed.

4 Sources of emissions from the Derbyshire road transport network

Table C1: Road Transport CO₂ emissions per source (2008)

Transport Sector	Carbon Dioxide Emissions (kt CO ₂ pa)	% Total emissions
Total car drivers	944.3	56.8
Car driver commuting to work	226.6	13.6
Single occupancy commuting car drivers	206.2	12.4
Derbyshire County Council (DCC) staff commute	26.6	1.6
Car drivers travelling on business	122.8	7.4
Car drivers travelling/escorting to education	37.8	2.3
Car drivers shopping	132.2	8.0
Car drivers in other escort and personal business	141.6	8.5
Car drivers visiting friends	151.1	9.1
Car drivers travelling for other leisure purposes	56.7	3.4
Car drivers travelling as part of a holiday	75.5	4.5
Articulated Heavy Goods Vehicles	260.3	15.7
Rigid Heavy Goods Vehicles	178.2	10.7
Light Goods Vehicles	223.4	13.4
Motorbikes	4.9	0.3
Public Transport: buses	33.2	2.0
DCC school transport	0.8	0.05
DCC contracted services	3.3	0.2
Commercial bus services	29.8	1.8
DCC business travel	4.3	0.3
DCC vehicle fleets	4.9	0.3
DCC street lights/bus shelter lighting/sign lights	17.1	1.0
Total Traffic	1,644.4	99.0
Total Emissions from Transport Network	1,661.5	100.0

Table C1 summarises the results of the assessment. This shows that cars account for 57% of CO₂ emissions, with commuting car drivers accounting for 14%. Goods vehicles account for 40% of emissions. Table C1 also shows that bus services, DCC school transport, escort to education, DCC contracted services, DCC business travel, vehicle fleets and street lighting account for small proportions of the total emissions.

5 Assessment of potential CO₂ reduction measures

Actions already being undertaken by DCC which can generate reductions in CO₂ emissions have been assessed, although data is not immediately available to quantify the impact for some measures. However, this provides a useful insight into how DCC can lead by example in CO₂ reduction from its estate.

The Strategy has assessed the level of influence that DCC LTP3 and corporate policies could have in delivering the CO₂ reduction measures:

- **High:** Direct influence through a variety of channels.
- **Medium:** An influential role, liaising with external organisations and leading by example.
- **Low:** Minimal, reduction measure largely dictated by national policies and strategies. Possible influence through awareness-raising and promotion.
- **TBC:** To be confirmed, data being collated or under review.

The Strategy has also assessed the approximate timescale to implementation of a potential CO₂ reduction measure:

- **Short:** Measure already underway or could be initiated early in LTP3 period, associated CO₂ reductions potentially being achieved relatively quickly (one to three years).
- **Medium:** Measure could be implemented within the life of LTP3, with CO₂ reductions requiring a slightly longer lead-in time (five years).
- **Long:** Measure outside scope of LTP3, requires considerable behavioural change, however support towards change to be provided through LTP3 (15 years).
- **TBC:** To be confirmed, data being collated or under review.

The cost of implementing a CO₂ reduction measure has been estimated using the following criteria:

- **Low:** Existing role with DCC, Corporate Policy, awareness raising initiative using existing channels.
- **Medium:** Moderate investment in infrastructure or marketing required.
- **High:** Substantial investment in infrastructure, comparable to a major scheme or requires large buy-in from wider population.
- **TBC:** To be confirmed, data being collated or under review.

The results of this work are presented in Table C2 at the end of the appendix. This table will be a useful summary to inform which actions are the best to pursue.

The Strategy also makes recommendations as to setting targets for CO₂ reduction in future phases of the report and proposes methods of monitoring the impacts of various CO₂ reduction measures both directly and indirectly.

6 Key findings, recommendations and conclusion

Key findings

- 6.1 CO₂ calculations, tools and finding the best ways of reducing CO₂ is a 'jungle,' and the messages need to be simplified at a national level.
- 6.2 CO₂ emissions are directly related to fuel consumption; as fuel consumption increases, so do associated CO₂ emissions.
- 6.3 In terms of vehicle technology, at present, electric vehicles afford the greatest potential reduction in CO₂.
- 6.4 Goods vehicles account for 40% of CO₂ emissions.
- 6.5 Car commuting journeys account for 14% of CO₂ emissions.
- 6.6 Bus services, school transport, contracted services, DCC business travel and streetlighting account for relatively small proportions of the total emissions.
- 6.7 A targeted area-based strategy needs to be adopted e.g. for commuting and shopping journeys in urban areas such as Chesterfield, and business trips on the wider network.
- 6.8 A personalised approach is likely to be most effective. Fully identifying the transport issues and requirements of the user is the only means of providing viable alternatives and to successfully achieve reductions in CO₂ emissions.
- 6.9 Due to reductions in spending, value for money will be an important characteristic of LTP3; we need to direct resources to areas of best effect.

Recommendations

In addition to highlighting data gaps and providing a monitoring methodology for Derbyshire, potential CO₂ reduction projects have been identified as follows:

- 6.10 Sustainable Travel Town Initiatives including a full package of measures to promote and encourage more sustainable transport.
- 6.11 Business Travel Planning to include encouraging lower carbon HGV technologies.
- 6.12 Encouraging walking and cycling, creation of viable cycle networks which link to the wider Greenway network throughout Derbyshire, and promotion and marketing of networks, including production of maps. Provision of cycle training for adults if required.
- 6.13 Smarter driving campaign, potential for provision of discounted smarter driving training.
- 6.14 Vehicle type and fuel choice campaign – awareness raising campaign, including providing up-to-date information regarding outlets selling alternative fuels.
- 6.15 'Transport Choices' education campaign to be investigated.

Conclusion

This project has presented a comprehensive analysis of CO₂ emissions and potential reductions in Derbyshire, and can continue to be used as a framework to assess the most effective measures for the LTP3 period.

The DfT has recently (February 2011) published a carbon tool which allows evaluation of the impacts of a proposed transport scheme in terms of the associated carbon emissions. As such, the tool does not appear to overlap with the DCC carbon tool as this is designed to evaluate the wider transport network. However, information contained within the DfT tool may be used to modify and improve the DCC tool, and this will be investigated.

Table C2: Carbon reduction summary, including level of influence, timescales and costs(2008)

Potential CO ₂ reduction measure	Actions to implement measures	Potential CO ₂ saving (kt pa)	Potential impact on Air Quality	Level of influence at local level	Timescales to results	Cost to implement measure
Replacing all cars with low emission vehicles (= <110g CO ₂ /km)	National Policy supported by local awareness raising, and personalised travel planning	350.2	Positive	Low	Long	High
Replacing petrol fuel cars with hybrid petrol/ electric	National Policy supported by local awareness raising, and personalised travel planning	255.7	Positive	Low	Long	High
Replacing petrol fuel cars with Compressed Natural Gas/Liquid Petroleum Gas	National Policy supported by local awareness raising, and personalised travel planning	78.6	Positive	Low	Long	High
Replacing petrol fuel cars with diesel	National Policy supported by local awareness raising, and personalised travel planning	74.4	Negative	Low	Long	High
Replacing all current cars with electric vehicles	National Policy supported by local awareness raising, and personalised travel planning, provision of charging points	497.4	Positive	Low	Long	High
DCC Estate reductions (including energy use in buildings)	Corporate policy	4.6	Positive	High	Short	Low
Increasing use of car share for commuting journeys	Car Share Derbyshire available, promotion through awareness raising, and personalised travel planning	47.6	Positive	High	Short	Low
Increasing uptake of cycling to work: Those who live <5km from work to cycle in place of driving	Creation of viable cycle networks, awareness raising, and personalised travel planning	33.6	Positive	High	Medium	Medium
Increasing uptake of walking to work: Those who live <2km from work to walk in place of driving	Creation of viable walking networks, awareness raising, and personalised travel planning	9.1	Positive	High	Medium	Medium

