

Economy, Transport and Environment Department

Service Plan 2014-15

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Visions and Values

Council Vision:

Departmental Vision:

In support of the Council's Vision the Department's Vision is:

“To develop a strong local economy and generate growth while protecting and enhancing the natural and built environment for the people of Derbyshire”

Departmental Values:

The Department has established a set of values that will be key to the achievement of the Council's and Department's Visions. The values of Trust, Ambition, Integrity, Building Positive Relationships, Pride and Valuing Diversity will guide us in the way we deliver services and deal with customers and colleagues. Behaviours that support these values form part of the annual My Plan process. One of the main ways we will measure our success in adhering to these values will be the employee survey results.

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Chapter 1

Policy Context

Working with partners, business communities, other local authorities and statutory organisations the Department will strive to make Derbyshire a more prosperous, better connected County with an increasingly resilient and competitive economy. Every opportunity will be taken to support economic growth and encourage the creation of more job opportunities in order to provide a thriving local economy and improve the quality of life for all Derbyshire residents.

The work of the Economy, Transport and Environment Department will principally focus on, and support the achievement of, the Council Plan pledge of a **Derbyshire that works** as follows:

A Derbyshire that works

- A strong economy
- Well-connected communities
- A skilled and confident workforce

In addition to the above, the Service Plan for 2014-2015 outlines how the work of the Economy, Transport and Environment Department will contribute to the achievement of the four remaining Council Plan pledges:

A Healthy Derbyshire

- Healthier communities with reduced health inequalities

A Safer Derbyshire

- Resilient and safe communities
- People supported in hard times
- Sustainable and green communities

A Derbyshire that cares

- Thriving children, young people and families
- Adults with physical and learning disabilities leading independent and fulfilled lives
- Independent and supported older people

A local Derbyshire

- An ambitious and dynamic council
- Communities at the heart of decision making

The specific **10 Key Priorities** for the Department over the next 12 months and the areas where it will focus its resources are as follows:

- Stimulating and supporting business and enterprise to deliver economic growth
- Supporting investment in skills, training and opportunities to improve job prospects, especially for young people
- Planning for sustainable minerals extraction and waste management
- Promoting a considered approach to new infrastructure investment
- Protecting and enhancing the natural and built environment
- Delivering well maintained and safe roads and rights of way to improve access to employment, education, health and leisure facilities
- Investing in and maintaining an efficient transport network
- Encouraging and enabling waste reduction, increasing recycling and composting and reducing the amount of waste landfilled
- Engaging communities, groups and individuals in our decisions which shape the future of Derbyshire
- Maximising efficiency and income and encouraging innovation in service delivery

The Department is responsible for strategic policy development in relation to economic regeneration, strategic land use planning, transportation and the environment. Having these responsibilities together in one Department ensures a joined up approach is taken to developing the local economy in a sustainable way to benefit local people.

The Departmental priorities have been informed by the various plans and strategies governing the work of the Department including the D2N2 Strategy for Growth 2013-2023, the emerging Derbyshire Economic Strategy, the Local Broadband Plan, the Infrastructure Plan, the Local Transport Plan 3, the Derbyshire Joint Municipal Waste Management Strategy, the Mineral and Waste Local Plans, the Rights of Way Improvement Plan and the new Health and Well Being Strategy.

The Department will continue to implement the requirements of the Equality Act 2010 in relation to employment and the delivery of services. This will include work to deliver the Council's equality objectives, consultation on proposed changes to services and consideration of the impact of any such changes on different groups.

The 5 Council Plan pledges cut across historic divisional responsibilities and require a more joined up approach to ensure effective service delivery. In order to respond to these challenging and changing priorities and to reflect the Council Plan pledges, the Department's work has been separated in to functional areas, with the high level key priorities for the next 18 months for each of the areas being identified in Chapters 3 – 9. A number of low priority areas have also been identified, which are those areas of service delivery that will only be undertaken subject to resources being available.

Business Plans will be produced which will provide, in more detail, the work areas each service will be focussing on over the next 18 months to achieve the Department's priorities. For each of the priorities, key accountable officers will be identified who will have responsibility for ensuring its delivery. This enables all employees across the Department to identify how their individual My Plan objectives link into the service priorities and ultimately help to deliver against the outcomes of the Council Plan.

Chapter 2

Operational Context

Employing over 1,000 staff and with an annual revenue budget exceeding £81.5 million, the Department provides a wide range of services within the community which have a direct impact on the lives of Derbyshire people, as well as on those people who visit or work within the County.

The integration of the Economic Regeneration function in the Department has provided the opportunity to formalise the focus of departmental activities on building a strong local economy that creates jobs, provides a skilled and confident workforce and promotes an environment where businesses can grow, whilst ensuring that the environment is protected for future generations.

The Department will be instrumental in taking forward the Economic Regeneration agenda and will play a vital role in developing services and infrastructure that encourages a thriving local economy. By aligning the Departmental priorities to those of the Council Plan, the Department will be able to ensure its resources are focussed on those areas that support and help sustain growth and create jobs.

Supporting the local economy of Derbyshire is an important consideration in all aspects of the Department's work, whether through providing a well maintained highway network and efficient transport system, supporting sustainable mineral extraction planning decisions or promoting the countryside that is rich and diverse both in its landscape and also its wildlife.

A well maintained highway network that provides excellent transport and communication links to key business hubs is vital if Derbyshire's local economy is to grow. The key strategic decisions that are taken as part of the planning process also help support the development of a strong and sustainable local economy. The Department will look to facilitate further positive economic growth by supporting and promoting strong business sectors, such as the minerals extraction industry and also by addressing the County's competitiveness in relation to other areas, such as private sector waste infrastructure. The Department will also look to balance economic growth, whilst protecting what makes Derbyshire special, such as its heritage and landscape, which themselves are major economic assets.

As the Department meets the challenges of reducing resources, changing national policies and new systems and technologies, effective workforce planning is essential to ensure that there are the right number of employees, with the right knowledge and skills, in the right place at the right time. The Department will, therefore, need to ensure that its resources, whether financial, staffing or physical, are properly aligned to meet service priorities in the short and long term.

Workforce planning will ensure the Department is able to identify and effectively plan for issues and challenges, including any reducing areas of work; any new or growth areas; changes in Government and Council policies; and the impact of other internal and external

drivers. The workforce planning process will also enable the Department to address any skills and competency needs, for example where there may be changes to jobs or services, skills shortages or new requirements/working practices and processes to meet our business needs, ensuring relevant and appropriate training and development is provided.

Delivery of the Department's services and operations will be guided by the principles in the Corporate Environmental Policy, in order to minimise their environmental impact. The Department will work to ensure that services are resilient to a future changing climate and reduce the carbon emissions associated with service delivery and operations by improving resource efficiency, reducing energy consumption, fuel use and encouraging smarter travel choices. The Department will continue to maintain its Environmental Management System (EMS), in accordance with the requirements of the International Standards Organisation (ISO14001). Over the next 2 years, the Department will see a reduction in its overall budget of £14m.

Total budget savings for the Department for 2014/15 are £7.339m, as follows:

Highway Maintenance	Reduction in Highway Maintenance budget and re-prioritisation of maintenance and improvement programme	£2,000,000
Traffic Management and Road Safety	Spending less on traffic management and road safety schemes (such as road markings and small safety schemes)	£1,250,000
Waste Management	Efficiencies in waste disposal costs from increased recycling levels and invest to save projects with districts	£1,600,000
Rationalisation of staffing structures	Reduction in staffing costs across the Department	£668,000
Smarter Travel	Reduction in staff mileage costs, reduction in number of vehicles and efficiencies in home to work transport costs	£276,000
Street lighting	Part night lighting and de-illumination of road signs to save energy costs	£50,000
	"Burn to extinction" – remove general maintenance budget and re-prioritise repairs programme	£775,000
Permit scheme and parking services	Increased income on a range of parking and highways related services	£380,000
Housekeeping and general budget savings	Reductions in back office budgets and general efficiencies across the Department	£310,000
Training	Reduction in staff training budget to reflect reduction in staffing levels	£30,000

Information in relation to the following are included as appendices:

• Estimate Revenue Budget	Appendix 1
• Financial Regulations - Routine or Consumable Items	Appendix 2
• Countryside Services Improvement Programme	Appendix 3
• Derelict Land Reclamation and Regeneration Capital Programme	Appendix 4
• Waste Management Capital Programme	Appendix 5
• Local Transport Capital Programme	Appendix 6
• Departmental elements of the Corporate Strategic Risk Register	Appendix 7

Chapter 3

Economic Regeneration

The Economic Regeneration function will strive to make Derbyshire a more prosperous, better connected County that creates and sustains jobs, provides a skilled and confident workforce, attracts investment and supports the Council priority of an increasingly resilient and competitive local economy, improving the quality of life for all Derbyshire residents.

The Government continues to use Local Enterprise Partnerships (LEPs) as the focus for delivering economic growth at local level with funding streams increasingly being channelled through LEPs - most notably the Growing Places Fund, the £2bn Single Growth Fund and the EU Structural and Investment Fund.

Derbyshire is influenced by both the Derbyshire/Nottinghamshire (D2N2) and Sheffield City Region (SCR) LEPs and, both organisations are developing Strategic Economic Plans for their respective areas which will identify specific priorities for investment and economic growth.

Working alongside partners in the Derbyshire Economic Partnership (DEP) and supporting the LEP agenda, the Derbyshire Economic Strategy Statement (DESS) will be published in early 2014 setting out how the county can contribute to growth and what the economy needs to fulfil this ambition. Alongside the Strategy, the Local Economic Assessment will be published in early 2014 and will provide the baseline intelligence required to support policy development and identify the interventions required to support growth at county and regional levels.

The Regional Growth Fund (RGF) is a £2.6bn fund aimed at supporting projects and programmes that lever in private sector investment to create economic growth and sustainable employment which is available to 2016. Both LEPs have accessed RGF successfully to establish business support schemes, either directly or through partners. The Derbyshire Economic Partnership (DEP) has been successful in securing £3m of RGF Round 4 funding to deliver the Global Derbyshire Small Business Support programme launched in November 2013 aimed at helping small business grow, collaborate, innovate and export.

County Council resources will be focussed on supporting both DEP and Council regeneration priorities, pump priming key projects wherever possible and leveraging external funding to support delivery, helping offset the severe financial challenges facing the Council.

Opportunities to promote the economic growth of Derbyshire need to be maximised through a pro-active approach to international relations, either through partner activity (eg trade missions) or formal twinning arrangements. The successful 15th anniversary twinning

celebrations with Toyota City has renewed the special relationship and we will look at new ways of collaborating for mutual benefit, especially in the three areas of economy, tourism and the environment.

Access to super-fast broadband is critical to business and developing enterprising communities. The Council has now signed a contract with BT to deliver superfast broadband to over 95% of Derbyshire premises and minimum universal commitment of at least 2mb to all, by 2016. Roll out of the infrastructure has commenced whilst business support activities are being delivered to build demand and make the case for broadband as fundamental to growth. Future activity to support this agenda will be discussed with D2N2 LEP moving forward to build upon existing momentum.

Following the successful delivery of the nationally recognised Apprenticeship Grant for Employers (AGE) scheme to 16-17 year olds, the Council is currently working alongside the National Apprenticeship Service (NAS) to deliver AGE Phase 2 providing a “top up” grant to Derbyshire firms taking on an apprentice. Work is continuing to ensure the Council’s education services are tuned into the economic agenda and the future needs of employers especially with regard to careers advice, work experience and employability skills.

The key priorities for the Economic Regeneration function that supports and helps deliver **a Derbyshire that works** are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities.

