

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

21 January 2014

Strategic Director – Economy, Transport and Environment

HIGHWAYS AND TRANSPORT CAPITAL PROGRAMMES 2014-15 (JOBS, ECONOMY AND TRANSPORT)

(1) **Purpose of the Report** To seek the approval, in principle, of Cabinet to elements of the highways and transport capital programme for 2014-15 in order to allow design and preparation to take place and the required publication of notices.

(2) **Information and Analysis** The County Council is yet to finalise the allocation of highways and transport capital funding through the budget-making process for 2014-15. However, the following direct grants are available:

- £13,700,000 maintenance block.
- £1,405,000 additional maintenance grant announced in the 2012 Autumn Statement.
- £6,784,000 integrated transport block.

In recent years, the programme of individual schemes for each area of funding has been agreed in the Spring of the relevant financial year, as part of the Economy, Transport and Environment Department's Service Plan, once capital budgets have been agreed. This will also be the case for 2014-15. However, there are both practical and legislative reasons for taking early decisions, in principle, on a proportion of the programme:

- The complex and lengthy processes of consultation and land acquisition make the delivery of many schemes very difficult within a single year. This can lead to many schemes being constructed in the winter months where the weather can cause disruption to construction.
- Under the provisions of the Traffic Management Act 2004, the County Council must serve notice of its works in the highway, often as much as three months in advance of construction starting on site. For any schemes to be constructed at the start of the financial year 2014-15, these notices must be in place early in the calendar year 2014.

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In order to ensure the efficient delivery of 2014-15 capital programmes, it is therefore recommended that Cabinet gives its approval in principle to the programme of schemes set out in Appendix 1 to this report. Each of these has been assessed against the Local Transport Plan's Investment Protocols in order to ensure that it complies with agreed priorities. These schemes would comprise, based upon current cost estimates, approximately 24% of the total programme. Approval in principle will permit preparation of these schemes to begin and minimise the risk of carrying out abortive work, thereby ensuring schemes are ready for construction as early as possible during the year 2014-15. They will form part of the Service Plan presented to Cabinet in due course, together with proposed allocation of the remainder of the programme.

Members are currently being consulted on their priorities for works within the capital programme. All member requests will be considered and where possible will be included in the service plan referred to above.

(3) **Financial Considerations** The maintenance and integrated transport block allocations together comprise the Local Transport Capital Settlement for 2014-15 and are received in the form of direct grant. In the event of preparatory work having been undertaken on any schemes which do not, in due course, receive grant funding, the incurred costs will be met from Economy, Transport and Environment Department revenue reserves.

(4) **Legal Considerations** The requirement to publish advance notice of highway schemes falls under the Traffic Management Act 2004.

(5) **Environmental, Health, Equality and Diversity and Transport Considerations** The investment represented by highways and transport capital programmes is a vital part of the County Council's work on improving access to essential services, preventing casualties from road traffic collisions and reducing the impact of transport on people and the environment.

In preparing this report the relevance of the following factors have been considered: prevention of crime and disorder, human resources and property considerations.

(6) **Key Decision** No.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** The Local Transport Plan 2011-2016 and its Investment Protocols can be found on the County Council's website. Officer contact details - Jim Seymour, extension 38557.

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(9) **OFFICER'S RECOMMENDATION** That Cabinet approves in principle the programme of schemes set out in Appendix 1, in advance of the Economy, Transport and Environment Department's Service Plan Refresh 2014-15, in order to fulfil the County Council's obligations under the Traffic Management Act 2004 and to permit the commencement of preparation processes.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

APPENDIX 1

DRAFT 2014/15 Local Transport Capital Programme Preparation

The Local Transport Plan strategy puts 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. It also aims to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal.

Key Transport Priority: Well Maintained Roads and Rights of Way

01-01 Carriageway Maintenance - Principal Roads (Investment Protocols IP01; IP01a;IP01b;IP01c)