Table C2: Carbon reduction summary, including level of influence, timescales and costs(2008)

Potential CO ₂ reduction measure	Actions to implement measures	Potential CO ₂ saving (kt pa)	Potential impact on Air Quality	Level of influence at local level	Timescales to results	Cost to implement measure
Sustainable Travel Towns Initiative (eg Chesterfield, Buxton, Long Eaton)	Personalised Travel Planning	8.1	Positive	High	Short	Medium
Using low carbon buses for all services	Awareness raising, and liaison with Operators	9.9	Positive	Low	Long	High
Using low carbon buses for contracted services only	Awareness raising, and liaison with Operators	1.0	Positive	High	Medium	TBC
Smarter Driving: Cars	Awareness raising, provision of training, and personalised travel planning	68.0	Positive	Medium	Short	Low
Smarter Driving: Buses	Awareness raising, liaison with Operators	2.4	Positive	Medium	Medium	Low
Smarter Driving: Freight	Awareness raising, liaison with Fleet Operators, and Business Travel Plans	47.7	Positive	Medium	Medium	Low
Freight: Selection Policy	Awareness raising, liaison with Fleet Operators, and Business Travel Plans	20.1	Positive	Medium	Medium	TBC
Freight: Aerodynamic Styling kits	Awareness raising, liaison with Fleet Operators, and Business Travel Plans	26.8	Positive	Medium	Medium	TBC
Freight: Fuel Management	Awareness raising, liaison with Fleet Operators, and Business Travel Plans	13.4	Positive	Medium	Medium	TBC
Freight: Route Planning	Awareness raising, liaison with Fleet Operators, and Business Travel Plans	10.7	Positive	Medium	Medium	TBC
Freight: Strategic Measures	Awareness raising, liaison with Fleet Operators, and Business Travel Plans	13.4	Positive	Medium	Medium	TBC
Increasing access to Derbyshire Tourist Events by sustainable transport	Awareness raising, provision of alternative transport and incentives	TBC	Positive	High	Short	Low

Table C2: Carbon reduction summary, including level of influence, timescales and costs(2008)

Potential CO ₂ reduction measure	Actions to implement measures	Potential CO ₂ saving (kt pa)	Potential impact on Air Quality	Level of influence at local level	Timescales to results	Cost to implement measure
Encouraging and supporting sustainable tourism in Derbyshire	Awareness raising, and provision of alternative transport information and incentives	TBC	Positive	Medium	TBC	TBC
Reduction in energy consumption of DCC sign lights, streetlights and bus shelter lighting	Programme of bulb replacement and reduction in burning hours	TBC	Positive	Medium	Long	TBC
Reducing the need to travel	Land-use and accessibility planning	TBC	Positive	High	Short	Low
Reducing business travel mileage	Business Travel Plans	TBC	Positive	High	Short	Low
Reducing travel to school mileage	School Travel Plans	TBC	Positive	High	Short	Low
DCC Corporate Initiative: Changing the Way Derbyshire Works	Corporate policy	TBC	Positive	High	Medium	Low
Transfer freight from road to rail	Awareness raising, and liaison with Freight Companies	TBC	Positive	Medium	Long	TBC
Emission standards in conditions of contracted services	Contract Conditions	TBC	Positive	High	Short	TBC

Appendix D: Joint working arrangements

Sheffield City Region

The Sheffield City Region includes four of Derbyshire's District or Borough Council areas (Chesterfield, North East Derbyshire, Bolsover and Derbyshire Dales), reflecting the close relationship between South Yorkshire, north Nottinghamshire and north Derbyshire. It has structures designed to ensure effective working across administrative boundaries on areas of work including transport, including a Joint Issues Board dealing with transport. The City Region Transport Strategy covers the whole area and sets out the goals and challenges identified. Its four transport goals are supporting economic growth, reducing greenhouse gas emissions, maximising health and quality of life and making transport safe and secure, each of which is associated with challenges, for example 'making public transport more attractive'. All of these are relevant to Derbyshire to a greater or lesser extent, and will influence plans for delivery within the north of the County. Implementation of measures on the ground will be through each of the South Yorkshire, Nottinghamshire and Derbyshire LTPs. More information on the City Region Transport Strategy can be found on the City Region's website, <http://www.sheffieldcityregion.org.uk/>.

Collaboration is ongoing on specific areas of work, an example being that carried out into understanding the implications of high-speed rail for the City Region, its economy and its connectivity with other areas. Relevant reports can be found via the above link.

Local Enterprise Partnerships

In September 2010, proposals were put to Government for the creation of two Local Enterprise Partnerships (LEPs) directly impacting upon Derbyshire. Each is intended to bring together public and private sector organisations to drive job creation and assist economic recovery and growth. A Sheffield City Region LEP covers the same area as the Transport Strategy discussed above and the County Council, whilst not represented on its board, is committed to work closely with partners to deliver its objectives. The Derbyshire and Nottinghamshire (or "D2N2") LEP brings together Derby and Nottingham City Councils, Derbyshire and Nottinghamshire County Councils and private sector organisations. It will aim, amongst its identified priorities, to take a role in influencing the delivery of strategic transport infrastructure such as enhancement of the rail network. In developing the new LTP the County Council has already outlined areas of joint interest with Derby City Council and separately with Nottingham City and Nottinghamshire County Councils, and discussions will continue on the extent to which LEP should serve as the focus of this work; it might deal, for example, with the sharing of resources, the identification of cross-boundary projects such as Greenways and a joint lobbying position on rail franchises. Although the arrangements are less formal, and not directly associated with LEPs, the County Council maintains regular dialogue with all of its other neighbouring highways and transport authorities to ensure that issues of joint interest are identified and dealt with.

3 Counties Alliance and Midlands Highway Alliance

The 3 Counties Alliance (3CAP), from 2007 until 2011, brought together Leicestershire, Nottinghamshire and Derbyshire County Councils with service provider Scott Wilson. This allowed more flexible use of resources and led to areas of work extending well beyond the core partnership; a project on the harmonisation of design standards initiated through 3CAP was expanded to cover the 14 highway and transport authorities of the Midlands Highway Alliance. The Alliance has adopted a framework contract for highway and municipal works which is now operational and replaces 3CAP for the relevant authorities including Derbyshire. For Derbyshire this will bring about minimum change, as the contractor is URS Scott Wilson. The County Council will, through this contract, be able to take advantage of further efficiencies in procurement and in the specification of work.

Derby and Derbyshire Road Safety Partnership

The Partnership has been in place since 2007, taking the place of the Derbyshire Safety Camera Partnership. It has dealt with the operation of fixed and mobile cameras but has also taken on a much broader range of work to target casualty reduction through defined priority areas. Each of these has a dedicated officer working group, supported by data and intelligence and reporting to an overseeing managing group. The ability this has brought about to align

resources on road safety education, engineering and enforcement had been hugely beneficial to casualty reduction over recent years. The discontinuation of the Specific Road Safety Grant, which has supported the work of the Partnership, means that it is having to review the scope of its work and the way in which it is organised. The County Council, though, is committed to the continuation of the Partnership and to the road safety work which it helps to put in place.