Economic Regeneration

- Develop and implement an economic strategy for Derbyshire to focus effort on priority actions
- Ensure best use of resources by maximising income from external funding sources to support key projects and programmes across the county
- Develop and facilitate the delivery of Regional Growth Fund programmes to maximise benefits for Derbyshire businesses
- Work with partners through the Derby and Derbyshire joint committee arrangements to deliver shared objectives for securing economic growth
- Undertake a governance review of D2 strategic delivery arrangements, in partnership with the LEP, N2, the DEP and other organisations, to ensure the arrangements are fit for the future and maximise access to all external funding streams
- Work with partners to provide strategic support to businesses in traditional and developing industries such as the visitor economy, creative industries, heritage, food and drink and high tech manufacturing sectors
- Facilitate economic growth across Derbyshire by providing a comprehensive, joined up approach to development and regeneration through strategic land assembly, strategic planning and infrastructure delivery
- Develop the green technology sector and provide support to businesses to reduce their future energy costs
- Promote and protect the Derwent Valley Mills World Heritage Site and lobby for World Heritage Site status for Creswell Crags
- Use our assets to promote events such as the 2015 Derbyshire Year of Culture and the Tour de France Summer of Cycling and ensure these leave a lasting legacy in the county
- Lead development of the Derbyshire Economic Strategy Statement (DESS) and support the DEP Board in developing partnership services and structures through the Partnership Co-ordination Group and management of DEP staff resource

- Review the current Derbyshire Apprenticeship Grant for Employers (AGE) scheme and consider new approaches to promoting apprenticeships
- Develop new strategic approach to skills for young people including new approaches to employer engagement, careers advice and guidance, enterprise education and employability skills
- Lead the County Council's input to the D2N2 Local Economic Partnership and the development of its strategies and programmes.
- Seek to maximise the economic benefits of the HS2 proposals and mitigate any adverse economic impacts
- Liaise with neighbouring Local Economic Partnerships, most notably Sheffield City Region (SCR), on economic issues of relevance and importance to Derbyshire
- Develop and facilitate the delivery of existing and potentially new Regional Growth Fund programmes to maximise benefit for Derbyshire businesses
- Support the delivery of existing and future rural development programmes, including those related to European funding
- Provide renewed focus on influencing and promoting economic factors and interventions across mainstream services provided by the County Council, including the consideration of spatial planning in strategy development
- Support the development of the 200 acres Markham Vale Business Park, focussing on inward investment, aftercare and employment and maximising the benefits of Enterprise Zone status through the Sheffield City Region
- Support the development of the County Council's employment portfolio to ensure it remains fit for purpose to meet market conditions and stimulate growth
- Manage the development and delivery of Digital Derbyshire programme through the Strategic Management Board, in line with BDUK framework and leading active implementation to encourage take up
- Lead the implementation of the Local Broadband Plan with particular focus on demand stimulation, business support, transformation and embedding the benefits of broadband
- Complete the delivery of the Apprenticeship Grant for Employers (AGE) Phase 2 scheme and support the development of demand focussed initiatives for schools and colleges to enhance employability
- Lead strategic development of the Visitor Economy for the D2N2 area and promote tourism to and across the County through active partnership with the Destination Management Partnership and other key partners
- Develop the Food and Drink programme and support continued development of a sustainable model for future delivery
- Revisit and develop the "One Shop Derbyshire" concept as a focus to support high street revitalisation in urban centres, market towns and villages
- Promote the use of free, fast and reliable broadband services, including WiFi and access to ICT facilities in communities through our network of libraries, Buxton Museum and the Derbyshire Record Office
- Support the Lowland Derbyshire and Nottinghamshire Local Nature Partnership (LDN LNP) in Promoting that there is NO fundamental conflict between what is good for business and what is good for the Environment by highlighting that the environment should be a driver for business growth, not a barrier – "Green Business is Good Business"

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 298	Number of new apprenticeships created (Economy, Transport and Environment Department)	9 no.	Tbc	Tbc	A Derbyshire that works – A skilled and confident workforce
ESLP 543	Number of Derbyshire businesses receiving support from DCC AGE schemes	180 Phase 2	Tbc	Tbc	
ESLP 557	Percentage of care leavers in education, employment or training	Tbc	Tbc	Tbc	
ESLP 558	Percentage proportion of working age population qualified to Level 4 of higher	Tbc	Tbc	Tbc	
ESLP 545	Percentage of households and businesses taking up superfast broadband	Tbc	Tbc	Tbc	A Derbyshire that works – A strong economy
ESLP 546	Number of inward investment enquiries resulting in positive outcomes* (*outcomes to be clearly defined)	30	30	30	
ESLP 547	Number of businesses supported through advice, guidance and signposting	80	80	80	
ESLP 548	Total number of jobs created/retained as part of economic regeneration or planning and development activities	Tbc	Tbc	Tbc	
ESLP 549	Value of funding levered in for every pound invested (gearing)	Tbc	Tbc	Tbc	

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 559	Vitality of town centres – commercial property occupancy rates as measured by business rates	Tbc	Tbc	Tbc	A Derbyshire that works – A strong economy
ESLP 560	% - Overall employment rate (working age population)	Tbc	Tbc	Tbc	
ESLP 64a	To operate and contribute to Conservation Area grant aid schemes to achieve converted or upgraded employment floor space in partnership with English Heritage, Heritage Lottery Fund and District Councils	660 m ²	880 m ²	1,100 m ²	A safer Derbyshire – Sustainable and green communities
ESLP 64b	To operate and contribute to Conservation Area grant aid schemes to achieve converted or upgraded housing floor space in partnership with English Heritage, Heritage Lottery Fund and District Councils	480 m ²	460 m ²	800 m ²	

Markham Vale Project

Markham Vale is the County Council's flagship regeneration project and in 2013 was awarded Enterprise Zone status. As well as working closely with the Council's private sector development partner, Henry Boot Developments Ltd to attract further investment and employment opportunities, the Council focusses on delivering new infrastructure, creating development plots, environmental and landscape improvements, continued site management and the supply side to ensure local people are ready to take up the new jobs.

The design and construction phases are delivered through a mixture of in-house and external resources across a range of disciplines comprising engineers, property surveyors, regeneration specialists, lawyers, architects etc. The aim of this multi-disciplinary team is to be proactive and responsive to the needs of prospective businesses wanting to locate at Markham Vale. This extends beyond design

and construction of premises to include commercial business support including helping businesses recruit local people into the new employment opportunities through the Markham Vale Workforce Recruitment & Training Service (WRATS). On-going management and maintenance of the site will ultimately be financed through a Site Facilities Charge levied on all new businesses and delivered through a range of public/private sector resources, including the Markham Vale Land Services (MVLS) team, a partnership arrangement with the Adult Care Department, whereby adults with a range of learning disabilities are provided with supported training.

A Liaison Committee, comprising representatives from the local communities, continue to meet on a regular basis in order that updates and feedback can be exchanged. A Community Working group has been established to assist in the delivery of a Mining Memorial as part of the Markham Vale Public Arts Strategy.

The recent announcement of the proposed route for HS2 through Markham Vale is requiring a review of the site's development programme, but the project remains on track to deliver its original target of new and safeguarded jobs to the area. Already there are 13 businesses successfully operating on site, with a further 7 premises either under construction or at detailed planning stages.

Funding avenues continue to be sought to enable further serviced development plots to be brought forward; the announcement in February of £14.2m investment from the EZ Capital Fund is welcome. The project team are working with partners to secure this indicative allocation to develop the Seymour phases to open up the northern part of the site; the bid also includes the provision of speculative office accommodation within 2014/2015. Discussions are on-going with the two Local Enterprise Partnerships, D2N2 and SCR, to secure a further £7.56m of Local Transport Board (LTB) funding to enable the completion of the Seymour Link Road in 2015/2016.

In addition, the successful Markham Vale Environment Centre will be extended during 2014 with support from ERDF, creating more capacity for business growth within the flagship facility. Further funding opportunities are being explored to deliver other environmental and landscape improvement works.

The Marketing Strategy for the project is regularly reviewed in order to ensure that marketing is targeted at the right economic growth sectors. In January, the Markham Vale website was refreshed followed by the publication of new marketing brochures in February. Specialist consultants will be commissioned to prepare a branding theme for Markham North as the Seymour phases of the project are now being brought forward. The benefits to businesses of investing at Markham Vale will continue to be marketed across all sectors and specifically targeted at identified growth industries whether regionally, nationally or internationally.

The key provision for the Markham Vale project that support and help deliver **a Derbyshire that works** are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities.

- Secure a funding package for the future delivery of the Seymour development plots and the Seymour Link Road
- Deliver the site remediation and construction phase of the Seymour development plots and utility provision
- Deliver the widening of Erin Road and demolition of redundant structures

- Develop a detailed programme of works for the Seymour Link Road
- Develop a detailed design and programme for the landscaping of the North Tip
- Develop a programme for the delivery of key art installations
- Complete the construction of new buildings for businesses already secured
- Secure planning and commence construction of the 180,000 sq. ft. of speculative new buildings
- Deliver a design and build package and construction phase of the Phase 2 Environment Centre
- Continue to market and promote Markham Vale to secure new business investment and the creation of new employment opportunities
- Continue to work with partners and businesses to secure employment for local people
- Continue to work with and support local communities in improving the landscape and environment and improved access in and around Markham Vale
- Secure the provision of utility services and infrastructure to meet future development needs

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 52	No. of jobs created at Markham Vale Business Park to date	1,000 no.	1,800 no.	3,000 no.	A Derbyshire that works - A strong economy
ESLP 561	Level of external investment levered into Markham Vale to support development	Tbc	Tbc	Tbc	

Chapter 4

Planning

Building a strong economy that creates jobs, grows businesses and provides a future for the County's young people is implicit in the work the Department undertakes in relation to the Planning function. With statutory responsibility for land use planning, strategic planning, local plan preparation for minerals and waste, and development control in respect of minerals, waste and Council development applications, it ensures that every suitable opportunity is taken to help deliver sites for businesses and the infrastructure needed to support a strong local economy. This area of work reflects the vital need to help create jobs and growth whilst protecting and enhancing communities, the natural and built environment, now and for the future.

The key priorities for the various functions that support and help deliver a sustainable planning service are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities.

Planning Service

- Work with local planning authorities and developers to secure well-located, high quality, accessible, safe and socially inclusive developments
- Prepare the Draft Waste Plan for public consultation by summer 2014, which will set out a detailed planning strategy for delivering a comprehensive network of sustainable waste management facilities in suitable locations up to 2030. This Plan will reflect how the County Council will respond to the Government agenda for modernising planning, including the Localism Act, National Planning Policy Framework and the Growth & Infrastructure Bill
- Prepare the Draft Minerals Plan for public consultation by spring 2014 that will set out the strategy to manage the availability and extraction of minerals to ensure they are available at the right time to supply the economy up to 2030. This Plan will also reflect the Localism Act, National Planning Policy Framework and the Growth & Infrastructure Bill. This will include draft approaches to topical issues such as "fracking"
- Review and update the Derbyshire Infrastructure Plan and Protocol, with partners, for maximising and targeting developer contributions from development in the County, to assist in the provision of necessary infrastructure to improve the quality of life for the people of Derbyshire
- Further develop the land use data and monitoring systems to deliver evidence based policy development, plan making and partnership working to actively promote sustainable economic growth with the District and Borough Councils
- Deliver a fast, efficient and high quality service for dealing with applications for planning permission that operates in a business-friendly manner but fully involves communities in all important decisions
- Provide data regarding future flood risk, historic events and ground conditions to ensure future development is at minimum risk of flooding and is developed in a sustainable manner

Low Priorities:

- Review historic planning applications to allow the removal of schemes now never likely to go ahead
- Respond to District/Borough Councils on planning application consultations of a non-strategic scale
- Respond to national and regional level research projects and consultations on matters that do not relate to local priority issues

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
DS22-03a	Percentage of minor County Council development planning applications determined within 8 weeks	90%	90%	90%	A Derbyshire that works – A strong economy
DS22-03b	Percentage of major County Council development planning applications determined within 13 weeks	80%	80%	80%	
ESLP 557	Value of developer contributions secured to deliver infrastructure in Derbyshire (revenue and capital)	Tbc	Tbc	Tbc	

Chapter 5

Transport

An efficient transport network that is accessible to all Derbyshire residents is essential to developing a thriving economy and meeting the Council pledge of **a Derbyshire that works**. The Department will be responsible for the delivery of the economic, environmental and social objectives of the Council's transport vision by the successful implementation of the Local Transport Plan, through planning and providing an efficient transport network.