Many people living, working or visiting the county use the County's main roads on a daily basis to get around. The condition of our strategic network is therefore particularly important to support a strong Derbyshire economy and to minimise barriers to economic growth. The overall aim of this programme of work is therefore to ensure that the structural integrity of the main road network is retained all year round whilst contributing to better safety of our roads. This will require a greater use of surface dressing in order to extend the life of existing surfaces and improve skid resistance. Where possible, we will continue to pay attention to ride quality as this has a significant impact on public satisfaction.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01 01 01	Wessington	A615 Matlock Road (Moorwoodmoor Lane to Cross Lane)	Carriageway Resurfacing	Wingerworth & Shirland	£90,000
01 01 02	Morley	A608 Morley (Church Lane to Brickkiln Lane)	Carriageway Resurfacing	Breadsall & West Hallam	£95,000
01 01 03	Ashover (Kelstedge)	A632 Slack Hill (2013/14 surface dressing joint uphill to HFST)	Carriageway Resurfacing	Wingerworth & Shirland	£90,000
01 01 04	Bakewell	A6 Haddon Road (Haddon Hall Corner to Agricultural Centre junct) Ph.2	Carriageway Resurfacing	Bakewell	£80,000
01 01 05	Ashover (Doehole)	A615 Doehole Lane (Dewy Lane to Robinsons Wood)	Carriageway Resurfacing	Wingerworth & Shirland	£45,000
01 01 06	Belper	A609 Short Street (Spencer Rd to Nottingham Rd incl. roundabouts)	Carriageway Resurfacing	Belper	£50,000
01 01 07	New Mills	A6015 (New Mills Road)	Carriageway Resurfacing	New Mills	£30,000
01 01 08	Ilkeston	A609 Nottingham Road (Junc Thurman St)	Carriageway Resurfacing	Ilkeston South	£75,000
01 01 09	Chesterfield	A61 (Derby Road - northbound)	Carriageway Resurfacing	Spire	£100,000
01 01 10	Brailsford	A52 Main Road (Shops to DDDC boundary) Phase 2	Carriageway Resurfacing	Ashbourne	£75,000
01 01 11	Buxton	A53 (Leek Road)	Carriageway Resurfacing	Buxton West	£200,000
01 01 12	Oakerthorpe	A615 Dale Hill	Carriageway Resurfacing	Wingerworth & Shirland/ Ripley West & Heage	£65,000
01 01 13	Staveley	A619 (Worksop Road)	Carriageway Resurfacing	Staveley/Barlborough & Clowne	£110,000
01 01 14	Sudbury	A515/ A50 Link roundabouts	Carriageway Resurfacing	Ashbourne	£75,000
01 01 15	Baslow	A619 (Cock Hill/Nether End)	Carriageway Resurfacing	Derwent Valley	£50,000
01 01 16	Bakewell	A6 Matlock St/Haddon Road (Rutland Square to Agricultural Centre) Phase 1	Carriageway Resurfacing	Bakewell	£75,000
01 01 17	Breadsall	A61 Phase 3 (North bound dual)	Carriageway Resurfacing	Breadsall & West Hallam	£85,000

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01	01	18	Duffield	A6 Town Street Phase 1	Carriageway Resurfacing	Duffield & Belper South	£75,000
01	01	19	Crowden	A6024 (Holme Moss)	Carriageway Patching	Etherow	£50,000
01-01 Carriageway Maintenance - Principal Roads Total							£1,515,000

01-02 Carriageway Maintenance - Non-Principal Roads (Investment Protocols IP01; IP01a;IP01b;IP01c)

The local road network is important for people to get around to access work, shops, services and leisure activities and function as access routes to businesses from our strategic network. The needs of Derbyshire residents and the local economy puts a high priority on the condition and safety of these roads. The local road network is diverse, ranging from busy B roads to low-use rural green lanes and therefore the levels of priority and maintenance techniques will differ accordingly within an overall aim of this programme of work to ensure that the structural integrity of the main road network is retained all year round whilst contributing to better safety of our roads.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01	02	01	Wirksworth	B5036 Cromford Road/ Steeple Grange	Carriageway Resurfacing	Wirksworth	£90,000
01	02	02	Bolsover	New Station Road	Carriageway Resurfacing	Bolsover South	£80,000
01	02	03	Ripley	B6013 Chesterfield Rd/ Church Street (A610 to Eagle Street)	PPSD & Carriageway Surface Dressing	Ripley West & Heage	£65,000
01	02	04	Glossop	B6105, Norfolk Street (A57 to Howard Street)	Carriageway Resurfacing	Glossop & Charlesworth	£50,000
01	02	05	Long Eaton	B6540 Tamworth Road (Charles Street to Canal Bridge)	Carriageway Resurfacing	Long Eaton/Sawley	£85,000
01	02	06	Spire	Station Road (Corporation Street to Spar Lane)	Carriageway Resurfacing	Spire	£20,000
01	02	07	Shirebrook	B6407, Common Lane	Carriageway Resurfacing	Shirebrook & Pleasley	£30,000
01	02	08	Long Eaton	C359 Waverley Street (Cross St to Nottm Rd)	Carriageway Resurfacing	Long Eaton	£55,000
01	02	09	Newbold	B6051, Newbold Road (Highfield Lane to Cromwell Road)	Carriageway Resurfacing	Loundsley Green & Newbold	£150,000
01	02	10	Matlock	Hurst Rise (missing section of carriageway surfacing)	Carriageway Resurfacing	Matlock	£15,000
01	02	11	Pilsley	Crow Croft Road	Carriageway Resurfacing	Clay Cross South	£30,000
01	02	12	Long Eaton	C359 Main Street (Roundabout[incl] to level crossing)	Carriageway Resurfacing	Long Eaton	£45,000
01	02	13	Newbold	Thompson St	Carriageway Resurfacing	St Mary's	£20,000
01	02	14	Dronfield	Stone Road	Carriageway Resurfacing	Dronfield East	£20,000
01	02	15	Whittington	Broomhill Road	Carriageway Patching	Staveley North & Whittington	£30,000
01	02	16	Heanor & Loscoe	NC Burton St (Fall Road to Lower Gladstone Street)	Carriageway Resurfacing	Heanor Central	£14,000
01	02	17	Dronfield	Cecil Road (Snape Hill Lane to bend)	Carriageway and Footway Resurfacing	Dronfield East	£30,000
01	02	18	Swadlincote	Belmont Street (Town Centre Section)	Carriageway Resurfacing	Swadlincote South	£20,000

