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
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.