Accessibility and Community Rail Partnerships

The County Council has in recent years been providing support to two local accessibility partnerships, one covering Derbyshire Dales and High Peak and the other South Derbyshire. They have helped to provide mapping, publicity and information on transport services work, which it is intended to continue, but the Authority has concluded that the administration of the partnerships themselves can not be justified with reduced levels of resources available. It will, instead, follow the model employed successfully in the north-east of the County of working directly with service providers and community groups to understand accessibility problems and seek solutions.

Three Community Rail Partnerships are in place covering parts of Derbyshire, receiving support from the County Council but also from train operators, and can certainly be viewed as having contributed to increased rail patronage and to service improvements. It is intended to retain support for these and also to encourage the community rail approach to those stations within Derbyshire which have not been covered to date (with the single exception of Chesterfield, the County's busiest station which has seen significant recent investment).

Appendix E: Environmental Statements

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E1 Strategic Environmental Assessment: Environmental Statement

E1.1 Introduction

The Derbyshire Local Transport Plan (LTP) 2011 to 2026 sets out the long-term strategic priorities for the promotion of safe, integrated, efficient, and economic transport from and within Derbyshire County Council's area. This LTP is the third LTP produced by the County Council and it is commonly referred to as the Derbyshire LTP3.

Throughout the development of the Derbyshire LTP3, Strategic Environmental Assessment (SEA) has been used to ensure a high level of environmental protection and the integration of environmental considerations into its preparation and decision making process.

SEAs are required for certain plans, which include LTPs, under European Directive 2001/42/EC, commonly referred to as the SEA Directive. The SEA Directive was transposed into English law through The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 no 1633). To assist the process, we have used a number of guidance notes, including the Department for Transport's TAG Unit 2.11 'in draft' guidance for transport plans and programmes.

During the SEA process, there have been two key documents prepared to set out the work we have undertaken. The first was the Scoping Report which was published in June 2010 and the Environmental Report, which was published in October 2010 alongside the draft Derbyshire LTP3.

E1.2 Environmental Statement

The SEA Directive, Article 9, requires that a statement should accompany the final plan as adopted, containing:-

- How environmental considerations have been integrated into the plan.
- How the Environmental Report has been taken into account.
- How the opinions expressed and results of consultations have been taken into account.
- The reasons for choosing the plan, as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be used to monitor any significant environmental effects of the plan.

This Appendix E1 constitutes the 'statement' that has been produced for the SEA of the Derbyshire LTP3.

E1.3 How environmental considerations have been integrated into the Derbyshire LTP3

Derbyshire LTP3 and SEA process

The SEA process and the plan making process are described as two separate processes that are undertaken in parallel. The experience of the development of the Derbyshire LTP3 and in undertaking the SEA process is that in many cases the two were closely interwoven, which enabled environmental considerations to be incorporated into the development of the LTP3. This methodology has ensured that the environmental impact was assessed as a separate workstream, but that it led to the Derbyshire LTP3 strategy being as environmentally positive as possible.

SEA key influences

In summary, the key influences the SEA process made to the development of Derbyshire LTP3 are:

- Commencing the SEA process at the start of plan making to ensure that environmental issues were considered alongside all other transport issues. This commenced in 2009 with a review of the SEA evidence used for LTP2.
- Undertaking the processes of plan making and SEA closely in parallel and by using the findings of each stage

to influence the content of the Derbyshire LTP3. This included the establishment of an LTP3 steering group that considered both plan development and SEA process.

- Undertaking a thorough examination of environmental issues at the Scoping Stage and seeking views on this with statutory and local consultees; and using an external Consultant as a critical friend to ensure that all issues had been examined.
- Consulting with the general public and stakeholders to help us develop reasonable alternatives to consider.
- Using environmental experts both within the County Council and also externally to appraise the different alternatives.
- Recording the assessment of the environmental effects of the preferred Derbyshire LTP3 strategy in the Environmental Report and seeking comments on these with statutory consultees and other stakeholders.
- Developing a risk management framework to ensure that the Derbyshire LTP3 minimised any risk of adverse environmental effects either through uncertainty in assessment or the implementation of interventions, and
- Amending the final plan in light of consultation on the Environmental Report, including incorporating the SEA objectives into the plan and including mitigation measures to deal with potential conflicts within the LTP3 Investment Protocols.

A key part of the integration of environmental considerations into the Derbyshire LTP3 was the decision to undertake both the development of LTP3 and the SEA in-house using officers from within the LTP team and environmental professionals within the Authority. An Officer was designated to oversee the SEA process to ensure that the independent status of the SEA was maintained, whilst also enabling daily discussions on emerging issues to ensure that the two processes were aligned and that emerging issues were considered at the earliest opportunity.

During the SEA process, various documents were produced and consulted on to consider environmental issues. These are set out in the Table E1 opposite.

E1.4 Environmental considerations contained within the Derbyshire LTP3

LTP3 Key principles, transport vision and goals

The Derbyshire LTP3 sets out a framework to deliver two key principles, a transport vision and five transport goals, as set out below:-

Key principles

- **To adopt sustainable development¹ as the common purpose of our transport strategy.**
- **To take a holistic approach in all we do, integrating economic, social and environmental needs.**

Transport vision

At the heart of our vision is a transport system that is both fair and efficient.

Healthier lifestyles, safer communities, a safeguarded and enhanced natural environment and better access to jobs and services will be the result.

To get there, we will improve the choice and accessibility of transport whilst integrating economic, social and environmental needs.

Transport goals

- Supporting a resilient **local economy**.
- Tackling **climate change**.
- Contributing to better **safety, security and health**.
- Promoting **equality of opportunity**.
- Improving **quality of life** and promoting a **healthy natural environment**.

¹ development that meets the needs of the present without compromising the ability of future generations to meet their own needs, Bruntland Report, 1987