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01	02	19	Buxton	Bench Road (Queens Road to Lathkill Grove)	Carriageway Resurfacing	Buxton North & East	£45,000
01	02	20	Newbold	Highfield Lane (Dukes Drive to B6051)	Carriageway Resurfacing	St Mary's/ Loundsley Green & Newbold	£90,000
01	02	21	Heanor	NC Park View	Carriageway Resurfacing	Heanor Central	£15,000
01	02	22	Dronfield	Bents Crescent & Langdale Road	Carriageway Patching	Dronfield East	£15,000
01	02	23	Staveley	Hayfield/ Overton/ Hawdon Close	Carriageway Resurfacing	Staveley North & Whittington	£20,000
01-02 Carriageway Maintenance - Non Principal Roads Total							£1,034,000

01-03 Footway Maintenance (Investment Protocols IP02; IP02a;IP02b)

Well-connected communities are essential for people to get about in our towns and villages and to support a strong local economy. The condition of the local footway network is therefore important. Of course, footway usage is diverse across Derbyshire from busy town centre shopping streets to rural footways that provide an essential link to local services and therefore levels of priority and maintenance techniques will vary according to usage and opportunities for maximising economic opportunities within an overall aim of retaining the structural integrity of our footway network.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01	03	01	Long Eaton	Trowell Grove	Footway Resurfacing	Petersham	£75,000
01	03	02	Hearon & Loscoe	Stainsby Avenue	Footway Resurfacing	Hearon Central	£60,000
01	03	03	Hadfield	Station Road	Footway Resurfacing	Etherow	£25,000
01	03	04	Brimington	Bourne Close	Footway Resurfacing	Brimington	£30,000
01	03	05	Langley Mill	Turner Avenue	Footway Resurfacing	Greater Hearon	£25,000
01	03	06	Alfreton	Institute Lane	Purchase paving slabs/blocks	Alfreton & Somercotes	£35,000
01	03	07	Brimington	Damon Drive	Footway Resurfacing	Brimington	£30,000
01-03 Footway Maintenance Total							£280,000

01-04 Gully and Drainage (Investment Protocol IP04)

The climate is changing and our transport networks are at increasing risk from disruption due to bad weather and localised flooding. To help people to get to work and companies to do business it is important to invest in highway drainage and flood management to make our transport networks more resilient to a change in climate.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01	04	01	Shirebrook	Church Drive/ Model Village Area	Amendment of traffic calming features to reduce localised flooding and enhance resilience climate change and bad weather. Possible relocation of bus stop and dropped crossings.	Shirebrook & Pleasley	£150,000
01-04 Gully and Drainage Total							£150,000

01-05 Bridges, Structures, Retaining Walls and Highway Boundary Structures Maintenance (Investment Protocol IP04)

Many people living, working or visiting the county use the County's transport networks on a daily basis to get around. The condition of our bridges, structures, retaining walls and highway boundary structures is therefore particularly important to support a strong Derbyshire economy and to minimise barriers to economic growth and ensure that everyone can use our transport networks safely. The overall aim of this programme of work is therefore to ensure that the structural integrity and safety of bridges, structures, retaining walls and highway boundary structures is retained all year round.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01	05	01	Chapel en le Frith	A6 Barmoor Clough	Embankment stabilisation to maintain structural integrity and resilience to climate change to reduce risk of delays to road users on strategic county route between the National Park and Greater Manchester.	Chapel and Hope Valley	£200,000

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01	05	02	Tintwistle	A6024 Holme Moss	Landslip works to maintain structural integrity and resilience to climate change to reduce risk of delays to road users. (Tour De France Route)	Etherow	£50,000	
01	05	03	Holymoorside & Walton	A632 Matlock Road Lodge (P36165)	Hart	Replacement of bridge over stream to reduce the incidence of flooding and enhance resilience to a climate change to reduce risk of delays to road users on route between Matlock and Chesterfield.	Holymoorside and Wingerworth	£100,000
01	05	04	Darley Dale	B5057 Chesterfield Road (Two Dales) (C26016)		Replacement of bridge over Halldale Brook to improve structural integrity and reduce incidences of flooding to enhance resilience to climate change to reduce risk of delays to road users.	Derwent Valley	£150,000
01	05	05	Glossop (Unparished)	Market Street (D09026)		Strengthening / replacement to maintain structural integrity of bridge over Glossop Brook to support the town centre market economy and to reduce scour to enhance resilience to a climate change.	Glossop South	£200,000
01	05	06	Middleton	B5023 New Road Nimblejack Retaining Wall (R25620)		Rebuild retaining wall to maintain structural integrity to reduce risk of delays to road users.	Wirksworth	£30,000
01	05	07	Peak Forest	Rushup Edge (R18610)		Rebuild retaining wall to maintain structural integrity to reduce risk of delays to road users.	Chapel and Hope Valley	£30,000
01-05 Bridges, Structures, Retaining Walls and Highway Boundary Structures Maintenance Total								£760,000

