

## 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 development<sup>1</sup> 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**.

<sup>1</sup> 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.