Reviewing and improving the road network of the County, particularly in Chesterfield and North East Derbyshire, will provide greater capacity and ease congestion at key points and allow development to occur and local businesses to prosper.

Residents and visitors to Derbyshire need good public transport services that provide convenient access to employment, education, health and leisure facilities, including accessible transport provision for those residents with disabilities. This will be the key driver in reviewing how public and community transport services are delivered in the County, both now and in the future.

The Department will work to maximise the opportunities afforded by HS2 and encourage inward investment. At the same time, it will work to minimise the negative impacts of the proposed line on people and their homes, roads, canals and the Markham Vale development site.

The key priorities for the various functions that support and help deliver an efficient and effective transport system are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities. *(NB: Priorities in italics are taken from the Council Plan)*

Transportation Strategy

- Improve the A61 and associated road network to support the Waterside and Avenue regeneration projects and support the development of the Glossop spur and the Tintwistle bypass
- Open a new railway station in Ilkeston by December 2014 and support the development of other new railway stations such as Gamesley
- Maximise the economic benefits and mitigate against the potential adverse impacts of the HS2 proposals
- Develop key transport projects to an appropriate state of readiness to match to funding opportunities and make successful bids for funds
- Make walking and cycling a more appealing choice for short distance trips to schools, workplaces and leisure

- Develop a programme for refreshing the County's transport strategy, including a review of carbon emissions from the local road network
- Refresh priorities for major transport infrastructure and initiate preparation work
- Reduce the number of people killed or seriously injured by delivering a programme of focussed schemes
- Promote smarter choices agenda to work places, schools and other organisations
- Ensure the Tour de France will help create a lasting legacy, maximising the opportunities not only for the present but also for the short and long term, with particular emphasis on economic regeneration through, for example, increased tourism and providing the cornerstone for Derbyshire to be seen as one of the key cycling destinations in the UK

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESBV 99 (x)	Number of people killed or seriously injured in road accidents	371 no.	348 no.	325 no.	A Derbyshire that works – Well connected communities
ESBV 99 (Z)	Number of people slightly injured in road accidents	2,392 no.	2,365 no.	2,337 no.	

Technical Policy

- Review bus survey data collection methodology to support concessionary fares and bus network monitoring, including reporting quarterly bus punctuality for the developing bus punctuality partnerships
- Enhance the development of existing web based back office software to provide easily accessed, locally factored traffic flow data at a County level and to establish its use for strategic decision making in relation to highway maintenance, air quality and network management

Transport and Accessibility

- *Develop the b_Line scheme to include young people in training, apprenticeships and those seeking employment*
- *Work with bus companies to offer discounted fares for young people seeking work*
- *Undertake a review of spending on subsidised bus routes and investigate alternative options for public transport*
- Identify opportunities for the introduction of demand responsive transport and other non-conventional transport services, where they offer a viable alternative to traditional bus services

- Develop a longer term strategy for investment in highways and transport to maintain and, where possible, improve the condition of roads, pedestrian links, commercial transport and routes to workplaces
- Maintain an efficient, stable and effective bus network that is responsive to people's changing accessibility needs
- In conjunction with Adult Care and CAYA, pursue opportunities to achieve efficiency savings in the provision of both mainstream and special educational needs transport, and adult care transport, while maintaining a high level of service
- Identify opportunities for the introduction of demand responsive transport and other non-conventional transport services, where they offer a viable alternative to traditional bus services
- Merge the separate teams running Adult Care Transport and Special Needs Transport to meet future service needs, review services and make efficiencies, whilst maintaining a high level of service
- Implement revised conditions for passenger transport contracts to help ensure service standards are always realised on all of our supported services and introduce an effective monitoring regime to enforce those standards
- Introduce a new Transport Framework for all tendered work for specialist transport services in Derbyshire, improving standards of safety and training requirements

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
DS 122-01	Bus services running on time - Percentage of non-frequent services on time	84%	84%	84%	A Derbyshire that works – Well connected communities
DS 122-02	Bus services running on time - Excess waiting time of frequent services	0.4 minutes	0.4 minutes	0.4 minutes	
ESLP 496	User satisfaction with public transport information	51%	51%	51%	
ESLP 500	Cost of subsidy per passenger on County Council supported bus services	£1.28	£1.30	£1.32	

Chapter 6

Environment

Derbyshire covers an area of 2,625km² and has a varied natural landscape and built environment. Protecting and enhancing this environment for future generations is a key challenge for the Department which has to be balanced alongside the need to create jobs, promote the local economy and provide opportunities for business to develop and grow. The natural and built environment of Derbyshire is a significant asset that underpins the leisure, tourism and recreation industries. It is also an attraction to new businesses to locate in Derbyshire as well as contributing to the health and wellbeing of Derbyshire residents. Climate change and flooding are an increasing threat to local communities' viability and preparing and adapting for resilience will be key to a prosperous future.

The tourism industry is worth £1.24bn annually to the Derbyshire economy, supporting around 20,823 full time equivalent jobs. The County Council on behalf of D2N2 has been given lead responsibility for developing the Visitor Economy. A strategic review/assessment and action plan has been commissioned to focus future capital investment, by identifying key attractions and improving connectivity to increase visitor numbers and length of stay.

Working in partnership with various partner organisations including the National Park Authority, the Environment Agency, District/Borough and Parish Councils, schools and many other voluntary groups, the Department will work to protect and enhance the environmental qualities of Derbyshire's landscape, heritage and biodiversity. It will provide opportunities for schools to benefit from the environmental studies service and enable children of all ages to experience built and natural environment fieldwork. The County will continue to be promoted as a viable and sustainable tourist destination for residents and visitors to enjoy.

The key priorities for the various functions that support the delivery of a sustainable and resilient environment are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities. *(NB: Priorities in italics are taken from the Council Plan)*

Technical Policy

- *Take a lead on adapting to and mitigating the impact of climate change to make our economy, services and communities better prepared and resilient*
- Improve and record details of the many drainage systems present in the County, investigate their interaction and effect on flood risk and take steps to mitigate flood risk
- Review the County's Flood Maps for Surface Water to develop an understanding of Flood Risk to communities in Derbyshire and engage with the most at risk Parishes to develop a community approach to flood resilience and investigate potential schemes and associated funding to mitigate future risk

- Deliver an improved response to ordinary watercourse / surface water flooding
- Develop a SUDS Approving Body to meet the requirements of the Flood and Water Management Act 2010
- Produce SUDS local guidance that seeks to ensure that solutions respect local distinctiveness, landscape character, heritage and the natural environment
- Actively promote Catchment Studies and the use of Flood Defence Grant Aid / Local Levy grant funding to improve community resilience to the risk of Surface Water, Groundwater and Ordinary Watercourse flooding
- Review the effects of highway drainage / run off on the demands of the Water Framework Directive and set out a strategy to reduce the effects of pollutants such as oils, metals, rubbers and salts on the local water bodies

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 495	Percentage of gullies included in intelligent cleansing/reporting contracts	90%	100%	100%	A Derbyshire that works – Well connected communities

Countryside Service

- *Support and broaden a successful tourism industry by promoting the benefits of the countryside across the whole of Derbyshire.*
- *Work towards an integrated, well managed and inclusive rights of way and access network, through the implementation of the Rights of Way Improvement Plan - Statement of Action 2013-17 and the management of countryside sites and facilities.*
- Manage existing facilities to an agreed standard, promote and develop attractive, sustainable and safe countryside sites, Greenways and associated facilities
- Promote the use of sustainable modes of travel, including the County's Public Rights of Way and Greenways as means of promoting healthy living
- Promote awareness, use, enjoyment and understanding of the countryside, through participation, interpretation and promotion
- Implement the Managing Green Lanes Policy and monitor the annual action plan to underpin it
- Retain Green Flag status at Shipley and Elvaston Country Parks and Tapton Lock Visitor Centre
- Seek Local Nature Reserve status for countryside sites, where appropriate
- Provide opportunities for 3,000 volunteer days to support the service to protect and enhance the environmental qualities of our landscape, heritage, biodiversity and to contribute to access projects

- Provide a programme of Countryside Events to promote awareness, use, enjoyment and understanding of the countryside, through participation, interpretation and promotion
- Continue to develop a number of schemes to extend the Council's off-highway multi-user Greenway network to provide opportunities for improved walking and cycling links between communities, to link to local services and to provide improved safe routes to schools
- Deliver the Waterways Strategy in conjunction with partners

Low Priority:

- Direct work with schools, which will be achieved through other sections and organisations

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESBV 178	The percentage of the total length of rights of way in the local authority area, that are easy to use by the general public	72.5%	72.5%	72.5%	A Derbyshire that works – Well connected communities
ESLP 36	Number of visitors to Countryside Service Visitor Centres	200,000 no.	200,000 no.	200,000 no.	A safer Derbyshire - Sustainable and green communities
ESLP 296	Number of countryside volunteer days	3,000 days	3,000 days	3,000 days	
ESLP 307	Number of people attending cultural events held at countryside sites	9,000 no.	9,000 no.	9,000 no.	

Conservation and Design Service

- Work with Local Nature Partnerships to ensure that the value of the natural environment is embedded in local decision making
- Contribute to a sustainable countryside by protecting and enhancing the environmental qualities of our landscape, heritage and biodiversity
- Work with Property Services, preservation trusts, English Heritage and developers to secure long-term sustainable uses for key historic buildings
- Review and monitor the changing availability of heritage grant programmes and strive to realign the County Council's Historic Environment Grants budget to maximise potential heritage investment for Derbyshire
- Continue to offer opportunities for schools and other learner groups to benefit from the Derbyshire Environmental Studies Service and expand the opportunities for Derbyshire young people to engage, understand and participate in their built and natural environment and heritage (including involvement in Forest Schools) across the County and with partners
- Assist in the preparation of strategic planning documents (Local Plans) for minerals and waste to ensure that environmental issues relating to landscape, biodiversity and the historic environment are taken account of as part of a sustainable approach to strategic waste management and the allocation of mineral resources
- Work with the Countryside Service to encourage the long term sustainable use of our Countryside Sites for Forest Schools
- Continue to use and promote the 'Landscape Character of Derbyshire' publication as a strategic spatial framework
- Use landscape character to consider other aspects of the environment such as biodiversity and heritage as demonstrated by the Areas of Multiple Environmental Sensitivity (AMES) included in the Landscape Character of Derbyshire document
- Undertake environmental sensitivity mapping for the East Derbyshire Coalfield and Magnesium Limestone Plateau
- As lead partners in the Lowland Derbyshire Biodiversity Action Partnership, support the implementation and promotion of the new Lowland Derbyshire Biodiversity Action Plan (2011-2020)
- Work with the newly formed Derbyshire and Nottinghamshire Local Nature Partnership to promote and develop the Trent Valley Vision as one of its priority projects and investigate ways this approach to landscape led regeneration can be implemented in other areas of the County
- Provide strategic and development control planning advice on conservation and heritage matters to the County Council and its partners, including the provision of advice to the Derwent Valley Mills World Heritage Site Partnership
- Provide support and expert advice to the Creswell Heritage Trust in progressing the nomination of Creswell Crags as a candidate World Heritage Site
- Monitor and feed into the County Council's response to the developing HS2 proposals to help secure the best possible outcome for Derbyshire's landscapes and environmental assets
- Continue to maintain and develop the Historic Environment Record for the county as the essential information base for the conservation and management of the historic environment
- Explore opportunities to work in partnership to promote health and well-being and learning opportunities for young people using the built and natural environment through the Environmental Studies Service'

Low Priorities:

- Direct ecological support for new highway schemes
- Review the English Heritage 'Streets for All' guidance publication, with a view to extracting relevant content for inclusion in the Network Management Plan

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 48	To increase the number of settings involved in Forest School activities	225 no.	230 no.	235 no.	A safer Derbyshire – Sustainable and green communities
ESLP 301	Number of environmental education and learning opportunities delivered to young people across the County	2,800 no.	2,900 no.	3,000 no.	A Derbyshire that works – A skilled and confident workforce

Chapter 7

Highways

The County's highway infrastructure has a direct impact on the lives of all Derbyshire people, as well as those who visit or work within the County. This is essential to the economic prosperity of Derbyshire, providing access to work, health, education and leisure services. Maintaining the 3,280 miles of road and 2,800 miles of footway will help deliver the Council's pledge of creating **a Derbyshire that works** and will support the priority of building a strong economy that creates jobs, grows businesses and provides a future for our young people. In addition, the Department also supports the Council's pledge of **a Safer Derbyshire** by promoting road safety and implementing highway schemes to reduce the toll of road casualties.