01-06 Asset Management/ Removal/ Replacement (Investment Protocol IP05)

A good transport network that maximising the economic opportunities in the county is important. To ensure this, we need to continually review our network to comply with current standards and where appropriate either replacing or removing unnecessary infrastructure.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01-06 Asset Management/ Removal/ Replacement Total					£0

01-07 Lighting (Investment Protocol IP06a, IP06b, IP06c)

There is increasing concern about the impact our carbon footprint has on the local environment and rising cost of our electrical energy usage as a consequence of lighting our transport networks and running other equipment such as traffic signals and lit signs. To meet our commitment to reduce carbon emissions by 25% by 2015 and to adapt our transport networks to a climate change, we need to assess the efficiency of our transport assets. This will involve the replacement of lighting, but also switching off lights where practical by removing superfluous lighting, lit signs and bollards etc and investing in lower energy lighting including LEDs in signal heads, street lights and bus shelters. In addition, it is important to protect our dark sky areas for the enjoyment of local people and so that Derbyshire is a great place to visit.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01 07 01	Ripley; Belper	A6 Ambergate to Broadholme	Removal of 38 lighting columns from rural section of road and replacement of lighting (with more efficient lanterns with 75% dimming between midnight and 5.30am) and associated cable within urban section to reduce energy usage costs and reduce carbon emissions. Improved resilience of lighting will reduce delays to road users on strategic county route. Reduced impact of light pollution in the Derwent Valley.	Ripley West & Heage; Alport & Derwent	£25,000
01 07 02	Chesterfield; Barlow; Dronfield	A61 Hornsbridge to Dronfield	Replace existing lanterns with LEDs to reduce energy usage and maintenance costs and reduce carbon emissions. Improves resilience of lighting to reduce delays to road users caused by maintenance activities to support the local economy.	Various	£60,000
01-07 Lighting Total					£85,000

01-08 Rights of Way Maintenance (Investment Protocols IP07, IP07a, IP07b and IP07c)

Derbyshire's rights of way network provides access to the County's beautiful landscapes and heritage, including green spaces, moors, woods, parks, lakes, rivers, canals and internationally recognised special areas. They are also an extremely important part of people's quality of life and so both rural and urban businesses can do business. The overall aim of this programme is therefore to retain the structural integrity of our rights of way and provide access in line with the Disability Discrimination Act (1995). We also recognise that Derbyshire's landscapes are also sensitive to damage and where appropriate the protection and restoration of habitats will be considered in accordance with statutory environmental assessments.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
IP08 Rights of Way Maintenance Total					£0

01-09 Maintenance of Listed Highway Structures (Investment Protocol IP10a)

Derbyshire's transport networks such as the routes they follow, the settlements they link and helped form, the materials they are constructed from and associated street furniture forms a significant part of Derbyshire's important heritage and provide an imprint to how the county's trade and economy has grown and changed. It is important that people can enjoy our transport heritage assets and our aim is to conserve, protect and where possible enhance the setting of our listed highway structures.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
01-09 Maintenance of Listed Highway Structures Total					£0

01-10 Road Verge Reserves (Investment Protocol IP10b)

Derbyshire's varied landscapes such as moorland, limestone dales, woodlands and meadows are represented in road verges across the county and contribute to what makes Derbyshire's landscape a great place and enjoyed by local people. Many of our road verges are important homes for plants and animals and as a consequence 37 of our verges have been designated as road verge reserves and require monitoring and management to maintain these species.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
01-10 Road Verge Reserves Total					£0

01-11 Conservation of Character (Investment Protocol IP10c)

Derbyshire's transport networks such as the routes they follow, the settlements they link and helped form, the materials they are constructed from and associated street furniture forms a significant part of what gives Derbyshire communities their sense of place and contribute to why people enjoy our local places and support local businesses. It is important that character is maintained by replacing materials like with like where possible.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
01-11 Conservation of Character Total					£0

01-12 Work Scheduling (Investment Protocol IP08)

Good transport networks are an absolute necessity for people to move around and access work, shops, services and leisure activities, but it is also a challenge to keep them working as budgets reduce. Therefore, it is essential that we improve our management information to inform programmes of work so that we make sure we are making the most efficient use of our resources to maintain a good transport network.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
01-12 Work Scheduling Total					£0

01-13 Noise Reduction (Investment Protocol IP15: Use Sparingly - Not Likely to be Widespread)

Our transport network offers many opportunities to maximise the local economy and provide better access to sites earmarked for development. However, we also want to ensure that negative impacts on local communities such as excessive traffic noise are minimised. This will be carried out in response to the Noise Duty where this is a satisfactory solution to identified problems.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
01-13 Noise Reduction Total					£0