Table E1 Derbyshire LTP3 and SEA documents produced

Report/ paper	Purpose	Who was consulted?	Date
Local Transport Goals Questionnaire	To ascertain the relative importance of the UK transport goals for Derbyshire, and what Derbyshire people consider to be the most important transport goal.	The questionnaire was distributed through the Authority's Citizen Panel, Stakeholder list and younger people website.	July 2009
Habitats Regulations Assessment Pre-screening Report	To make an early assessment of likely environmental issues that may be of relevance to the Habitats Regulations Assessment.	The Pre-screening report was sent to Natural England.	August 2009
Strategic Environmental Assessment Evidence Review	To consider evidence used for the SEA for LTP2 and its relevance to LTP3.	Sent to the statutory environmental consultation bodies and a number of local organisations with an environmental interest.	August 2009
LTP3 Futures	To consider the challenges and possible options for the LTP3 strategy.	Made available to the public and stakeholders, including environmental organisations.	April 2010
SEA Scoping Report ¹	Consultation on the proposed scope for each of the environmental topic areas, including spatial, temporal and technical scope.	Made available to the statutory environmental consultation bodies and a number of local organisations with an environmental interest.	June 2010
Habitats Regulations Assessment Screening Report ¹	To screen likely significant issues to determine whether Appropriate Assessment was required.	Sent to Natural England, Peak District National Park Authority, Environment Agency, RSPB, Derbyshire Wildlife Trust, National Forest and Moors for the Future.	June 2010
SEA Environmental Report ¹	To highlight to plan makers and consultees the environmental impact of alternatives tested and the preferred strategy for the Derbyshire LTP3. Sets a framework for assessing environmental risk.	The Environmental Report was made available to statutory consultees, the public and other stakeholders.	October 2010
Habitats Regulations Assessment Statement ¹	Additional Statement following comments on SEA Scoping Report highlighted Nitrogen Deposition as a potential impact. Statement concluded that Appropriate Assessment was not required.	The Habitats Regulations Assessment was made available to statutory consultees, the public and other stakeholders.	October 2010
Draft Derbyshire Local Transport Plan 2011-2026 ¹	Sets out the longer-term strategy and steps to guide delivery.	The draft Derbyshire LTP3 was made available to statutory consultees, the public and other stakeholders.	October 2010
Habitats Regulations Assessment Supplementary Note on Nitrogen Deposition ¹	Report provided additional evidence to Natural England regarding Nitrogen Deposition to why it was concluded that Appropriate Assessment was not required.	The report was sent to Natural England.	February 2011
Final Derbyshire Local Transport Plan 2011-2026	Sets out the longer-term strategy and steps to guide delivery, including an investment protocol.	The final Derbyshire LTP3 is available on Derbyshire County Council's website.	April 2011
SEA Environmental Statement (This Appendix)	Sets out how the SEA process has influenced the development of the Derbyshire LTP3 and sets a framework for monitoring the environmental effects.	The SEA Environmental Statement is available alongside the final Derbyshire LTP3 on Derbyshire County Council's website.	April 2011
Habitats Regulations Assessment Final Statement (This Appendix)	Sets out how the Habitats Regulations process has influenced the development of Derbyshire LTP3	The Habitats Statement is available on Derbyshire County Council's website.	April 2011

¹ Documents are available to view on www.derbyshire.gov.uk/transport_roads/transport_plans/LTP3/env_assessments/default.asp

This framework sets out an approach that is focused on sustainable development as its purpose which takes a holistic approach designed to minimise the potential for conflicts, to deliver positive environmental benefits.

Addressing environmental issues

During the Scoping Stage we identified the key environmental issues and potential future trends that were related to transport and its wider influences in Derbyshire using a wide range of evidence. This stage identified the issues for further consideration during the appraisal stage and other opportunities for enhancement that should be taken forward into the plan. The result of this stage was 23 draft SEA objectives covering seven topic areas that related to the SEA Directive, New Approach to Appraisal² (NATA), Health Impact Assessment and potential issues for the Habitats Regulations Assessment.

Following consultation on the Scoping Report, the list of SEA objectives was refined to 13, with a number of sub-objectives to ensure that some of the more detailed issues were not lost. The appraisal stage highlighted that potential conflicts existed or that additional or secondary benefits could be achieved when SEA objectives were combined. This resulted in the development of a risk management framework that highlighted which measures needed careful consideration to minimise potential conflicts. Following Environmental Report consultation, this framework has been taken a stage forward and mitigation measures have been included within the Derbyshire LTP3 Investment Protocol. Consultation also required further refinement of SEA2 relating to biodiversity in relation to the Habitats Regulations Assessment. Table E2 (page A108) sets out how the issues under the topics were followed through into the plan.

² An approach for improving the consistency and transparency with which transport decisions are made.

Table E2 How key trends and issues are addressed in the Plan

Environmental topic area:	Key trends:	Key issues:	Inclusion of SEA objective in Derbyshire LTP3:	Key Derbyshire LTP3 protocols to enhance or mitigate environmental issues
Landscape and townscape	- Visual intrusion from infrastructure affecting setting - Light pollution has reduced dark sky areas - Localised issues of erosion by recreation activities - Localised damage from vehicle use in countryside and indiscriminate parking - Loss of tranquillity particularly in eastern more urban areas - Peak District National Park considerations	- Sensitivity of landscapes to additional transport infrastructure including illuminated transport infrastructure - Risk to landscape of additional recreation and visitors - Landscape sensitivity	SEA1 Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of environmental sensitivity. - Maintain the transport asset for local travel to protect landscape character, sense of place and the natural and historic environment - Reduce light pollution and help to preserve dark skies - Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside. - Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking, cycling, motor cycling etc - Reduce the visual impact of transport infrastructure SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes - Promote behavioural change to encourage healthier more sustainable travel habits - Support sustainable tourism - Improve access to key services and facilities using sustainable travel modes of transport - Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts	- IP 5 Asset replacement/ removal - IP6a Dimming/ switching off lights - IP6b Removing superfluous lighting - IP7c Protection and restoration of habitats and species alongside footpaths - IP10b Road verge reserves - IP10c Conservation of character - IP15 Noise reduction - IP31 Enhancing the street scene - IP33 Parking management - IP37 Protection of listed highway structures - IP94 High quality network of green spaces - IP96 Transport and spatial planning liaison - IP98 Environmental assessment, mitigation and enhancement - IP99 Use new assets sparingly
Biodiversity, flora, fauna and soils	- Improving condition of designated wildlife sites - Some species vulnerable to disturbance from people - Records of protected species being killed on Derbyshire's roads - Noise levels may increase - Air pollution below impact thresholds for biodiversity and likely to improve - Light pollution may impact on species - Number of regionally important geological sites - Improving water quality - Localised issues of soil erosion	- Risk to biodiversity of additional recreation and visitors - Risk to biodiversity of additional illuminated transport infrastructure - Sensitivity of habitats and species to traffic and air pollution	SEA2 Protect and enhance European sites, legally protected species and national sites designated for their biodiversity and geological interests, ensuring that these receive the highest level of consideration at all times, and consider other local sites, habitats and species, including measures to reduce habitat fragmentation and enhance connectivity. SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes - Promote behavioural change to encourage healthier more sustainable travel habits - Support sustainable tourism - Improve access to key services and facilities using sustainable travel modes of transport - Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts	- IP6a Dimming/ switching off lights - IP6b Removing superfluous lighting - IP7c Protection and restoration of habitats and species alongside footpaths - IP10b Road verge reserves - IP15 Noise reduction - IP47 Schemes to reduce animal deaths - IP48 Schemes to minimise water pollution - IP94 High quality network of green spaces - IP98 Environmental assessment, mitigation and enhancement