Reviewing the condition of the County's road and pavement network will be key to supporting the delivery of the above priorities and ensure that the highway is in a suitable and safe condition for all highway users including vehicles, pedestrians and cyclists. New developments will contribute to improvements to the transport network and the Department will endeavour to minimise their impact and encourage sustainable travel, creating conditions that support local economic growth.

In addition to normal structural maintenance of the highway network, the Department has responsibility for providing a winter maintenance and emergency service. The Council will review its current winter maintenance practices and procedures to ensure that they are sufficient to keep Derbyshire moving and minimise disruption to both local communities and the economy.

The key priorities for the various functions that support and help deliver a well maintained highway network are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities. *(NB: Priorities in italics are taken from the Council Plan)*

Highway Maintenance

- Review the condition of the County's roads, prioritising maintenance and repairs where appropriate
- Review the procedure and timescales for urgent repairs, reduce the number of repairs undertaken in 32 hours and implement the recommendations of the "Pothole Review"
- Maintain and manage the road network, including more than 5,500km of roads and pavements, 1,800 bridges and an estimated 930km of roadside retaining walls, making best use of resources and aiming to reduce burden on revenue budgets
- Construct a programme of targeted schemes to improve the condition of the highway network
- Develop a programme of works to meet the criteria and maximise the benefit of the exceptional maintenance funding of £4.030 million allocated by the Department for Transport to deal with highway deterioration associated with severe weather

- Continue the collection of base information to ensure a more efficient gully emptying programme and implement revised standards, where information is already available
- Implement a permit system for highway openings
- Introduce measures to reduce the total number of highway insurance claims received

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
DS 130-01	Principal roads where maintenance should be considered	3%	3%	3%	A Derbyshire that works – Well connected communities
DS 130-02	Non-principal roads where maintenance should be considered	10%	10%	10%	
ESBV 224b	Percentage of unclassified road network where structural maintenance should be considered (CVI or DVI)	16%	16%	16%	
ESLP 18a	To increase the number of residents satisfied with the condition of roads and pavements	58%	58%	58%	
ESLP 20	Percentage of category 1 defects completed in 5 days	Tbc	Tbc	Tbc	
ESLP 444	Percentage of category 1 defects completed in 32 hours	90%	90%	90%	
ESLP 491	Number of insurance claims repudiated	Tbc	Tbc	Tbc	
ESLP 521	Percentage of category 1 defects completed in 28 days	Tbc	Tbc	Tbc	
ESLP 509	Percentage of Category 1-4 footways with condition data	100%	100%	100%	

Maintenance and Construction

- Undertake an urgent review of the condition of roads and pavements in the County and develop a strategy for repair priorities and techniques to be used
- Undertake a review of winter maintenance practices
- Deliver a programme of construction and maintenance schemes to improve the condition of Derbyshire's highways and bridges
- Deliver a 24 hour emergency response service for incidents within the highway
- Deliver a rapid response service to repair the highway, as requested
- Deliver a winter maintenance service to ensure, wherever possible, that the designated highways of Derbyshire are maintained free from ice and snow
- Complete the Capital Schemes Programme for 2014/15

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 158	Percentage of the capital schemes programme delivered by Maintenance and Construction Operations on time and within budget	100%	100%	100%	A Derbyshire that works – Well connected communities

Design Consultancy (including Structures, Contract Management, Highways and Reclamation)

- Continue to deliver design and supervision services through the LTP programme and other capital funded programmes (such as LTB,D2N2,ERDF) to improve the condition of Derbyshire's highways and bridges
- Continue to deliver design and supervision services to the Markham Vale project, including highways, structures and reclamation projects
- Provide a design and supervision service for the Department and external clients to assist with the economic regeneration of Derbyshire
- Commence the construction of the first phase of the Seymour Link Road
- Continue work on site for the remediation of the Grassmoor Lagoons
- Deliver design and supervision services to further the restoration of Derbyshire's canal network, in line with the Derbyshire Waterways Strategy

- Manage and maintain bridges and other highway structures to ensure they are safe to use and, wherever possible, fit for purpose
- Undertake comprehensive inspection regimes of all our bridges and other highway structures
- Monitor the ability of all bridges to carry the loads imposed upon them and continue to reduce the number of bridges that do not meet the Highway Authority's load carrying capacity

Low Priorities:

- Installation of new infrastructure where a high degree of cost benefit cannot be demonstrated
- Maintenance and investment in areas of very low usage

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 21	Percentage of total bridge stock that does not meet the Highway Authority's load carrying capacity	5.27%	5.18%	5.08%	A Derbyshire that works – Well connected communities
ESLP 163	Percentage of capital schemes programme delivered by Structures and Contract Management	100%	100%	100%	
ESLP 61	Hectares of brownfield land reclaimed	95 ha	105 ha	115 ha	A safer Derbyshire – Sustainable and green communities

Development Control

- Ensure that, where reasonable and practicable, projects positively contribute towards the safe, efficient and sustainable operation of the highway and transportation network and the Council's identified network improvement aspirations
- Exploit opportunities to maximise, target and where possible, accumulate justified infrastructure and financial developer contributions through forward planning and planning application consultations, both independently and via the County Infrastructure Plan
- Improve continuity of advice regarding the design and construction of new street works between the planning and implementation stages
- Help to bring forward economic development by efficient delivery of new streets and development related highway improvement works adoption processes, whilst seeking to protect the Highway Authority's interests in terms of highway safety, street maintenance, quality and fitness for purpose

Traffic and Safety

- Maintain and, wherever possible, improve facilities for pedestrians and cyclists as part of an enhanced Green Infrastructure network to enable and promote a safer, healthier and sustainable travel option
- Support the development of a cycling culture in the County, using the traffic free trails and promotion of Cycle Derbyshire
- Continue to work in partnership to reduce the number of people killed or seriously injured on Derbyshire's roads
- Continue to implement measures to reduce collisions and mitigate the effects of collisions where they occur
- Take a more considered approach to new infrastructure and its relevance to road safety and the management of the network
- Continue to promote traffic schemes and initiatives to minimise the effects of traffic congestion, in order to improve accessibility and protect the environment
- Provide effective enforcement to ensure parking compliance where it is most appropriate for safety and parking management reasons. Good turnover of short stay parking can also be beneficial to the economy and good compliance with parking restrictions is an essential consideration
- Better manage and co-ordinate on-street parking to help reduce congestion, improve safety in association with civil parking enforcement and key stakeholders in order to support the local economy and prosperity of the County
- Utilise budgets effectively to improve the energy efficiency of relevant highway assets to reduce costs and CO2 emissions
- Carefully manage the effects of road works on the network to minimise congestion and any effects on local businesses, in order to meet and exceed the Authority's responsibilities under the Traffic Management Act

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESBV 99 (x)	Number of people killed or seriously injured in road accidents	371 no.	348 no.	325 no.	A Derbyshire that works – Well connected communities
ESBV 99 (Z)	Number of people slightly injured in road accidents	2,392 no.	2,365 no.	2,337 no.	
ESLP 309	To achieve a single visit solution to all traffic signal faults	87%	87%	87%	
ESLP 504	Percentage of drivers that are compliant with parking restrictions	Tbc	Tbc	Tbc	A Derbyshire that works – Well connected communities

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 505	Percentage of casualty reduction schemes implemented 3 years ago which have resulted in a reduction in collisions	Tbc	Tbc	Tbc	
ESLP 556	Percentage of responses to signal faults within the allocated timescale	95%	95%	95%	

Technical Policy

- Facilitate and promote an Asset Management approach to Cyclic Maintenance for all assets
- Develop a multi scenario approach to highways maintenance scheme prioritisation, based on condition surveys, hierarchy and local requirements
- Support the development of the Roadworks Centre to include works ordering, scheduling and resourcing, financial monitoring, plant hire monitoring and the provision of web based information on works in progress
- Develop and maintain the road hierarchy to support maintenance prioritisation, leading to a vibrant, economic and well-connected place to live

Commercial Services

- Explore ways of further reducing carbon emissions within the Council and implement innovative plans to reduce the energy use of our street lights
- Identify invest to save opportunities with renewable energy technologies
- Utilise spare service area resource capacity to carry out external works and generate income to support front line service provision
- Continue to manage through structural inspections, risk assessment, reactive safety actions and available budgets, the removal and replacement of defective street lighting columns
- Utilise risk assessment priorities for managing lighting fault repairs within available budgets
- Develop with Highways Management the role of the Council's Highways Laboratory, assisting with improving the whole life cost of highway asset maintenance and specification compliance by all organisations carrying out works on the highway network

- Investigate and develop cost effective joint service provision with other local authorities and external organisations
- Review street lighting policies to reflect annual budget outcomes and to promote reduced CO₂ solutions and better whole life costing
- Continue to provide and deliver high quality fleet management services to internal and external customers
- Monitor and manage the Derbyshire Police Vehicle Maintenance Contract to ensure predicted financial returns are achieved
- Liaise with departmental stakeholders, develop and provide fleet management information to enable them to; reduce fleet operational costs, reduce CO₂ emissions, manage Occupational Road Risk and ensure continuing operational and legal compliance of fleet vehicles and drivers
- Explore networking and joint working arrangements with Borough/District Councils and other similar organisations to identify potential business opportunities to utilise any spare capacity in transport workshop operations caused by budget reductions impacting on the number of Council vehicles utilised

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 27b	The percentage of street lights working at any given time	90%	80%	70%	A Derbyshire that works – Well connected communities
ESLP 518	The percentage of residents satisfied with the speed of a repair of a street light	55%	50%	40%	
ESLP 553	The average number of days taken to repair a fundable risk assessed street lighting fault	5 days	6 days	7 days	
ESLP 26	Average cost of a working street light	£45	£55	£65	A Derbyshire that works – A strong economy
ESLP 554	Total CO ₂ generated from street lighting asset usage	17,000 tonnes	16,000 tonnes	15,000 tonnes	A safer Derbyshire – Sustainable and green communities

Chapter 8

Waste

The Department will contribute to providing a Safer Derbyshire that is green and sustainable, both now and in the future, by ensuring municipal waste collected by the District / Borough Councils and at Household Waste Recycling Centres is effectively managed, so reducing the amount sent to landfill. The Waste Management Service will work in partnership to promote waste reduction and encourage reuse and recycling initiatives.

The key priorities for the various functions that support and help deliver an effective Waste Management Service are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities. *Following changes in legislation the term “municipal waste” has been replaced with the term “Local Authority Collected Waste (LACW)”. All references to “municipal waste” should be interpreted to be “Local Authority Collected Waste (LACW)”.*

Waste Management Service

- Encourage recycling and through the implementation of a sustainable waste management strategy reduce the amount of waste sent to landfill
- Ensure former landfill sites are managed in accordance with best practice guidance and legislative requirements
- Implement further improvements in municipal waste recycling/composting performance to work towards the Derbyshire Joint Municipal Waste Management Strategy recycling/composting target of 55% by 2020
- Reduce the amount of waste sent to landfill to mitigate against the increasing cost of landfill
- Implement interim services to deal with residual waste until a long term sustainable waste treatment solution is developed, to help the Council divert waste from landfill to mitigate the Council's exposure to the costs of escalating landfill tax and to reduce environmental impacts
- Work in partnership with Derby City Council to deliver the joint waste contract to manage Derby and Derbyshire's municipal waste in a more sustainable way, reducing the amount of waste sent to landfill and the amount of CO₂ generated
- Develop and improve the municipal waste management infrastructure to aid further improvements in recycling and composting performance and customer service
- Ensure former landfill sites are managed in accordance with best practice guidance and legislative requirements
- In partnership with the District and Borough Councils, charities, voluntary and community groups deliver a range of waste prevention, reuse, recycling and composting initiatives including Love Food Hate Waste campaigns, the Eco Schools programme, furniture reuse projects and an effective marketing and communications plan to educate, raise awareness and change behaviour that minimises waste arisings and improves recycling performance throughout the County

- In conjunction with our partner organisations, complete the review of the Derbyshire Joint Municipal Waste Management Strategy, taking account of the Government's Waste Policy Review to ensure an effective framework is maintained for the long term sustainable management of Derbyshire's waste
- Complete construction and commence operation of a new in-vessel composting facility to aid further improvements in composting performance and diversion of biodegradable waste from landfill
- Work in partnership with corporate colleagues to quantify waste generated at County Council premises and to develop waste reduction, reuse, recycling and composting initiatives to help the Council divert this waste from landfill to mitigate the Council's exposure to the costs of escalating landfill tax and to reduce environmental impacts.