Key Transport Priority: Efficient Transport Network Management

02-01 An Evidence-based Approach to Transport Network Management (Investment Protocol IP23)

Good transport networks are an absolute necessity for people to move around and access work, shops, services and leisure activities and to maximise economic opportunities. Therefore, it is essential that we take a 'sense-making' approach to data collection, including the condition of assets and ease of access to the data to support the management of our transport assets to make the most efficient use of our resources to maintain a good transport network.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
02-01 An Evidence-based Approach to Transport Network Management Total					£0

02-02 Route Management Planning (Investment Protocol IP26)

It is important that people can get to where they need to go as quickly as possible to access essential services and to maximise economic opportunities. We know that we need to manage our routes effectively to minimise congestion caused by busy roads and to minimise other disruptions that cause delays to users of our roads and to improve access to work and essential services to support economic growth. Route management will include, for example, speed management, junction capacity improvements, including upgrades of existing traffic signals, bus priority measures, advance purchase of land, rationalisation of direction and tourist signing, and consideration of pedestrians, cyclists and horse riders as well as motorised traffic.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
02	02	01	Countywide	Various Streets	Provision of missing signage to bridge structures and rationalise mandatory signage where appropriate and provide illumination to reduce the incidence of bridge strikes and reduce delays to road users. To be undertaken in association with Network Rail.	Countywide	£40,000
02	02	02	Alfreton	A61 King Street and town centre roads	Preliminary work to develop a solution to reducing delays to road users along A61 corridor and provide improved access to the town centre to support local businesses.	Alfreton & Somercotes	£50,000
02	02	03	Ilkeston	Ilkeston town centre streets	Preliminary work to develop a solution to reducing delays to road users in Ilkeston and provide improved access to the town centre to support local businesses.	Ilkeston East; Ilkeston West	£50,000
02	02	04	Clowne	Station Road	Preliminary work to examine an effective traffic management solution to reducing delays to road users accessing employment sites.	Barlborough & Clowne	£10,000
02-02 Route Management Planning Total							£150,000

02-03 Enhancing the Street Scene (Investment Protocol IP31)

Derbyshire's transport networks such as the routes they follow, the settlements they link and helped form, the materials they are constructed from and associated street furniture forms a significant part of what gives Derbyshire communities and landscapes their sense of place and contribute to why people enjoy our local places and support local businesses. However, there is growing concern that more modern transport assets such as traffic signs and lines, pedestrian guard railing etc are negatively impacting on the character of our places and is important that a higher quality street scene is provided for all areas, including conservation areas under threat.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
02-03 Enhancing the Street Scene Total							£0

02-04 Freight Management (Investment Protocol IP32)

Derbyshire's transport network provides the main infrastructure for the distribution of goods across the county. It is essential that the transport network builds on its strengths and adapts to the future needs of sustainable economic growth. It is important that we ease congestion on our roads and improve access to work. However, we also want to ensure that the negative effects on our communities are minimised for example reducing damage to bridges and structures and routing freight to keep lorries out of villages and away from lower hierarchy roads by weight restrictions and enforcement.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
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02	04	01	Various (Bolsover District)	A619 & A616 route corridors (M1 to County Boundary)	Preliminary works to develop solutions to reduce journey times for freight vehicles travelling between north Bolsover District and the M1 at Junction 30. This would also include a consideration of solutions to reduce the negative effects of freight vehicles travelling through local communities.	Bolsover North; Barlborough & Clowne	£40,000
02-04 Freight Management Total							£40,000

02-05 Parking Management (Investment Protocol IP33)

It is important that people can get to where they need to go as quickly as possible to access essential services and to maximise economic opportunities. We know there are concerns about conflicting demands for parking and delays to traffic caused by indiscriminate parking that can hamper economic growth. Our aim is to support economic growth through enforcement of parking regulations including pavement parking, on-street parking charges, loading and waiting restrictions and tackling bad parking in rural areas.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
02	05	01	Countywide	Various	Provision of parking management measures, including consideration of on-street pay and display and residents parking schemes to reduce conflicting demands for parking and to support local businesses and economies.	Countywide	£60,000
02-05 Parking Management Total							£60,000

02-06 Protection of Listed Highway Structures (Investment Protocol IP37)

Derbyshire's transport networks such as the routes they follow, the settlements they link and helped form, the materials they are constructed from and associated street furniture forms a significant part of Derbyshire's important heritage and provide an imprint to how the county's trade and economy has grown and changed. It is important that people can enjoy our transport heritage assets and our aim is to conserve and protect our listed highway structures through the introduction of traffic management measures to reduce vehicular damage.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15							
02-06 Protection of Listed Highway Structures Total							£0

02-07 Intelligent Transport Systems (Investment Protocol IP39)

Good transport networks are an absolute necessity for people to move around and access work, shops, services and leisure activities and to maximise economic opportunities, but it is also a challenge to keep them working as budgets reduce. Technological improvements can provide opportunities to develop innovative responses to economic challenges and as a consequence we will investigate the use of intelligent transport systems.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
02-07 Intelligent Transport Systems Total					£0