Environmental topic area:	Key trends:	Key issues:	Inclusion of SEA objective in Derbyshire LTP3:	Key Derbyshire LTP3 protocols to enhance or mitigate environmental issues
Cultural heritage, including architectural and archaeological heritage	- Visual intrusion from traffic and infrastructure affecting setting - Localised damage to historic assets from vehicle use, traffic collisions, air pollution and vibration.	- Sensitivity of heritage assets to additional traffic and infrastructure - Choice of materials - Heritage assets at risk to localised damage	SEA1 Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of environmental sensitivity. - Maintain the transport asset for local travel to protect landscape character, sense of place and the natural and historic environment - Avoid damage to the World Heritage Site and all heritage assets, including their setting - Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking, cycling, motorcycling etc - Reduce the visual impact of transport infrastructure SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes - Promote behavioural change to encourage healthier more sustainable travel habits - Support sustainable tourism - Improve access to key services and facilities using sustainable travel modes of transport - Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts	IP5 Asset replacement/ removal IP6a Dimming/ switching off lights IP6b Removing superfluous lighting IP10c Conservation of character IP10d Recycling material IP29 Higher quality repairs IP31 Enhancing the street scene IP32 Freight management IP33 Parking management IP37 Protection of listed highway structures IP98 Environmental assessment, mitigation and enhancement IP99 Use new assets sparingly
Climatic factors including greenhouse gases	- Changing climate - More frequent extreme weather events - CO₂ emissions are reducing but a quarter are caused by transport	- To reduce CO₂ emissions from transport - Resilience of transport network to deal with extreme events	SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes - Promote behavioural change to encourage healthier more sustainable travel habits - Support sustainable tourism - Improve access to key services and facilities using sustainable travel modes of transport - Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change SEA12 Enhance the networks resilience to climate change e.g. reduce the risk of flooding. SEA13 Minimise the use of environmental resources - Minimise energy usage and reduce dependency on non-renewable resources	IP4 Gully and drain management P6a Dimming/ switching off lights IP6b Removing superfluous lighting IP6c Lower energy lighting IP7 Rights of way IP14 Renewable energy IP16 Porous surfacing IP28 Winter service for roads and footways IP51 Walking IP52 Cycling IP53 Bus IP54 Rail IP56 Travel planning IP57 Car clubs/ car share schemes IP58 Reducing the need to travel IP59 Information and marketing IP60 Environmental/ safety/ health education initiative IP63a Supporting investigations into new technology IP95 Transport infrastructure and new developments IP96 Transport and spatial planning liaison IP98 Environmental assessment, mitigation and enhancement

Environmental topic area:	Key trends:	Key issues:	Inclusion of SEA objective in Derbyshire LTP3:	Key Derbyshire LTP3 protocols to enhance or mitigate environmental issues
Water	- Improving water quality, although nutrients still an issue - Flooding	Run off from roads	SEA12 Enhance the networks resilience to climate change e.g. reduce the risk of flooding.	IP4 Gully and drain management IP16 Porous surfacing IP34 Incident management and emergency responses IP48 Schemes to minimise water pollution IP98 Environmental assessment, mitigation and enhancement
Material assets	- A large transport asset to maintain which is generally in a moderate condition - Greater use and reuse of materials - High energy and fuel use	- Maintain the transport asset for local travel whilst protecting other environmental considerations - Minimise the use of raw materials - Reduce energy usage	SEA13 Minimise the use of environmental resources - Minimise energy usage and reduce dependency on non-renewable resources - Increase the proportion of re-used and recycled materials used in road and rights of way construction and maintenance - Use locally sourced materials wherever feasible	IP1 Carriageway maintenance IP2 Footway maintenance IP3 Bridges, structures, retaining walls and highway boundary structures maintenance IP5 Asset replacement/ removal IP6a Dimming/ switching off lights IP6b Removing superfluous lighting IP6c Lower energy lighting IP8 Cost-efficient work scheduling IP10d Recycling material IP98 Environmental assessment, mitigation and enhancement IP99 Use new assets sparingly
Population and human health, including noise	- Increasing and ageing population - No change in ethnicity of population - Increasing car ownership - Increasing housing levels - Rural populations have less accessibility to services - Higher levels of long-term illness and reduced life expectancy in deprived areas - Around half of population is inactive - Obesity in adults and children is increasing - Road casualties reducing but not as quick as other areas - Most communities suffer community severance from traffic - Air quality improving - No change in noise levels - Low crime levels	- Implications for travel patterns and provision of transport services - Resilience of economy and provision of local services - Role transport and travel has in contributing to health - Reduce casualty levels further - Implications of traffic growth on communities - Localised areas of noise concern	SEA3 Support a resilient economy SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes - Promote behavioural change to encourage healthier more sustainable travel habits - Support sustainable tourism - Improve access to key services and facilities using sustainable travel modes of transport - Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities - Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts SEA6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas. SEA7 Improve road safety through targeted interventions and make travel feel safer particularly by non-car modes SEA8 Improve community safety, reduce crime and the fear of crime SEA9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure facilities and the natural environment. SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	IP1 Carriageway maintenance IP2 Footway maintenance IP3 Bridges, structures, retaining walls maintenance IP5 Asset replacement/ removal IP7 Rights of way IP15 Noise reduction IP26 Route management planning IP51 Walking IP52 Cycling IP53 Bus IP54 Rail IP55 Community & voluntary transport IP56 Travel planning IP57 Car clubs/ car share schemes IP61 Travel training IP62 Equality of access IP64 Workwise IP65 Community led initiatives IP74 Evidence based casualty reduction initiatives IP75 Road safety partnership IP76 Audit procedures IP77 Speed reduction to reduce danger IP78 Safe routes to school IP82 Community safety improvement measures IP91 Complete routes for healthy cycle networks IP94 High quality network of access to green spaces IP96 Transport and spatial planning liaison

Key Parts of Derbyshire LTP3 where SEA environmental considerations are included

The Derbyshire LTP3 contains many statements that are either fully or in part, the result of the SEA process. There are too many to list here, but in Table E3 we have set out where some of the key statements relating to the outcome of the SEA process can be found in the Derbyshire LTP3.

Table E3 Location of key environmental considerations contained within the Derbyshire LTP3

Where In Derbyshire LTP3? Environmental consideration

Foreword	Importance of environmental issues and environmental assessment, including mention of the importance of the Peak District National Park and Derwent Valley World Heritage Site.
Part 1: Taking a long-term view – defining what we’ve got to do	
Introduction and key messages	- Sets out the importance of environmental constraints of our transport system. - Sets out that the strategy is partly based upon the use of SEA. - Many key messages are those that have been fed through from the SEA.
Key Principles	Adopts sustainable development as the common purpose and takes a holistic approach that considers the environmental impact.
Transport Vision	Adopts a vision that is complementary to the findings of the SEA.
Transport Goals	Adopts transport goals that are complementary to the findings of SEA.
Challenges	Incorporates all the environmental issues identified through the SEA process as challenges of the Derbyshire LTP3.
The Strategy	- Refers to the use of the SEA process to establish the preferred Derbyshire LTP3 strategy. - Incorporates the SEA objectives into the strategy.
Programme Management	- Ensures that environmental considerations form part of the delivery. - Includes the SEA in the monitoring and review process for LTP3. - Summarises how the SEA has influenced and benefited the plan.
Part 2: Guiding Delivery – next steps	
Well maintained roads and rights of way	Incorporates SEA environmental considerations into the strategy to deliver well maintained roads and rights of way such as flood management, improving the streetscape, reducing light pollution, CO₂ emissions and habitat protection.
Efficient transport network management	Incorporates SEA environmental considerations into the strategy to deliver efficient transport network management such as noise management, freight management, air quality.
Improving local accessibility and achieving healthier travel habits	Incorporates SEA environmental considerations into the strategy to deliver improved local accessibility and achieving healthier travel habits such as sustainable travel modes, sustainable tourism, accessibility, elderly people and other social groups, healthy travel.
Better safety and security	Incorporates SEA environmental considerations into the strategy to deliver better safety and security such as reduced road casualties, crime and fear of crime.
A considered approach to new infrastructure	Incorporates SEA environmental considerations into the strategy to deliver a considered approach to new infrastructure such as further environmental assessment of future major projects and potential for a protection scheme for Swarkestone Bridge and Causeway.
Funding our transport priorities	- Confirmation that a bid shall be made from the Local Sustainable Transport Fund to support economic growth and reduce carbon emissions as well as cleaner environments and better safety. - Highlights the benefits shown by the SEA process to funding a wide range of different interventions, even when resources are low.
Judging success	- Includes SEA indicators within the Derbyshire LTP3 indicator set. - Refers to how the Derbyshire LTP3 contributes to health outcomes. - That other environmental data shall be collected for local management information.