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
DS 82-01	Residual household waste per household	548 kg	Tbc	Tbc	A safer Derbyshire – Sustainable and green communities
DS 82-02	Percentage of household waste sent for reuse, recycling and composting	48%	Tbc	Tbc	
DS 82-03	Percentage of municipal waste landfilled	42%	Tbc	Tbc	

Chapter 9

Resources and Improvement

The Resources and Improvement Division supports the Department to deliver the Council Plan pledges through developing innovative solutions which help the County Council to continue providing essential services through tough financial times.

The key priorities for the various functions that support and help deliver the work of the Department are detailed below, together with the performance measures that will be used to determine the success or otherwise of the priorities. *(NB: Priorities in italics are taken from the Council Plan)*

Finance

- Provide strategic management of the Department's revenue and capital budgets
- Monitor and deliver budgets in line with the Council's Strategic Financial Plan and departmental 5 Year Plan
- Develop annual budgets, including identification of budget pressures and potential areas of efficiency
- Ensure departmental budget cuts are achieved to meet the 2014/15 targets
- Update budgets in SAP to reflect the outcome of service reviews and align budgets with expenditure

Human Resources

- *Develop other mechanisms for staff engagement*
- *Identify opportunities for staff to develop and use their skills more fully*
- Provide strategic HR advice to the Department
- Continue to embed good practice in relation to equality and diversity across the Department
- Manage departmental health and safety services
- Undertake strategic workforce planning alongside a new learning and development strategy
- Support the implementation of organisational change resulting from budget cuts/efficiencies, including restructuring and the co-ordination of staff reduction and redeployment exercises
- Design and implement leadership and management development programmes to equip departmental managers to meet current and future challenges and changing working practices
- Support the Department to provide people from disadvantaged groups with paid employment
- Maximise apprenticeship and work experience opportunities throughout the Department

Performance and Engagement

- *Develop an outcomes-based performance system*
- Produce and monitor the departmental requirements of the Council Plan and the Service Plan/Business Plans, with a review/refresh on an annual basis
- Continue to support and develop the organisation's approach to Environmental Sustainability, making information and advice available to managers to help them achieve their departmental targets
- Develop a programme of consultation and engagement with stakeholders, citizens and staff on the services provided by the Department, using innovative techniques where appropriate
- Continue to provide an efficient Highway Search Service and assist with processing planning applications, searches and letters in a timely manner within the resources available and maintain the register of publicly maintainable highways, as required under Section 36(6) of the Highways Act 1980
- Provide a responsive business support function to the Highways Maintenance and Traffic and Safety Sections
- Continue to deliver high standards of customer care to members of the public and others (including colleagues from other services/department, partners and other organisations) in relation to highway related enquiries.
- Manage the departmental complaints service and ensure lessons learned are used to deliver service improvements
- Manage the ISO9001 based Quality Management System and expand the system across the Department
- Manage the Members Casework system for the Department, ensuring a high quality of service for members enquiries
- Manage and support the work of the Midlands Service Improvement Group, in order to enable member authorities to identify service improvements and efficiencies
- Identify and undertake innovative service redesign projects to deliver efficiencies and budget savings across the Department
- Review the Parish Council Winter Service Scheme and make recommendations on improvements
- Support the project management work of the Smarter Travel Programme, through the development and maintenance of key project management documentation, and researching and undertaking work on specific sub-projects to help deliver an additional £2 million of savings through Smarter Travel initiatives
- Investigate and implement ways in which grey fleet mileage can be reduced further through the use of a travel hierarchy, e-communication, pool cars

Low Priorities:

- Collection of data for indicators no longer relevant or required for the service

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 152	Percentage of Stage 1 complaints responded to within 10 working days	100%	100%	100%	A safer Derbyshire – Sustainable and green communities
ESLP 153	Percentage of Stage 2 complaints responded to within 20 working days	100%	100%	100%	
ESLP 555	Percentage of Member enquiries responded to within 10 days	100%	100%	100%	A Derbyshire that works – Well connected communities

Business Services

- Manage the Department's Access to Information statutory duties, including the co-ordination of Freedom of Information Act; Environmental Information Regulations; and Data Protection issues
- Provide a cost effective procurement function, including the provision of strategic and operational advice, to ensure the Department's compliance with Financial Regulations and appropriate County Council policies and procedures
- Lead and coordinate the Department's Document Management and Information Governance requirements, in liaison with information management and transformation service colleagues
- Maximise use of electronic communications media, including the website and Call Derbyshire
- Provide Highways Employee Training as required by Operational Management and ensure all training interventions represent best value and at all times provide employees with the skills required to carry out their role to a high standard and in conformance with legislative requirements
- Manage and enable the co-ordination and monitoring of street works throughout Derbyshire
- Provide an effective out of hours service to support the co-ordination of highways services
- Provide administrative and technical business support and expertise to all Divisions of the Department
- Provide regulatory support and advice to ensure the County vehicle fleet is maintained and legal compliance adhered to
- Lead, co-ordinate and support the implementation of major corporate initiatives including accommodation rationalisation and EDRM
- Recover all income in relation to Section 74 claims for road openings in the event of non-compliance with agreed timescales
- Support delivery of a Highways Competency Scheme and Roadworks Centre

Low Priorities:

- Provision of small teams dedicated to specific services
- Provision of administrative processes that can be carried out more effectively through changes in working practices

Ref No	Indicator description	Target 31/03/2015	Target 31/03/2016	Target 31/03/2017	Contributes to Council Plan priorities
ESLP 156	Percentage of FoI/EiR requests responded to within 20 working days	100%	100%	100%	A safer Derbyshire – Sustainable and green communities

ICT Business Relationship Management

- Provide strategic information management and ICT advice and leadership for the Department
- Identify, communicate and manage corporate initiatives, including information security and governance
- Ensure business requirements are fed into the Council's ICT Strategy
- Ensure the Department benefits from technological advances to increase service efficiency
- Ensure that the business benefits of corporate ICT initiatives such as Windows 7 and EDRM are realised
- Identify and programme departmental ICT projects, such as implementation of Single Asset Management System
- Develop a programme of ICT systems replacement, ensuring that the overall cost of software use is minimised
- Explore the opportunities for core systems expansion to realise savings and/or increased efficiencies

Economy, Transport and Environment Department

Service Plan 2014-15 Appendices

**Mike Ashworth
Strategic Director**

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ECONOMY, TRANSPORT & ENVIRONMENT CONTROLLABLE BUDGET 2014/15

Service Area	Employee Related	Premises Related	Transport Related	Supplies & Services	Payments to Third Parties	Transfer Payments	Unallocated Budgets	Controllable Recharges	Gross Budget	Income	Grants	Net Budget
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Departmental Management Team	657	0	9	3	0	0	0	2	671	0	0	671
Commercial Services	2,132	272	1,756	261	60	0	0	-5,045	-564	-1,435	0	-1,999
Markham Employment Growth Zone	202	159	4	192	28	0	0	43	628	-135	0	493
Highways Area Management	7,614	1,570	-276	7,797	5,607	0	0	3,017	25,329	-2,489	0	22,840
Transport & Technical Policy	4,048	24	175	1,671	24,311	0	0	-221	30,008	-7,886	0	22,122
Waste Management	557	151	22	593	35,765	0	0	21	37,109	-1,724	0	35,385
Countryside Services	2,374	200	72	502	164	0	0	295	3,607	-868	0	2,739
Conservation & Design	451	21	13	87	0	0	0	-6	566	-13	0	553
Planning Services	1,109	0	21	73	0	0	0	11	1,214	-234	0	980
Regeneration	424	0	20	589	0	0	0	0	1,033	-8	0	1,025
Derwent Valley Mills World Heritage	200	0	2	14	0	0	0	0	216	-42	0	174
Unallocated Budget	0	0	0	0	0	0	-7,339	0	-7,339	0	0	-7,339
Resources & Improvement:												
- Finance	398	0	1	4	0	0	0	2	405	0	0	405
- HR (inc training)	504	0	3	8	0	0	0	22	537	-4	0	533
- ICT	60	0	0	0	0	0	0	1	61	0	0	61
- Performance & Engagement	639	0	3	21	0	0	0	4	667	-465	0	202
- Other Business Support	2,285	3	25	451	0	0	0	-53	2,711	-89	0	2,622
Total	23,654	2,400	1,850	12,266	65,935	0	-7,339	-1,907	96,859	-15,392	0	81,467

Note: This is subject to change due to re-allocation of budgets including cuts.

Financial Regulations – Under the Council's Financial Regulations the Strategic Director has delegated authority to incur expenditure on routine or consumable items as identified in the Service Plan. Routine or consumable expenditure is defined as: "revenue expenditure" which could reasonably be regarded as necessary for the purpose of supporting the aims, objectives and priorities in the Department's Service Plan. Examples include general office expenditure, computer software and maintenance, utility costs, vehicle hire, training courses, together with service specific headings.

The list of resources required to deliver the revenue and capital service and works programmes, which are classified as routine or consumable items for placing orders in compliance with Financial Regulations is as follows:

1	Construction Materials – including aggregates, concrete and surfacing materials, concrete and drainage products, signs, signals and street furniture, street lighting equipment, safety barriers and fencing
2	Road salt
3	Health and Safety Equipment including PPE
4	Small plant, tools and equipment
5	Hire of construction plant and equipment including lorries, excavators, surfacing machines, surface dressing plant, winter maintenance plant, compressors and breakers, pumps, access equipment, small plant and hand tools
6	Sub contract/Consultancy work carried off annual or term contracts
7	Printing, stationery, books, magazines, newspapers, periodicals, technical publications and legal documentation
8	Furniture and office equipment
9	Personal, tablet and hand-held computers, computer ancillaries and printers, computer software, licences and relevant maintenance, mobile telephony and accessories
10	Training courses, training materials and audio-visual aids
11	Specialist electronic data

Countryside Services Improvements Programme 2014-15 the Countryside Service programme of improvements is funded largely from a number of external sources, with the County Council providing a small amount of capital to 'pump-prime' the projects. The schedule of projects proposed for 2014-15, subject to funding being secured, is as follows:

Project	Aim of the project	Estimated Cost (£)	Electoral Ward
Major works to existing Rights of Way and Greenways			
Barlow RB69	Reopens the route	40,000	Dronfield West, Walton
Holmesfield B'way 51	Reopens the route	30,000	Dronfield West, Walton
Charlesworth B'way 43	Reopens the route	90,000	Glossop & Charlesworth
Curbar B'way 6	Improves accessibility of route	15,000	Derwent Valley
New Mills B'way 3	Improves accessibility of route	30,000	New Mills
Brampton B'way 73	Improves accessibility of route	68,000	Dronfield West, Walton
Derwent B'way 5	Improves accessibility of route	15,000	
Matlock F'path 18	Improves accessibility of route	16,000	Matlock
Work with Volunteers in the Peak Park Area	To maintain and easy to use network and allow local people to be involved in the work. Part funded by PDNP	40,000	Various
Implementation of Greenway Strategies			
Riverside Path Elvaston	Improves Access to Elvaston Castle Country Park	10,000	Aston
Besthill Quarry	Improves a section of a national trail as a tourist attraction	20,000	Glossop & Charlesworth
Mickleover Greenway	Solves flooding problems and keeps trail open	10,000	Etwall & Repton
Furniture & Signage	Easier to use Rights of Way network	60,000	Various
Work with local groups and volunteers	Easier to use Rights of Way network	30,000	Various
Findern Bridleway	Completes the upgrade of the route	10,000	Etwall & Repton
Archaeological Way Loop Routes	New local routes based on the trail	10,000	Various
Clowne Branch Line	Completed preparation work ready for construction in 2015-16	75,000	Bolsover North West & Whitwell, Barlborough & Clowne
Little Eaton Branch Line	Completed preparation work ready for construction in 2015-16	75,000	Breadsall & West Hallam, Horsley
Archaeological Way – Chatsworth Land	Land acquisition to fill a gap in the network	20,000	Scarcliffe
Jacksdale Bridge	Completed preparation work ready for construction in 2015-16	50,000	Alfreton & Somercotes
Pedal Peak II	Delivery of the DfT funded programme of new cycle routes in the Peak Park		