02-08 Schemes to Reduce Animal Deaths and Protected Species (Investment Protocol IP47)

Derbyshire's natural environment provides a home to protected species. Unfortunately there are records of species being killed on our road network or habitats damaged, for example by recreational walking and as a consequence environmental enhancement schemes can be undertaken to reduce animal deaths and protect flora.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
02-08 Schemes to Reduce Animal Deaths and Protected Species Total					£0

02-09 Schemes to Minimise Water Pollution (Investment Protocol IP48)

Three principle rivers and their tributaries, reservoirs and canals form part of Derbyshire's natural environment and heritage and enjoyed by local people. In localised areas they also provide a home to protected species for example White Clawed Crayfish and Bullhead. Maintaining water quality is important and schemes can be undertaken to tackle incidences of pollution caused by water run-off from the highway network.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
02-09 Schemes to Minimise Water Pollution Total					£0

Key Transport Priority: Improving Local Accessibility and Healthy Travel

03-01 Walking and Pedestrian Quality Networks (Investment Protocols IP51 and IP51a)

Most people living, working or visiting the county use our pavements on a daily basis to get around. We know that well-connected communities help people to move freely around and are more likely to thrive and that improving walking networks can have added benefits to our health, cultural opportunity and increased visitor economy and contribute to a reduction in carbon emissions.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03	01	01	Ilkeston	Awsorth Road	Provision of footway to football ground, includes relocation of street furniture and extension of speed limit.	Ilkeston East	£30,000
03-01 Walking and Pedestrian Quality Networks Total							£30,000

03-02 Cycling and Cycle Networks (Investment Protocols IP52 and IP52a)

Derbyshire's cycle networks are an important part of connecting communities to help people move freely around and support local businesses and improve health and wellbeing. They can also provide access to the County's beautiful landscapes and heritage, including green spaces, moors, woods, parks, lakes, rivers, canals and internationally recognised special areas and support a low carbon economy. The overall aim of this programme is to enhance both on and off-road cycling as a means of accessing services, improving health and tourism and reducing carbon emissions.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03	02	01	Chesterfield	A61 Corridor	Chesterfield Cycle Network Routes 1 and 7: Provision of shared walking and cycle route to improve connectivity and accessibility along A61 to Chesterfield College, future Waterside Development site and town centre.	Spire	£200,000
03	02	02	Chesterfield	Bobbin Mill Lane	Chesterfield Cycle Network Routes 5 & 8: Creation of shared pedestrian / cycle link to provide safe cycle route past Morrisons Supermarket entrance / exit.	Walton & West	£20,000
03	02	03	Chesterfield	B6150 Loundsley Green Road (to junction with B6051 Newbold Road)	Chesterfield Cycle Network Route 6: Creation of shared pedestrian / cycle link to increase connectivity between communities and green space.	Loundsley Green & Newbold; St Marys	£30,000
03-02 Cycling and Cycle Networks Total							£250,000

03-03 Bus (Investment Protocols IP53 and IP53c)

We know that well-connected communities served by public transport are more likely to thrive. Many people in our communities do not have access to a car and as a consequence it is important that communities are served by good public transport to support our local economies. Although this programme cannot provide bus services, its overall aim is to maintain existing infrastructure to support bus networks by establishing a hierarchy of interchanges and focus on key interchanges first (includes energy efficient lighting of shelters).

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03	03	01	Swadlincote	Town Centre	Enhancement and development of bus passenger waiting facilities around the town centre, including the bus station to support provision of bus services to/ from Swadlincote and surrounding communities to increase accessibility and support local economies.	Various	£20,000
03-03 Bus Total							£20,000

03-04 Rail (Investment Protocols IP54, IP54b and IP54c)

We know that an improved rail network will allow people to travel to work and access essential services in Derbyshire and surrounding areas. Although this programme cannot provide rail services, its overall aim is to support Community Rail Partnerships and principles of community rail to support local travel to and from stations by bus, walking and cycling.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15							
03-04 Rail Total							£0

03-05 Community and Voluntary Transport (Investment Protocols IP55 and IP55a)

We know that well-connected communities served by public transport are more likely to thrive. Many people in our communities do not have access to a car and as a consequence it is important that communities are served by good public transport to support our local economies. We recognise that conventional bus services are not always appropriate and we will work with partners, including the voluntary and community sector providers and bus companies to identify gaps in provision and that services are targeted in the most effective way.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
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No Schemes Planned for 2014/15

03-05 Community and Voluntary Transport Total £0

03-06 Travel Planning (Investment Protocol IP56)

The climate is changing and we want to make our economy, services and communities more resilient and sustainable. Good sustainable transport networks and travel planning (including monitoring their effectiveness) is important to improve accessibility to schools, businesses and new developments, including residential travel planning for new developments and to maximise the economic opportunities presented by good transport networks.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
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03-06 Travel Planning Total £0