Appendixes

Appendix C: Transport Carbon Dioxide Reduction Strategy	• Sets out how transport can contribute to the reduction of carbon dioxide (CO₂) emissions.
Appendix E: Environmental Statements	• The SEA Environmental Statement (this document). • A statement on the findings of the Habitats Regulations Assessment.
Supplementary document: Investment protocol to 2016	
Well maintained roads and rights of way investment protocol	• Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through maintenance of roads and rights of way investment. To act as a link between the LTP3 strategy and implementation.
Efficient transport network management investment protocol	• Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through transport network management investment. To act as a link between the LTP3 strategy and implementation.
Improving accessibility and healthy travel investment protocol	• Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through improving accessibility and healthy travel investment. To act as a link between the LTP3 strategy and implementation.
Better safety and security investment protocol	• Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through better safety and security investment. To act as a link between the LTP3 strategy and implementation.
A considered approach to new infrastructure investment protocol	• Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through a considered approach to new infrastructure investment. To act as a link between the LTP3 strategy and implementation.
Overarching environmental mitigation and enhancement	• An overarching investment protocol has been developed to ensure that the findings of the SEA are included across all programme areas to mitigate the risks of negative effects and to accentuate positive environmental effects. To act as a link between the LTP3 strategy and implementation.

E1.5 How the Environmental Report and its consultation has been taken into account

Taking the Environmental Report into account

The Environmental Report contributed to the development of the Derbyshire LTP3 strategy by providing an independent assessment of the likely environmental effects of the different ways that the LTP could be delivered.

The Environmental Report showed that many environmental positive effects could be achieved through selecting one or a mixture of the alternatives assessed. This was against a backdrop of a likelihood of negative effects that could be expected where a plan was not in place.

A key stage in the production of the Environmental Report was a workshop meeting with environmental and transport professionals from Derbyshire County Council and a number of external agencies such as Natural England. This was used to discuss and appraise each of the alternative strategies to identify where positive and negative environmental effects and potential conflicts and synergies existed.

The Environmental Report highlighted that the 'Derbyshire Option' had the potential to deliver more positive outcomes across all the SEA objectives, but that elements of the other two alternatives would provide greater long-term benefits. This information was used to develop the preferred Derbyshire LTP3 strategy to ensure that it was the most environmentally positive strategy available to us.

The Environmental Report considered the potential synergies or inconsistencies between the draft SEA objectives and the draft LTP3s goals. This process confirmed that they were generally compatible, but that the plan would need to ensure that risks to conflict e.g. between road safety engineering measures and visual intrusion on the landscape were minimised. To assist the Derbyshire LTP3, a risk management framework was developed to help minimise these risks of conflicts. Since the Environmental Report was published, this has been further translated into mitigation measures being included within the Derbyshire LTP3 Investment Protocol.

The Environmental Report showed that because the Derbyshire LTP3 is a high level strategic framework, rather than a plan of firm measures, the assessment did have uncertainties associated with it. The risk management framework as mentioned above was also developed to manage these uncertainties. This not only focussed on potential negative effects, but also identified where opportunities could be taken to accentuate the positive environmental effects. As with conflicts, the Investment Protocol has also taken forward the measures to deal with uncertainties into the Derbyshire LTP3.

Taking the opinions and results of consultation into account

The Environmental Report was published for public consultation in October 2010 alongside the draft Derbyshire LTP3 and a Habitats Regulations Assessment Statement. The consultation period ran from 25th October 2010 until 17th January 2011, a period of 12 weeks. A letter or email was sent out to 787 stakeholders and interested people listing where they could access a copy of the Environmental Report (either paper version or web-based), plus the consultation was advertised through the County Council's website and twitter.

Whilst only 50 responses to the draft LTP3 were received, these contained over 500 individual comments. Of these responses, only four responses referred specifically to the Environmental Report. Three of these were from the Statutory Consultees English Heritage, Environment Agency and Natural England. The other was from the Peak District National Park Authority.

Table E4 Summary of comments from Environment Agency, English Heritage and Peak District National Park Authority and how they have been addressed

Comment	How it has been addressed in Derbyshire LTP3
Environment Agency	
Welcomed the emphasis placed upon climate change adaptation and mitigation in the Environmental Report.	Noted support and maintain this emphasis within the final Derbyshire LTP3.
English Heritage	
General comment about all SEAs for LTPs relating to the support of indicators relating to how historic structures will be managed.	Noted comment. Information about historic structures will be collected as management information. The Derbyshire LTP3 contains Investment Protocols to ensure that historic structures are protected and where possible enhanced.
Peak District National Park Authority	
Rationalising the 23 objectives into 13 headline objectives seems very appropriate. This makes the principles of the objectives much clearer to see, yet the detail remains in the sub-objectives.	Noted support and retained the 13 SEA objectives.

Natural England comments

Natural England set out a number of concerns about the SEA in their response to the consultation. A meeting was convened between Natural England, DCC Ecologist and LTP officers to discuss the issues. The outcome of the meeting was to amend the LTP3 to deal with Natural England's concerns:

Table E5 Summary of comments from Natural England

Comment	How it has been addressed in Derbyshire LTP3
Natural England	
Concern about the methodology used for the development of alternatives and the alternatives tested.	DCC was satisfied that its approach had fully embraced the SEA process in developing alternatives. This was discussed with Natural England and it was agreed that the Environmental Report did not do justice to the full process undertaken. This has been addressed through discussing the process with Natural England and by a further brief description being made within this Environmental Statement. More justice has been made in the plan to the influence that the SEA process has had on the development of the Derbyshire LTP3 and how it will influence ongoing implementation.
Suggested that the plan should not conclude that there are no significant effects because transportation has very significant effects on the environment and therefore disingenuous to suggest that management of transportation will have no impact on this.	DCC is satisfied that the results of the SEA appraisals show that the impact of the Derbyshire LTP3 will have positive environmental effects by being complementary to the SEA objectives. Natural England accepted during discussions that environmental effects caused by external transportation influences to the plan are not an effect of the plan.
Compatibility testing found that there may be conflicts such as improved road safety may create visual impacts on the landscape. The SEA process requires you to identify mitigation for these effects and the draft LTP3 should be amended to include these.	The Environmental Report contained a risk management framework that was developed to manage the risk of conflict. However, the Derbyshire LTP3 has been improved by the inclusion of the SEA objectives into the LTP3 strategy and specific mitigation measures with the Derbyshire LTP3 Investment Protocols.

E1.6 Reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with

The Environmental Assessment of Plans and Programmes Regulations 2004 require SEAs to consider likely significant environmental effects of the draft Derbyshire LTP3 strategy and any reasonable alternatives. This section describes how alternatives have been considered and why the Derbyshire LTP3 strategy was chosen.