Project	Aim of the project	Estimated Cost (£)	Electoral Ward
Pennine Bridleway construction of route & maintenance			
Hayfield – The Intakes	Strategic link between PB and Pennine Way	20,000	New Mills
Pennine Bridleway - Dinting section	To construct a missing link in the trails. Part funded by Natural England	300,000	Glossop & Charlesworth
Countryside Site Improvements			
Sensory Garden – Elvaston Castle	Design work for increased access to the sensory garden	30,000	Aston & Melbourne
Toddlers playground – Elvaston Castle	Upgrade to existing equipment to meet modern safety standards and to provide a better play experience	20,000	Aston & Melbourne
Five Pits Trail	A well maintain facility for healthy living	30,000	Various
High Peak Trail – Sheep Pasture Incline	Reopens trail	200,000	Wirksworth
Cromford Canal Towpath	An easier to use trail	75,000	Wirksworth
Leabrooks Railway	Upgrade path to Greenway standard	100,000	Alfreton & Somercotes
High Peak Junction Wheel Pit	Restoration of heritage asset. Funded by HLF	36,000	Wirksworth
Work with Volunteers	To involve local people in the maintenance and development of sites, Rights of Way and local nature reserves	30,000	Various

Derelict Land Reclamation and Regeneration Capital Programme 2014/15				
Scheme Location	Description	Electoral Division	Total Scheme Cost £	Total
North Area				
Markham Vale	EZ Accelerator Scheme	Various	88,500,000	16,300,000
	Western Link Phase 2			
	Phase 2 Environment Centre			850,000
	Various phases of major regeneration project			245,000
Chesterfield Canal	Restoration of Canal at Renishaw	Renishaw	1,000,000	50,000
	Staveley Town Basin Phase 2	Staveley North	550,000	25,000
Westhouses Sidings	Surveys and design to develop a Greenway connecting the Silverhill and Blackwell Trails	South Normanton	150,000	25,000
Grassmoor Lagoons	Remediation of tar lagoons	Sutton	6,000,000	425,000
Archaeological Way	Surveys, designs and works for major new Greenway	various	631,000	631,000
Langwith Branch Line	Bridge deck removal		50,000	50,000
Clowne Branch Line	Design and construction of multi-user trail	Various	500,000	0
South Area				
Derwent Valley Greenway Ph1	Design and construction of multi-user trail	Matlock	100,000	100,000
Derwent Valley Greenway Ph 2	Design and construction of multi-user trail	Matlock	150,000	0
Little Eaton Branch Line	Surveys and design to develop a Greenway Trail	Erewash	140,000	0
Mineshaft Capping	Emergency Mineshaft capping	Various	30,000	30,000
Great Northern Greenway (Derby to Ilkeston)	Commence Phase 2 of multi-user trail on former railway adjacent to Broomfield College	Breadsall/West Hallam	1,000,000	220,000
Others				
Other Schemes	Minor works on substantially completed schemes	Various		50,000
SUB TOTAL				19,001,000
GRANT AND OTHER INCOME	Dept of Energy and Climate Change			400,000
	LTP			577,000
	EZ Grant			14,200,000
	HLF			96,000
	ERDF			811,000
	Others			5,000
	DCC Regeneration			317,000
	DCC Capital Receipt			0
	DCC Reclamation			325,000
	DCC Markham Vale			2,270,000
				19,001,000

Waste Management Service Capital Programme 2014-2015

Capital Scheme	Description	Estimated Total Cost of Project (£)
Redevelopment of Glossop HWRC & TLS	Improvement & enlargement of existing Household Waste Recycling Centre & Waste Transfer Station	£1,420,000
Arkwright In-vessel Composting Facility	Waste recycling and composting partnership project: the development of an in-vessel composting facility and associated collection infrastructure	£6,650,000 Expenditure to date £2,296,915
Proposed Waste Treatment Plant	£25 million set aside to fund the proposed waste treatment plant for the long term management of residual waste in the County.	£25,000,000

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	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 junction) Phase 2	Carriageway resurfacing	Bakewell	£70,000
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 including 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	£50,000
01	01	10	Brailsford	A52 Main Road (Shops to DDDC boundary) Phase 2	Carriageway Resurfacing	Ashbourne	£75,000

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	12	Oakerthorpe	A615 Dale Hill	Carriageway Resurfacing	Wingerworth & Shirland/ Ripley West & Heage	£65,000
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	19	Crowden	A6024 (Holme Moss)	Carriageway Patching	Etherow	£50,000
01	01	20	Various	A6 Corridor	Carriageway Patching	Various	£50,000
01	01	21	Barlborough	A619 (Barlborough to Whitwell)	Surface Dressing	Barlborough & Clowne	£110,000
01	01	22	Various	A511 Corridor	Carriageway Patching	Various	£50,000
01	01	23	Various	A609 Corridor	Carriageway Patching	Various	£50,000
01	01	24	Wadshelf	A619 (Chanderhill to Eastmoor)	Surface Dressing	Dronfield West & Walton	£85,000
01	01	25	Various	Various	Carriageway Surface Treatments	Various	£250,000
01	01	26	Whaley Bridge	A5004 (Market Street)	Surface Dressing	Whaley Bridge	£20,000
01	01	27	Langwith	A632 (Gildwells to Upper Langwith)	Surface Dressing	Bolsover South	£35,000
01	01	28	Killamarsh	A618 (Mansfield Road)	Surface Dressing	Eckington & Killamarsh	£20,000
01	01	29	Codnor	A610 Nottingham Road (Grenvoir Drive to HFST bed - omitting signal junction)	Surface Dressing	Ripley East & Codnor	£25,000

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	30	Various	A57 Corridor	Carriageway Patching	Various	£75,000
01	01	31	Various	A619 Corridor	Carriageway Patching	Various	£50,000
01	01	32	Ashbourne	A52 Derby Road/Painter's Lane, Phase2 (2013 surf dressing joint to Yeldersley Home Farm SMA joint)	Surface Dressing	Ashbourne	£50,000
01	01	33	Various	A61 Corridor	Carriageway Patching	Various	£50,000
01	01	34	Various	Various	Patching Prior to Surface Dressing (for summer 2015)	Various	£50,000
01	01	35	Buxton	A53 (St Johns Road)	Carriageway Patching	Buxton West	£100,000
01-01 Carriageway Maintenance - Principal Roads Total							£1,885,000

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	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

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	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	£80,000
01	02	06	Spire	Station Road (Corporation Street to Spar Lane)	Carriageway Resurfacing	Spire	£20,000
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	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	17	Dronfield	Cecil Road (Snape Hill Lane to bend)	Carriageway and footway resurfacing	Dronfield East	£30,000
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

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	24	Various	Various Sites	Carriageway Surface Dressing	Various	£1,930,000
01	02	25	Various	Various Sites	Patching prior to surface dressing	Various	£1,500,000
01	02	26	Ashover/Wingerworth	C21 Birkin Lane (A632 Spancarr to Malthouse Lane)	Carriageway Surface Dressing	Wingerworth & Shirland	£55,000
01	02	27	Furness Vale	Yeadsley Lane	Carriageway Resurfacing	Whaley Bridge	£25,000
01	02	28	Sawley	B6540 Tamworth Road (Lock Lane to Wilne Road)	Carriageway Resurfacing	Sawley	£70,000
01	02	29	Buxton	Mossley Road	Carriageway Resurfacing	Buxton West	£25,000
01	02	30	Etwall	C46 Willington Road (Main Street to Oaklands Road)	Carriageway Resurfacing	Etwall & Repton	£45,000
01	02	31	Buxton	Macclesfield Old Road (A53 to Anncroft Road)	Carriageway Resurfacing	Buxton West	£50,000
01-02 Carriageway Maintenance - Non Principal Roads Total							£4,510,000

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	£50,000
01	03	02	Heanor & Loscoe	Stainsby Avenue	Footway Resurfacing	Heanor Central	£60,000

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	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 Heanor	£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	08	Various	Various	Footway Slurry Seal Programme	Various	£254,000
01	03	09	Ripley	Ripley Town Centre	Footway Repaving	Various	£25,000
01	03	10	Birdholme	Langer Lane	Pollarding Trees	Birdholme	£50,000
01	03	11	Chesterfield	Chesterfield Town Centre	Repointing Cobbles	Spire	£50,000
01	03	12	Sawley	Weston Crescent	Footway Resurfacing	Sawley	£65,000
01	03	13	Holymoorside	Holymoore Road to Loads Road) (A619	Footway Resurfacing	Dronfield West & Walton	£40,000
01	03	14	Buxton	St.Johns Road	Footway Resurfacing (Phase 2)	Buxton West	£50,000
01	03	15	Long Eaton	Wensleydale Road	Footway Resurfacing	Sawley	£61,000
01	03	16	Matlock	Linden Grove	Footway Resurfacing	Matlock	£30,000
01	03	17	Pinxton	Woodfield Road	Footway Resurfacing	South Normanton & Pinxton	£35,000

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	18	New Mills	High Lea Road (St Marys Road to Brow Farm)	Footway Resurfacing	New Mills	£15,000
01	03	19	Heanor	Park View	Footway resurfacing + rekerbing	Heanor Central	£20,000
01	03	20	Ashgate	Glenthorne Close	Footway Resurfacing	Walton & West	£19,000
01	03	21	Hilton	Willowfields	Footway Resurfacing	Hilton	£45,000
01	03	22	Buxton	Mossley Road	Footway Resurfacing	Buxton West	£30,000
01	03	23	Wessington	A615 Matlock Road (No 1-4) (Spring Gardens to Three Horse Shoes PH)	Footway Resurfacing	Wingerworth & Shirland	£20,000
01	03	24	Swadlincote	Darklands Road	Footway Resurfacing (Phase 1)	Swadlincote Central	£55,000
01	03	25	Whitwell	Duchess Street	Footway Resurfacing	Bolsover North	£20,000
01	03	26	Long Eaton	Douglas Road	Footway Resurfacing (Phase 1)	Petersham	£35,000
01	03	27	Ashgate	Hucknall Avenue	Footway Resurfacing	Walton & West	£50,000
01	03	28	Draycott	Thoresby Crescent	Footway Resurfacing	Breaston	£40,000
01	03	29	Dronfield	Hayfield Close	Footway Resurfacing	Dronfield West & Walton	£20,000
01	03	30	Kirk Hallam	Wirksworth Road (St Norbert Drive to Glendon Road)	Footway Resurfacing	Ilkeston West/ Ilkeston South	£40,000
01	03	31	Spire	Summerfield Road	Footway Resurfacing	Spire	£40,000
01	03	32	Leabrooks	Hathersage Drive	Footway Resurfacing	Alfreton & Somercotes	£40,000

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	33	Unstone	B6057 Sheffield Road	Footway Reconstruction		£60,000
01-03 Footway Maintenance Total							£1,464,000

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	02	Countywide	Countywide	Flood catchment surveys and preliminary works to develop solutions to local flooding incidents to meet the responsibilities of the County Council as Lead Local Flood Authority requirement to investigate flood events and to co-ordinate the resolution of the causes where appropriate to minimise disruption and delays to road users and to enhance the transport networks resilience to a change in climate.	Countywide	£60,000
01	04	03	Countywide	Countywide	Ongoing capital investment into location highways culverts associated with flooding, bringing them back into working condition and allocating them a maintenance strategy to minimise disruption and delays to road users and to enhance the transport networks resilience to a change in climate.	Countywide	£45,000