03-07 Information and Marketing (Investment Protocol IP59, IP59a & IP59b)

We know that well-connected communities served by public transport are more likely to thrive. Many people in our communities do not have access to a car and as a consequence it is important that communities are served by good public transport to support our local economies. Although this programme cannot provide public transport services, its overall aim is to provide information and marketing to improve accessibility to public transport.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03-07 Information and Marketing Total					£0

03-08 Equality of Access - Raised Bus Boarders (Investment Protocol IP62b)

We know that a number of our residents face challenges in their lives that makes it more difficult to get around and can impact on their health and well-being and education and job prospects. The aim of this programme is to reduce challenges in accessing public transport by providing raised bus boarders concentrating on bus stops with the highest usage, linking with the bus stop hierarchy.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03 08 01	Staveley	Inkersall Green, Summerskill Green	Increase accessibility to the busy Summerskill Green bus stop to improve connectivity and support local economies.	Staveley	£25,000
03-08 Equality of Access - Raised Bus Boarders Total					£25,000

03-09 New Technology for Transport (Investment Protocols IP63 & IP63a)

Good sustainable transport networks are an absolute necessity for people to move around and access work, shops, services and leisure activities and to maximise economic opportunities and reduce carbon emissions. Technological improvements can provide opportunities to develop innovative responses to economic challenges and as a consequence we will support investigations into new technology for transport e.g. electric vehicles.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
03-09 New Technology for Transport Total					£0

03-10 Ways to Work (Investment Protocols IP64 & IP64a)

We know that the current economic difficulties are making it more difficult, for young people in particular, to access education and training to develop skills through employment. To help deliver a more secure future for Derbyshire residents and growth of Derbyshire's economy the aim of this programme is to tackle these barriers by providing loan of mopeds, electric bikes and cycles for appropriate length journeys where no other suitable transport is available.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03-10 Ways to Work Total					£0

03-11 Community-led Solutions (Investment Protocol IP65)

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
03 11 01	Bolsover	Town Centre	Contribution to town centre refurbishment	Bolover North, Bolover South	£25,000
03-11 Community-led Solutions Total					£25,000

03-12 Quiet Lanes (Investment Protocol IP72: Use Sparingly - Not Likely to be Widespread)

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
03-12 Quiet Lanes Total					£0

Key Transport Priority: Better Safety and Security

It is estimated that casualty savings provided by this complete 'Better Safety and Security' Programme will deliver annual savings of £3,077,198 to costs borne across the community. These costs include elements for Pain, Grief and Suffering, Lost Economic Output, Medical and Healthcare Costs, Material Damage, Police Costs, Insurance and Administration, Legal and Court Costs.

04-01 Evidence-based Casualty Reduction Initiatives (Investment Protocol IP74)

It is important that people can safely use our roads to get around. The number of people injured on our roads is going down and we want this to reduce further by implementing casualty reduction measures based on collision/ casualty data. Analysis based on the previous 5-years' collisions. Be mindful of opportunities to minimise sign clutter and ensure consistency across routes, reduce energy consumption and give due consideration to future maintenance requirements.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
04	01	01	Smalley	A608/ A609 Ilkeston Road Junction	Preliminary works to examine alteration to signals to reduce conflicts between right turners and oncoming traffic. Priority groups: child casualties and occupational road risk during commuter time.	Horsley	£5,000
04	01	02	Stenson Fields; Twyford & Stenson	Stenson Road/ Wragley Way Junction	Collision remedial measures to assist right turning traffic to reduce conflict with southbound traffic. Possible consideration of vehicle activated sign. Priority group: occupational road risk during commuter time.	Aston	£15,000
04	01	03	Chesterfield	A61 Northbound (on bend under Brewery Street)	Vehicle activated sign to address loss of control collisions caused by high approach speeds to bend and substandard slip roads. Re-use of signs from store.	Spire	£15,000
04	01	04	Chesterfield	A61 Southbound (on bend under Brewery Street)	Vehicle activated sign to address loss of control collisions caused by high approach speeds to bend and substandard slip roads. Re-use of signs from store.	Spire	£15,000
04	01	05	Chesterfield	A61 Northbound Entry Slip Road/ B6057 Sheffield Road Junction	Signing, lining and high friction surfacing to reduce collisions between vehicles exiting slip road and vehicles on B6057. Priority groups: motorcyclists and child casualties.	Staveley North & Whittington	£25,000
04	01	06	Heath & Holmewood	A617/ M1 Junction 29	Signalisation of A617 junction with M1 to reduce casualty clusters and to reduce delays to road users and improve journey times to/ from Chesterfield to support economic growth. Priority groups: older persons, child casualty, occupational road risk during commuter times and motorcyclists.	Sutton	£350,000
04	01	07	Long Eaton	B6002 Longmoor Road/ Bostocks Lane Junction	Preliminary works to develop a solution to reduce rear shunt and entry/ circulatory collisions and to reduce delays to road users accessing M1 junction to support local economies. Priority groups: pedal cyclists, older persons and occupational road risk during commuter times.	Petersham	£30,000
04	01	08	Ripley	Town centre	Preliminary works to develop a solution to reduce pedestrian collisions around gyratory system. Priority groups: older persons, child casualty, occupational road risk during commuter times, pedal cyclists and motorcyclists.	Ripley East & Codnor; Ripley West & Heage	£6,000