Developing alternatives

A detailed description of the process to develop alternatives can be found in the Environmental Report Annex 3, but a brief summary is produced below to illustrate the process used to choose the Derbyshire LTP3 strategy.

During the examination of environmental issues at the Scoping Stage, a thorough understanding of the likely environmental issues that existed was gained and established the degree of influence that the Derbyshire LTP3 may have upon them. This same stage developed a list of SEA objectives that would enable the consideration of the environmental effects of alternative strategies.

The development of fundamentally different reasonable alternatives was not an easy process. This was because transport delivery is already constrained by a number of factors that limit room for manoeuvre in choice such as legal constraints and community aspirations. Because LTP strategies are made at a strategic framework level, alternative strategies could not set out named proposals for interventions, but had to establish a list of different transport intervention types that would be available to us and to how they could be mixed together to deliver different outcomes. To establish different outcomes, we used the national transport goals to represent outcomes at a strategic level. This enabled different alternative strategies to be developed.

Therefore, the national transport goals, which were then adopted as the Derbyshire LTP3 goals, were used as the basis for defining alternatives to be tested. Three draft alternatives, alongside a do-nothing scenario, were developed:

Without the Plan – focussed around meeting Statutory Duties without integration, planning or monitoring.

Alternative 1 – based on Derbyshire LTP3 consultations, gave emphasis to supporting economic growth; better safety security and health; and quality of life and healthy natural environment.

Alternative 2 – based on the biggest challenge contained in the DfT's 'Delivering a Sustainable Transport System', gave emphasis to tackling climate change; and supporting economic growth.

Alternative 3 – based on helping disadvantaged communities to access services etc, gave emphasis to promoting equality of opportunity.

Reasons for choosing the plan

The Environmental Report concluded that there would be an overall poorer performance for carbon reduction, environmental protection, social inclusion, behavioural change and health outcomes where transport provision was not guided by a Derbyshire LTP3.

The Environmental Report appraisals showed that each of the three alternatives considered, offered positive environmental effects against most of the SEA objectives. Alternative 1 showed the most consistent approach that would result in no negative environmental effects. Alternative 2 showed less consideration and minor negative effects for landscape character and biodiversity, by striving for more climatic and economic benefits. Alternative 3 showed minor negative landscape character effects by striving for social benefits. However, by striving for these benefits, significant positive effects were likely for carbon reduction, use of resources, meeting the needs of elderly people and enhancing community well-being.

The decision was taken to use the results of the Environmental Report to establish a hybrid alternative that brought together the positive environmental benefits of Alternative 1 and the significant positive environmental effects of Alternatives 2 and 3 to establish the most environmentally friendly Derbyshire LTP3 strategy. To do this, the measures in that performed well in Alternatives 2 and 3 were added to those of Alternative 1 to provide longer-term significant positive environmental effects. The results of the appraisal of the hybrid preferred strategy are reproduced opposite in Table E6; that shows it is unlikely that there will be any significant negative environmental effects from the LTP3.

E1.7 Monitoring the significant environmental effects of the Derbyshire LTP3

The appraisal of the Derbyshire LTP3 strategy showed that there should be no significant negative effects of the plan. In addition, it was likely that there would be significant positive effects. In coming to this conclusion, we recognised that this assessment was based upon a number of uncertainties in what would actually be delivered. Therefore, there still was a degree of risk of negative impacts, particularly from increased transport infrastructure on the landscape or night sky.

Our approach to monitoring has been to select simple indicators that can be readily measured and robust to enable the effects of the Derbyshire LTP3 to be understood. This has resulted in a two-tier approach:

- First tier – overarching indicator showing general trend.
- Second tier – More detailed project-based examination of individual impacts.

It is important that the monitoring of the significant effects and risk forms part of the overall monitoring regime to enable the success of delivering the LTP3 to be expressed in terms of its environmental benefits as well as other benefits. This will enable environmental issues to be fully considered through regular performance management reviews and where required, decisions taken to require mitigation measures. Therefore the SEA Indicators have been included within the overall Derbyshire LTP3 indicators list against which the success of the LTP3 will be

measured. In addition to monitoring the significant effects and risk, the Derbyshire LTP3 has other indicators that are, in part, a result of undertaking the SEA process.

Table E6 Predicted effects of the preferred Derbyshire LTP3 Strategy

	Timescale of impact		
	Short	Medium	Long
SEA 1 Protect and enhance the landscape character (landscapes, townscape and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of multiple environmental sensitivity.	–	0	+
SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.	0/+	+	+
SEA 3 Support a resilient economy.	0	+	+
SEA 4 To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable transport modes (also climatic).	+	+	+
SEA 5 Minimise noise and vibration impacts.	?	+	+
SEA 6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.	+	+	++
SEA 7 Improve road safety through targeted interventions, and make travel feel safer particularly by non car modes.	+	+	+
SEA 8 Improve community safety, reduce crime and the fear of crime.	+	+	+
SEA 9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment.	+	+	++
SEA 10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.	0	+	++
SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	0	0	+
SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.	0	0	+
SEA 13 Minimise the use of environmental resources.	+	+	++
Key	++ Significant Positive	+ Minor Positive	0 Neutral effect
	- Minor negative	? Uncertain	

SEA Indicators

Risk Management

SEA Objective 1: Protect and enhance the landscape character (landscapes, townscape and the historic and natural environment) including the setting of heritage assets, of the whole LTP3 area, with due regard to areas of multiple environmental sensitivity.

SEA1 Number of signs within Derbyshire

The minimal requirement will be no net increase in the overall number of signs. Because the headline indicator will monitor the general trend we will also use project-based monitoring to assess in more detail the individual impact of schemes, particularly to manage the identified conflict between road safety and landscape.

SEA2 Number of street lights in Derbyshire

The minimal requirement will be no net increase in the number of street lights. This indicator acts as a general trend to monitor light pollution. In developing mitigation measures for this – and reducing energy usage – it is clear that other methods such as switching off lights or dimming may be used which will require other project-based monitoring to measure the environmental benefits of the plan.

Monitoring significant (positive) effects

SEA Objective 10: Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.

SEA3 Reduced CO₂ emissions from County Council operations

SEA4 Reduced CO₂ emissions per head in Derbyshire

Indicators SEA3 and 4 will be used to monitor the general trend, but they also include other non-transport CO₂ emissions. The expected general trend will be a reduction in CO₂ emissions. However, to understand where significant positives have been achieved from the Derbyshire LTP3, more project-based monitoring will be required. See the Derbyshire LTP3 Road Traffic Carbon Reduction Strategy (RTCRS) for more information.

SEA Objective 13: Minimise the use of environmental resources

SEA5 Energy usage of the Derbyshire lit transport asset per annum

Indicator SEA5 will be used to monitor the general trend. The lit asset includes street lights, illuminated signs and bollards etc, signalisation and bus shelter lighting etc. Project-based monitoring will be used to identify which elements have contributed to the overall trend.

SEA6 Material usage

We are still exploring how to monitor this indicator using our computerised procurement system. This system is still in development and therefore we cannot set out at this stage how it will be monitored. This will be reported in future performance monitoring reports.

SEA Objective 6: Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas

SEA Objective 9: Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment.

Project-based monitoring only

The Environmental Report identified that significant positive effects against these two objectives would be difficult to monitor using indicators because benefits would only be recognised at a local or group specific level. Therefore, monitoring will be most appropriate at a project-based level focussing on the key priorities.