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	04	Langwith	A632 (Langwith Bridge)	Drainage improvement scheme to reduce localised flooding and to enhance resilience to climate change and bad weather.	Bolsover South	£150,000
01	04	05	Breadsall	A61 Alfreton Road, Drainage Improvement Scheme (North Bound, Pektron to duals)	Drainage improvement scheme to reduce localised flooding and to enhance resilience to climate change and bad weather.	Breadsall & West Hallam	£25,000
01	04	06	Belper	A609 Kilburn Lane Openwoodgate-Phase 1	Drainage improvement scheme to reduce localised flooding and to enhance resilience to climate change and bad weather.	Horsley	£30,000
01	04	07	Ockbrook & Borrowash; Elvaston	Borrowash to Elvaston cycle route (NCN Route 6)	Drainage works to cycle path to enhance resilience to a climate change and to ensure cycle path is available for use all year round to access green space and connectivity to City of Derby.	Breaston; Aston	£45,000
01-04 Gully and Drainage Total							£505,000

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

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	03	Holymoorside & Walton	A632 Matlock Road Hart Lodge (P36165)	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	08	Countywide	Various structures	Principal Bridge Inspections / General Inspections / Special Bridge Inspections & Assessments and works identified from them	Countywide	£20,000
01	05	09	Dronfield	A61 Dronfield Railway No 12 (P37743)	Bearing replacement to maintain structural integrity of bridge on strategic regional route between South Yorkshire, north Derbyshire and M1 motorway.	Dronfield North	£2,000,000
01	05	10	Various	Various	Footbridge Replacement to increase accessibility and community connectivity and access to green space to support local economies and to enhance health and well-being.	Various	£100,000
01	05	11	Countywide	Various	Retaining Wall Rebuild to maintain resilience of highway network to reduce risk of delays to road users.	Countywide	£75,000
01-05 Bridges, Structures, Retaining Walls and Highway Boundary Structures Maintenance Total							£2,845,000

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	01	Countywide	Countywide	Deflectograph road condition survey to provide a measure of the strength of the carriageway. These results are analysed in conjunction with SCANNER and SCRIM surveys to determine maintenance priorities on Principal Roads to minimise future disruption on the main road network and reduce delays to road users.	Countywide	£40,000
01	06	02	Countywide	Countywide	Annual SCRIM skid resistance survey of the A and B class network to provide an evidence base for the identification of sites that have low skid resistance and in particular sites that have loss of control accidents.	Countywide	£30,000
01	06	03	Countywide	Countywide	Coarse visual inspections of the non-classified network (including measurement of carriageway widths) and detailed visual inspections of the footway network to minimise future disruption on the local road network and retain connectivity in and between communities.	Countywide	£70,000
01	06	04	Countywide	Various	Replacement and upgrades to interactive and intelligent sign equipment.	Countywide	£30,000
01	06	05	Countywide	Various	Replacement of collision damaged traffic signals (where third party cannot be established) and replacement of old traffic signal equipment to reduce delays for road users.	Countywide	£80,000
01	06	06	Countywide	Various	Laboratory testing of traffic engineering measures.	Countywide	£5,000
01	06	07	Belper	A6 King Street	Replacement of old signal equipment to reduce delays for road users travelling along the A6, a strategic county route and enhance connectivity in the town centre.	Alport & Derwent	£10,000
01-06 Asset Management/ Removal/ Replacement Total							£265,000

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	03	Countywide	Various	Ongoing programme to convert existing incandescent signal heads to LED technology to reduce energy usage and carbon emissions by approximately 80%.	Various	£50,000
01	07	04	Turnditch	A517 Ashbourne Road	Replace 33 no 8m columns due to premature failure of brackets to include use of energy efficient equipment to reduce energy usage costs and reduce carbon emissions.	Alport & Derwent	£45,000

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	05	Ilkeston; Long Eaton	Bath Street and Market Place	Replacement of existing ornate lighting columns with similar to enhance the town centre to support day and night time economies. Includes energy efficient equipment to reduce energy usage and maintenance costs and reduce carbon emissions. Potential support funding from Erewash Borough Council.	Ilkeston East; Ilkeston West; Petersham; Long Eaton	£27,000
01	07	06	Duffield	B5023 Broadway	Replacement of 40 lighting columns and associated cable network to provide reduced maintenance and energy costs and reduce carbon emissions. Improved resilience of lighting will reduce maintenance activities and reduce delays to road users to support the local economy.	Duffield & Belper South	£60,000
01	07	07	Barlborough; Staveley	A619 Barlborough to Mastin Moor	Replacement of lighting columns (with LED lanterns and dimming) and cable network to provide reduced maintenance and energy costs and reduce carbon emissions. Improved resilience of lighting will reduce maintenance delays to road users on strategic county route.	Barlborough & Clowne; Staveley	£50,000
01	07	08	North Wingfield; Heath & Holmewood	B6039 Chesterfield Road	Replacement of 37no. 8m columns and cable network to provide reduced maintenance and energy usage costs and reduce carbon emissions. Improves resilience to lighting on access route to/ from employment site and A617/ M1.	Sutton	£120,000
01	07	09	Temple Normanton	B6039 Chesterfield Road	Replacement of 35no. 8m columns and cable network to provide reduced maintenance and energy usage costs and reduce carbon emissions. Improves resilience to lighting on access route to/ from employment site and A617/ M1.	Sutton	£45,000
01	07	10	Clay Cross	A61 Derby Road	Replacement of 30 no 10m street lighting columns (with energy efficient lanterns & dimming) and cable network to reduce ongoing maintenance and energy costs and reduce carbon emissions.	Clay Cross North	£100,000

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	11	Hatton; Hoon	Derby Road	Disconnect and remove 50no. 10m street lighting on rural section of former trunk road to reduce energy and maintenance costs and reduce carbon emissions. Will contribute to reduced light pollution in rural area.	Hilton	£25,000
01	07	12	Chesterfield	B6150 Littlemoor	Replace 22 no 8m columns with dimming lanterns (to 75% between midnight and 5.30am) to reduce maintenance and energy usage costs and reduce carbon emissions.	St Marys	£25,000
01	07	13	Hulland Ward	A517 Main Road	Replace 33 no 8m columns with dimming lanterns (to 75% between midnight and 5.30am) and removal of obsolete cabling and connection to DNO to reduce ongoing maintenance and energy costs and reduce carbon emissions.	Wirksworth	£50,000
01	07	14	Castle Gresley	Mount Pleasant Road	Replacement of 20no 10m street lighting columns (with efficient lanterns) to provide reduced maintenance and energy costs and reduced carbon emissions.	Linton	£25,000
01	07	15	Staveley	St Johns Road	Replace 22 no 8m columns with dimming lanterns (to 75% between midnight and 5.30am) to reduce maintenance and energy usage costs and reduce carbon emissions.	Staveley	£25,000
01	07	16	Clay Cross	A61 Stretton Road	30 no. 10m street lighting column replacements to include energy efficient equipment to reduce maintenance and energy costs and reduce carbon emissions. Improvement of lighting will support night-time economy and reduce delays to road users.	Clay Cross South	£45,000
01	07	17	Countywide	Various locations	Replacement of 1805 concrete type street lighting columns that have been identified as a significant risk to public safety. Includes energy efficient equipment to reduce energy and maintenance costs and reduce carbon emissions. Columns can be recycled to create Type 1 fill material and reused saving on the cost of raw materials.	Countywide	£500,000

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	18	Countywide	Various locations	Replacement of defective columns identified as part of structural assessments and surveys carried out as part of applications for attachments to street lighting columns. Includes energy efficient equipment to reduce energy usage and maintenance costs and reduce carbon emissions.	Countywide	£400,000
01	07	19	Countywide	Various locations	Structural inspection of lighting columns 8m height and above to aid in effective column replacement strategy.	Countywide	£100,000
01	07	20	Countywide	Various locations	Removal of lighting identified as no longer providing a community benefit in support of energy usage and maintenance cost reductions. Contributes to reduced light pollution and environmental improvements.	Countywide	£20,000
01	07	21	Kilburn; Horsley	B6179 Lower Kilburn (A38 junction to A609 Bywell Lane)	Removal of 25 street lighting columns to reduce energy and maintenance costs and reduce carbon emissions. Will contribute to reduced light pollution in semi-rural area.	Horsley	£20,000
01	07	22	Countywide	Various locations	Upgrades and retrofitting of mains lighting to bus shelters to provide a safer environment for passengers whilst contributing to reduced energy usage and carbon emissions through the use of LED lighting.	Various	£15,000
01	07	23	Countywide	Various locations	Upgrades of solar lighting units to improve reliability and efficiency of lighting to provide a safer environment for passengers whilst contributing to reduced energy usage and carbon emissions.	Various	£5,000
01-07 Lighting Total							£1,837,000

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
01	08	01	Elvaston	Riverside path from Borrowash Road to City of Derby boundary.	Upgrade of path will improve accessibility to green space for local people to support sustainable tourism and leisure and improve health and well-being.	Aston	£10,000
01	08	02	Charlesworth	TransPennine Trail at Besthill Quarry (Long Lane)	Improvement of National Trail to support local accessibility and sustainable tourism and leisure and improve health and well-being.	Glossop & Charlesworth	£20,000
01	08	03		Five Pits Trail	Phase III of resurfacing project to support local accessibility and sustainable tourism and leisure and improve health and well-being.		£30,000
01	08	04	Barlow	Restricted Byway 69 (Moorhall)	Repairs to damage caused by heavy rains in 2012 to reopen rural route to support sustainable tourism and leisure and improve health and well-being.	Dronfield West & Walton	£40,000
01	08	05	Holmesfield	Hob Lane Bridleway 51 (Holmesfield Common)	Repairs to damage to reopen rural route to support sustainable tourism and leisure and improve health and well-being.	Dronfield West & Walton	£30,000
01	08	06	Charlesworth	Bridleway 43 between Glossop and A57 Snake Pass	Repairs to damage to reopen rural route to support sustainable tourism and leisure and improve health and well-being.	Glossop & Charlesworth	£90,000

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	08	07	Curbar	Bridleway 6 between Clodhall Lane and Restricted Byway 1	Accessibility improvements to make route easier to use to support sustainable tourism and leisure and improve health and well-being.	Derwent Valley	£15,000
01	08	08	New Mills	Bridleway 3 (Cown Edge)	Surface improvements and drainage to improve accessibility and to support sustainable tourism and leisure, improve health & well-being and increase resilience to climate change.	New Mills	£30,000
01	08	09	Brampton	Bridleway 73 Birley Road (Wigley to Grange Hill)	Accessibility improvements to make route easier to use to support sustainable tourism and leisure and improve health and well-being.	Dronfield West & Walton	£68,000
01	08	10	Etwall	Mickleover Greenway (Sutton Lane)	Surface improvements and drainage to improve accessibility and to support sustainable tourism and leisure, improve health & well-being and increase resilience to climate change.	Etwall & Repton	£10,000
IP08 Rights of Way Maintenance Total							£343,000

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
No Schemes Planned for 2014/15					
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 01	Swarkestone; Stanton-by-Bridge	A514 Swarkestone Bridge and Causeway	Additional funding to 2013/14 scheme to provide high speed weigh in motion sensors to assist with enforcement of environmental weight limit to protect the ancient structure and to enhance resilience to this important River Trent crossing and to reduce delays to road users caused by collisions and repairs. Generated revenue will support ongoing enforcement activities. (Subject to dispensation from Department for Transport).	Aston; Melbourne	£15,000
02 01 02	Countywide	Countywide	Preliminary work to develop an understanding of the potential use of Tom Tom generated traffic data to support effective management of the transport network, including reducing delays to road users and developing transport solutions to supporting local economies.	Countywide	£20,000

