

3 Summaries of transport strategy statements of relevance to highway maintenance

CYCLING 1995 (EXTRACT)

To improve safety of cyclists:

- Take account of the needs and safety of cyclists in determining highway maintenance schemes and priorities.
- Develop safe cycle routes to and from schools.

To encourage cycling as a healthy and environmentally-friendly mode of transport and as an alternative to the private car:

- Facilitate and construct cycle facilities, networks and long distance paths.

To improve access and facilities for cyclists:

- Ensure that new cycle paths and networks are safe, direct, well-signed and match the required travel patterns of cyclists.
- Construct cycle lanes, cycle crossing points, advanced stop lines at traffic signals and other measures to assist cyclists to take advantage of the existing highway.
- Ensure that the needs and safety of cyclists are considered and accommodated in designing and implementing highway schemes.

DERBY AND DERBYSHIRE FREIGHT STRATEGY 2002 (EXTRACT)

To reduce environmental impact:

- Using road materials, which reduce tyre noise.

PEDESTRIAN STRATEGY 1998 (EXTRACT)

To change attitudes towards pedestrians and walking:

- Continue to support awareness campaigns and promote pedestrian initiatives such as 'Safe Routes to School' campaigns.
- Ensure adequate provision is made for pedestrians during roadworks.

To improve the pedestrian environment:

- Re-examine traffic signals to assess how pedestrian priorities can be improved, and continue to make use of pedestrian refuges.
- Avoid subways and footbridges where they make journeys more difficult and provide 'at grade' crossings where they are most suitable.
- Provide tactile surfacing at crossing points and continue the dropped kerb programme, to meet the needs of people with specific needs.
- Reduce the width of wide junctions, increase the width of footways and improve crossing opportunities when improvement schemes are undertaken, taking care not to compromise the safety of vulnerable road users including cyclists.
- Lobby for resources to improve poor footways.
- Investigate ways in which highway inspections could be improved to repair footway defects sooner.
- Work closely with District Councils to ensure resources are targeted more effectively to allow priority footways to be cleared during prolonged periods of snow.
- Encourage District Councils to give priority to measures aimed at preventing dog fouling.
- Work with the Police to combat pavement parking.
- Support the provision of pedestrian priority areas where appropriate.

To improve the safety of pedestrians:

- Continue the traffic calming programme including the designation of 20mph zones where they are most needed.
- Introduce or modify speed restrictions where necessary and seek additional resources for other measures such as providing more speed camera sites.
- Favour traffic signals instead of roundabouts, where appropriate.
- Include pedestrian phases in new traffic signal schemes, wherever appropriate.
- Continue to support and improve the school crossing patrol service.
- Ensure all pedestrian areas and routes have suitable street lighting.
- Enhance existing street lighting for pedestrian areas and routes where resources permit.

PERSONAL MOBILITY STRATEGY 2000 (EXTRACT)

Integrate provision for personal mobility needs into land use and transport planning policy by:

- Ensuring all highway schemes address personal mobility and access issues.

Improve access to and help people to use public transport by:

- Continuing to develop Bus Quality Partnerships between appropriate operators and the County Council.
- Encouraging operators to invest in fully accessible buses and trains and appropriate infrastructure, for example, ramps for disabled people and flat access to vehicles at bus stops and railway stations.
- Working with other parties to address safety issues at transportation drop-off and pick-up points.

Make the pedestrian environment convenient and comfortable to use by:

- Providing tactile surfacing at appropriate crossing points.
- Continuing with the dropped kerb programme.
- Maintaining footways and public footpaths to an adequate standard.

PUBLIC TRANSPORT STRATEGY 2000 (EXTRACT)

Set an example in the reduction in the use of the private car, by:

- Ensuring highway schemes are non-car user friendly.

Improve the quality and use of bus journeys, by:

- Supporting Bus Quality Partnerships in seeking to deliver better investment in bus infrastructure and services, reducing journey times, maintaining a good network of routes and encouraging accessibility to, and of, vehicles.
- Supporting Safe Routes to School initiatives.
- Increasing the perception of safety at bus stops by, for example, ensuring that they are in well lit areas or that vegetation in the vicinity is well managed.
- Continuing to work in partnership with local District and Parish Councils to fund, design and install new bus passenger shelters.

Encourage rail passenger initiatives by:

- Investing in Rail Quality Partnerships and station improvements.
- Improving links to local, regional, national and international transport networks.

Encourage higher standards for taxi provision, by:

- Encouraging District Councils to set the highest possible standards for vehicle licensing and the provision and maintenance of taxi ranks.
- Encourage District Councils to improve the ease of use of taxis and licensed hire vehicles for those with disabilities, in accordance with the Disability Discrimination Act (DDA) 1995.

Pursue the 'seamless journey' approach to travel by public transport by working with operators, District, Parish and Town Councils:

- Improve existing public transport interchanges, journey connections, mode integration, convenience, safety and reliability.
- Investigate and improve pedestrian and cycling access (including cycling storage facilities) to public transport facilities.

Integrate public transport provision into land use and transport policy by:

- Ensuring highway and traffic management schemes take into account provision for public transport services and facilities.

DERBY AND DERBYSHIRE POWERED TWO WHEELERS STRATEGY 2004 (EXTRACT)

To improve safety and reduce the number of powered two wheeler casualties by:

- Promoting and encouraging Powered Two Wheeler riders and other members of the public to report highway hazards to the City and County Councils via their telephone hotlines.