Other SEA Indicators

The SEA process identified that there are many other positive environmental benefits likely through the plan. We have not included these within the list above, because they have not been attributed to be a particular risk management issue or that significant effects are predicted. However, some of these have been identified as important indicators that the success of the plan should be measured against. These are listed below:

SEA Objective 4: To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable travel modes.

Sub objective: Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities

SEA 7 Fewer children are obese

SEA Objective 7: Improve road safety

SEA 8 Fewer people killed or seriously injured on Derbyshire's roads

SEA Objective 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic

SEA7 Improved air quality in Air Quality Management Areas

At present this relates to the one Air Quality Management Area in Derbyshire, relating to local traffic, at the A616/A619 Treble Bob Roundabout at Barlborough.

Management information

There was much environmental evidence examined during the SEA process. Much of this evidence will be useful to keep track of during the LTP3 period to guide delivery or to ensure that any emerging issues are identified. However, it will not be used to judge the success of the LTP3.

One data set (Road traffic growth) that we included within the Environment Report as an SEA indicator has been moved to management information after further consideration. This was particularly in response to further work requested during consultation on the Habitats Regulations Assessment. This deemed it inappropriate that traffic growth should be used to measure the influence of LTP3, whether a positive or negative trend was observed because it was found to be largely an outcome of national influences. This data can be better used as management information alongside other information such as use of other transport modes or shift from using motorised transport to more sustainable transport modes to identify transport trends locally.

E2 Habitats Regulations Assessment

E2.1 Introduction

DCC is required to produce a LTP under the Transport Act 2000, as amended by the Local Transport Act 2008. As part of this LTP's development, the County Council was required to undertake a Habitats Regulations Assessment under the European Directive 92/43/ECC, known as the Habitats Directive, and have been transposed in England by the Conservation of Habitats and Species Regulations 2010, which are referred to as the Habitats and Species Regulations within this document.

E2.2 European sites selected

The Habitats and Species Regulations provide legal protection for habitats and species of European importance. Protection is provided by the establishment and conservation of a Europe-wide network of sites, known as Natura 2000. These sites are Special Areas of Conservation (SACs) as designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC).

All European sites located within Derbyshire and a 15km buffer-zone outside of the County were selected for consideration:

Special Areas of Conservation

- Bee's Nest and Green Clay Pits.
- Birklands and Bilhaugh.
- Gang Mine.
- Pasture Fields Salt Marsh.
- Peak District Dales.
- River Mease.
- Rochdale Canal.
- West Midlands Mosses.

Special Protection Area

- South Pennine Moors.

E2.3 Identified potential issues and the Derbyshire LTP3

Two screening stages were undertaken that examined the potential for significant effects on European habitats and species. Three potential issues were examined:

- Damage and disturbance due to recreation.
- Water quality.
- Air quality and nitrogen deposition.

Damage and disturbance due to recreation

The screening assessment identified five SACs (Birklands and Bilhaugh; Gang Mine; Peak District Dales; South Pennine Moors; and West Midland Mosses) were vulnerable to damage and SPA species were vulnerable to recreational activity.

The analysis concluded that localised damage and disturbance from recreation was found to occur, but that the Derbyshire LTP3 would not significantly increase recreation. Through consultation, Natural England commented that although a significant impact was not predicted, the Derbyshire LTP3 should include mitigation measures to ensure that any negative effects were minimised. Therefore the final Derbyshire LTP3 has been improved by the inclusion, and amendment of, SEA objective 2 to include protection and enhancement of European sites and species. Mitigation measures have also been included, by the inclusion of an Investment Protocol relating to 'Protection and restoration of habitats and species alongside footpaths', linked with areas of recreational disturbance and damage.

Water quality

The screening assessment identified two SACs were vulnerable to water quality (River Mease and Peak District Dales). Although analysis could be made about water quality, there was no evidence found that indicated that water pollution from roads was a significant issue and that instances would likely to be localised if a problem at all. Again through consultation, Natural England suggested that although water pollution was likely to be localised that the plan should include mitigation measures to ensure that any water pollution issues would be minimised as a matter of priority. The final Derbyshire LTP3 has been improved by the inclusion of the amended SEA2 objective to provide protection and enhancement of European sites and species. Mitigation measures have also been included, by the inclusion of an Investment Protocol relating to 'Schemes to minimise water pollution' linked to polluted water running off roads into rivers and streams.

Air quality and nitrogen deposition

The screening assessment identified two SACs that were vulnerable to air quality due to nitrogen deposition (Bee's Nest and Green Clay Pits; and Peak District Dales). Analysis found that a number of examined sites exceeded nitrogen deposition levels. The screening stage concluded that nitrogen deposition was unlikely to be a significant issue because the plan would seek to reduce traffic growth.

Natural England commented that there was evidence of a significant likely effect because of the uncertainty and that there was no evidence that the LTP3 would improve the situation. A meeting was held with Natural England to discuss the issues relating to the Derbyshire LTP3 and nitrogen deposition. Natural England and LTP officers accepted that more analysis had been undertaken than the text in the screening report reflected. Natural England also accepted the conclusion that the Derbyshire LTP3 would be beneficial in reducing nitrogen deposition because it was focussed on reducing the growth in motorised traffic. In addition, evidence showed that although it was likely that traffic levels would grow, mainly due to national influences, technological improvements would mean that air quality would improve over the lifetime of the LTP3.

A Supplementary note setting out the findings on Nitrogen Deposition was produced for Natural England in February 2011. As with the other issues the final Derbyshire LTP3 has been improved by the addition of amended SEA objective 2 to provide protection and enhancement of European sites and species, including from any localised air quality impacts. The Derbyshire LTP3 includes many mitigation measures that relate to encouraging more sustainable modes of travel to reduce the use of motorised vehicles.

Derbyshire LTP3: overarching protection

Although the conclusion of the Habitats Regulations Assessment (HRA) has been that the integrity of no European sites or species will be significantly affected by the Derbyshire LTP3, the HRA process has resulted in the final LTP3 offering far greater protection of SACs and the SPA.

As mentioned in the paragraphs previously, the final Derbyshire LTP3 contains an amended SEA objective to take account of the need to protect and enhance European sites and species:

SEA 2 Protect and enhance European sites ^[1], legally protected species and national sites ^[2] designated for their biodiversity and geological interests, ensuring these receive the highest level of consideration at all times, and consider other local sites, habitats and species ^[3], including measures to reduce habitat fragmentation and enhance connectivity.

^[1] Special Areas of Conservation and Special Protection Areas.

^[2] Sites of Special Scientific Interest.

^[3] Particularly including UKBAP/LBAP priority species and habitats.

This has also been translated into an overarching Investment Protocol, which is in addition to the more detailed protocols mentioned above, to ensure that the role of environmental mitigation and enhancement remains an overarching requirement as the LTP is implemented:

Investment Protocol: Environmental Mitigation and Enhancement – to incorporate environmental mitigation and enhancement in all LTP programme areas, following through the findings of the Strategic Environmental Assessment and Habitats Regulations Assessment.

The Habitats Regulations Assessment has enabled additional evidence data sets to be established for use by design staff and planners, particularly in relation to the impact of air quality and impact of recreation on habitats and species. The Derbyshire LTP3 makes reference to such evidence including the need to make use of GIS showing European sites for the development of transport interventions.



Designed and produced by Derbyshire County Council.