(Controlled)

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04	01	09	Chesterfield	Saltergate; Foljambe Road; Clarence Road; Rutland Road; West Bars	Preliminary work to consider direction of traffic flows to develop a solution to reducing road casualties and reducing delays to road users to enhance access to the town centre.	Boythorpe & Brampton South; Spire	£50,000
04	01	10	Chesterfield	A61 Hornsbridge Roundabout	Preliminary work to consider traffic management and to develop a solution to reduce road collisions due to a mixture of factors. Priority groups: older persons, child casualty, occupational road risk during commuter times and motorcyclists.	Spire	£40,000
04-01 Evidence-based Casualty Reduction Initiatives Total							£551,000

04-02 Speed Reduction to Reduce Danger (Investment Protocol IP77)

It is important that people can safely use our roads to get around. The number of people injured on our roads is going down and evidence from speed limit reviews shows that lower speed limits can be effective in reducing levels of road casualties.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
04-02 Speed Reduction to Reduce Danger Total					£0

04-03 Safer Routes to School (Investment Protocol IP78)

It is important that people can safely use our roads to get around. Measures to improve safety on routes to school will be carried out in preference to school safety zones (which tend to focus outside the school itself).

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate		
04	03	01	Chesterfield	Brunswick Street & Higher Albert Street	Dropped kerbs and traffic calming plateau to improve safety for pupils and parents travelling to and from Abercrombie Primary School.	Spire	£20,000
04	03	02	Tibshelf	B6026 Newton Road	New footway (with retaining structure) to enhance accessibility to new school.	Tibshelf	£30,000
04-03 Safer Routes to School Total					£50,000		

04-04 Maintaining Road Surfaces to Reduce the Incidence of Skidding (Investment Protocol IP79)

It is important that people can safely use our roads to get around. Road maintenance will be guided by agreed levels of skid resistance and remedial action will be led by casualty statistics e.g. wet-skid collisions.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
04	04	01	Burnaston	A516 Etwall Road (150m past slip road entry)	Drainage works to reduce loss of control collisions on wet/damp/ frost/ ice surface conditions. Priority group: occupational road risk during commuter time.	Etwall & Repton	£80,000
04-04 Maintaining Road Surfaces to Reduce the Incidence of Skidding Total							£80,000

04-05 Community Safety Improvement Measures (Investment Protocol IP82)

Where this will contribute to a reduction in crime, anti-social behaviour and fear of crime.

Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15							
04-05 Community Safety Improvements Total							£0

Key Transport Priority: A Considered Approach to New Infrastructure

05-01 Major Transport Projects (Investment Protocol IP88)

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
05-01 Major Transport Projects Total					£0

05-02 New Rail Station Construction (Investment Protocol IP89)

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
05-02 New Rail Station Construction Total					£0

05-03 Freight Transport Access and Interchange (Investment Protocol IP90)

Support for rail freight interchange where there is an overall benefit to the local economy and road network.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
05-03 Freight Transport Access and Interchange Total					£0

05-04 Complete Routes for Healthy Cycle Networks (Investment Protocol IP91)

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
05-04 Complete Routes for Healthy Cycle Networks Total					£0

05-05 New Pedestrian Networks (Investment Protocol IP92)

Most people living, working or visiting the county use our pavements on a daily basis to get around. We know that well-connected communities help people to move freely around and are more likely to thrive and that improving walking networks can have added benefits to our health, cultural opportunity and increased visitor economy and contribute to a reduction in carbon emissions. Preference for complete routes, linked with healthy travel, whether part of the daily routine or as leisure travel.

Scheme Number	Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
No Schemes Planned for 2014/15					
05-04 New Pedestrian Networks Total					£0

05-06 High Quality Network of (Access to) Green Spaces (Investment Protocol IPxx)							
Contribution to a network of high quality green spaces and green infrastructure to improve accessibility to Derbyshire's landscapes and heritage, including green spaces, moors, woods, parks, lakes, rivers, canals to contribute to local peoples' health and well-being and support a low carbon economy. In transport terms this could include, for example, greenways and highway verges.							
Scheme Number			Parish	Location (List of streets or names of assets affected. Wider area schemes use a broad location)	Intervention Description	Electoral Division	2014/15 Cost Estimate
05	06	01	Glossop; Charlesworth	A626 Glossop Road Pennine Bridleway/ NCN 62 TransPennine Trail	Provide missing section in route to link Broadbottom, Gamesley, Simmondley and Glossop communities to improve accessibility and access to green space to enhance health and well-being and to support sustainable tourism/ leisure. (Total £300,000 match funded with Sustrans)	Etherow; Glossop & Charlesworth	£150,000
05-06 High Quality Network of (Access to) Green Spaces							£150,000