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	03	Chesterfield	Various locations	Bluetooth journey time upgrades to gather information about locations and scale of delays to road users travelling in and around the town centre and connectivity to strategic roads to develop solutions to reduce delays to road users and support local economies.	Various	£45,000
02	01	04	Countywide	Various locations	Upgrades of permanent traffic counters collect more detailed data about composition of traffic and journey speeds to help develop solutions to reduce journey times and carbon emissions. Upgrades will reduce ongoing revenue costs.	Countywide	£20,000
02	01	05	Countywide	Various locations	Purchase of integrated video data collection equipment and traffic data processing credits to gather additional information about locations and delays to road users to support development of future capital projects.	Countywide	£20,000
02-01 An Evidence-based Approach to Transport Network Management Total							£120,000

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	Upgrade 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

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	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	£40,000
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	£40,000
02	02	04	Clowne	Station Road/ King Street/ Ringer Lane	Preliminary work to examine an effective traffic management solution to reducing delays to road users.	Barlborough & Clowne	£20,000
02	02	05	Countywide	Various Streets	Ongoing programme to provide MOVA (computer control) upgrades to existing traffic signals to optimise traffic flows through signals to reduce delays to road users.	Countywide	£30,000
02	02	06	Countywide	Including: A6135 Miners Welfare, Renishaw; A6005 Station Road, Borrowash; A6005 The Green Draycott; A623 Goose Green, Baslow	Conversion of pelican crossings to puffin technology to enhance signal efficiency to reduce delays to road users and enhance accessibility for pedestrians through reduced waiting times.	Various	£80,000
02	02	07	Countywide	Various Streets	Provision of traffic regulation orders to improve management of traffic to reduce delays to road users and reduce conflicting demands for parking in town and village centres.	Various	£100,000
02	02	08	Countywide	Various Streets	Small-scale signing and lining schemes to improve management of traffic to reduce delays to road users and reduce conflicting demands for parking in town and village centres in accordance with national legislation and DCC environmental code of practice to reduce clutter.	Various	£100,000
02	02	09	Brimington	A619 Chesterfield Road	Relocate vehicle activated sign and keep left signs on bolisha beacon and replace bollards.	Brimington	£10,000
02	02	10	Chesterfield	St Augustines Road/ Harehill Road	Lowering of road side verge to provide better visibility to traffic using roundabout.	Birdholme; Boythorpe & Brampton South	£30,000

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	11	Staveley	A619 (at junctions with Pullman Close and Ralph Road)	Link the operation of the two pelican crossings together to enable more efficient operation at peak times to reduce congestion and improve journey times.	Staveley North & Whittington	£20,000
02-02 Route Management Planning Total							£510,000

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
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 at Darfoulds Bridge and travelling through local communities.	Bolsover North; Barlborough & Clowne	£30,000

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	04	02	Chesterfield	Station Lane Industrial Estate and surrounding streets	Review of freight signing to Station Lane industrial estate to enhance accessibility with associated weight restriction signing to avoid negative effects of freight vehicles travelling through residential areas.	Staveley North & Whittington	£15,000
02	04	03	Barlborough	M1 Junction 30-31	Signing for M1 to advise overheight freight vehicles to avoid low-bridge at Darfoulds. Liaison required with Highways Agency.	Barlborough & Clowne	£30,000
02-04 Freight Management Total							£75,000

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	02	Swadlincote	Town Centre Streets	Review of parking to enhance economic opportunities within town centre.	Swadlincote Central; Swadlincote South	£12,000
02	05	03	Chesterfield	A619 Chatsworth Road/ Old Road Junction	Provision of sheltered parking areas to reduce delays to road users. Requires signals to be moved, central island alterations and associated loop work.	Boythorpe & Brampton South	£20,000
02	05	04	Countywide	Various	Provision of parking bays for disabled people in response to queries, complaints and requests in accordance with County Council procedures.	Countywide	£10,000

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	05	Countywide	Various	Provision of protective entrance markings to tackle concerns about conflicting demands for parking and road safety.	Countywide	£5,000
02	05	06	Matlock	Various streets around County Hall	Reconsideration of residents parking to reduce conflicting demands for parking.	Matlock	£40,000
02-05 Parking Management Total							£147,000

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	01	Countywide	Countywide	Preliminary work to develop an understanding of the potential use of intelligent transport systems to use traffic-related data to support effective management of the transport network, including reducing delays to road users and developing transport solutions to supporting local economies.	Countywide	£10,000
02-07 Intelligent Transport Systems Total							£10,000

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

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	02	Countywide	Various locations	Improved signage and replacement of stiles with gates to increase accessibility and to make route easier to use to support sustainable tourism and leisure and improve health and well-being.	Countywide	£50,000
03	01	03	Countywide	Various locations	Capital support to projects undertaken in partnership with local Councils and voluntary groups to increase accessibility to better connect communities and improve health and well-being and to support sustainable tourism and leisure.	Countywide	£30,000
03	01	04	Findern	Findern Bridleway (Findern to Trent & Mersey Canal -route over A50)	Completion of surfacing project to reduce severance of communities caused by A50, to improve health and well-being and to support sustainable tourism and leisure.	Etwall & Repton	£10,000
03	01	05	Derwent	Bridleway 5 (Ladybower Reservoir to Cutthroat Bridge)	Surface improvements and drainage to improve accessibility and to support sustainable tourism and leisure, improve health & well-being and increase resilience to climate change. Supports moorland restoration project.	Chapel & Hope Valley	£15,000
03	01	06	Hayfield	The Intakes	Footpath surface and drainage improvements, including signage and furniture to strategic link between the Pennine Way and Pennine Bridleway national trails to enhance accessibility and connectivity to support sustainable tourism and leisure and improve health and well-being.	New Mills	£20,000
03	01	07	Bolsover District	Various locations	New circular routes to compliment Archaeological Way sections.	Various	£10,000
03	01	08	Matlock	Footpath 18 (Megdale to Sherriff Fields and Arc Leisure Centre)	Footpath improvement to enhance accessibility and connectivity for local people between town centre, residential areas and access to greenspace/ leisure centre to support sustainable leisure and improve health & well-being.	Matlock	£16,000
03	01	09	Cromford	Cromford Canal towpath	Final section of resurfacing to enhance accessibility to support sustainable tourism and leisure and access to greenspace to improve health and well-being.	Wirksworth	£35,000

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	10	Clowne	Crown Street	Introduce one-way traffic to facilitate the provision of a footway along Crown Street to enhance connectivity within town centre and access to Clowne Nursery, Infant and Junior Schools	Barlborough & Clowne	£20,000
03	01	11	Heanor & Loscoe	A608 Heanor Road	Zebra crossing outside daycentre (Church) to provide safe crossing of busy road for children, parents and the community and improve access to employment sites.	Heanor Central	£15,000
03	01	12	Countywide	Various Streets	Provision of dropped crossings to enhance accessibility to and connectivity in town and village centres.	Various	£50,000
03	01	13	Chesterfield	New Whittington	New pedestrian links and enhanced crossings to improve accessibility and connectivity within community centre and to enhance health and wellbeing.	Staveley North & Whittington	£30,000
03	01	14	Chesterfield	Sheepbridge Lane	Provision of new footway to enhanced pedestrian access to employment sites on industrial estate.	St Marys	£25,000
03	01	15	Heanor & Loscoe	A6007 Ilkeston Road (outside Hospital)	Provision of pedestrian refuge to provide safe crossing of busy road and access to greenspace.	Heanor Central; Greater Heanor	£15,000
03	01	16	Shirebrook	Ashbourne Street	Reduce carriageway width and create two crossing points to enhance connectivity within town centre.	Shirebrook & Pleasley	£10,000
03	01	17	Staveley	Barrow Hill Village	New pedestrian links and enhanced crossings to improve accessibility and connectivity within village centre and to enhance health and wellbeing.	Staveley North & Whittington	£30,000
03	01	18	Shirebrook	Recreation Road (Outside Shops)	Provision to two traffic calming plateaux, tactile crossing points and resurfacing to enhance local environment and to enhance accessibility to local shops.	Shirebrook & Pleasley	£20,000
03	01	19	Glossop	Various Streets South Hadfield	Dropped crossing programme to improve accessibility to Hadfield local centre.	Etherow	£40,000
03	01	20	Hayfield	A6015 New Mills Road	Zeebrite Halos' at existing zebra crossing.	New Mills	£10,000
03	01	21	Smalley	A608 Heanor Road/ Kerry Drive	Improved pedestrian refuge with wider central area to accommodate mobility scooter or pushchairs.	Horsley	£15,000

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	22	Morton; Tibshelf	B6014 Station Road/ Doe Hill Lane	Provision of footway on grass verge between Morton and Tibshelf to provide better accessibility between communities and to new school site and provide better access to greenspace.	Clay Cross South; Tibshelf	£60,000
03	01	23	Buxton	A53 Leek Road (near Rock Bay/ Carr Road)	Central refuge island within right turn harbourage providing improved crossing near new housing estate.	Buxton West	£15,000
03-01 Walking and Pedestrian Quality Networks Total							£571,000

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	£150,000
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	04	Clowne; Elmtun	Clowne Branch Line (Clowne to Creswell section)	(Phase 1) Surveys, outline planning for full route and delivery of initial development works to improve connectivity between Clowne and Creswell communities and access to greenspace to enhance health and well-being.	Barlborough & Clowne; Bolsover North	£75,000
03	02	05	Little Eaton; Horsley; Kilburn	Little Eaton Branch Line	Surveys, outline planning for full route and delivery of initial development works to improve connectivity between communities along the A38 corridor between Belper and Derby along the A38 corridors.	Breadsall & West Hallam; Horsley	£75,000

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	06	Old Bolsover; Scarcliffe	Archaeological Way (Whaley area)	Purchase of Chatsworth land including Mag Lane link (4 plots)	Bolsover South	£20,000
03	02	07	Pleasley	A617 Chesterfield Road - Archaeological Way	Development of 475m shared cycle/ pedestrian route and on-road improvement to enhance connectivity within Pleasley and accessibility along Archaeological Way route to Meden Trail and access to greenspace in Pleasley Pit Country Park to enhance health and well-being.	Shirebrook & Pleasley	£106,000
03	02	08	Chesterfield	A61 Whittington Moor Roundabout	Chesterfield Cycle Network Routes 1 and 7: conversion to provide shared walking and cycling routes to improve connectivity and accessibility across the A61 and to/ from the town centre.	St Marys; Staveley North & Whittington	£30,000
03	02	09	Clowne; Whitwell; Elmtun	A616 Clowne to Creswell	Widen existing footway to create a shared cycle/ pedestrian route to enhance accessibility and connectivity between Clowne and Creswell communities.	Barlborough & Clowne; Bolsover North	£50,000
03	02	10	Various	High Peak Trail	Retaining wall	Various	£200,000
03-02 Cycling and Cycle Networks Total							£736,000

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
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
03 06 01	Countywide	Various locations	Capital grant contributions to District/ Borough Councils and local businesses and workplaces to encourage the implementation of smarter transport initiatives to enhance accessibility by non-car modes and to reduce carbon emissions.	Various	£20,000

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	06	02	Countywide	Various locations	Capital grant contributions to local tourism businesses and capital interventions to provide cycle facilities (e.g. cycle lockers and parking) to build on the legacy of the 2014 Tour de France and construction of Pedal Peak and other cycle infrastructure projects to encourage longer distance cycle leisure trips and overnight stays to support a sustainable tourism and low carbon economy.	Various	£15,000
03-06 Travel Planning Total							£35,000

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	01	Countywide	Web-based	Contribution to Nottinghamshire CC for the internet-based East Midlands Journey Planner to support the provision of bus services to improve connectivity and increase accessibility and support local businesses.	Countywide	£18,000
03-07 Information and Marketing Total							£18,000

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	01	Countywide	Various locations	Contribution to Rural Action Derbyshire to support the Ways to Work project to tackle barriers for people accessing education, training and employment to develop and retain a skilled workforce and support the future growth of Derbyshire's economy	Countywide	£50,000
03-10 Ways to Work Total							£50,000

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	Bolsover North; Bolsover 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	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. (Subject to discussion with Highways Agency)	Sutton	£350,000

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	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
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	11	Countywide	Various Streets	Small-scale signing and lining schemes to improve management of traffic to reduce collisions and road casualties in accordance with national legislation and DCC environmental code of practice to reduce clutter.	Various	£135,000
04	01	12	Heanor & Loscoe	A6007 Loscoe Road/ Midland Road Junction	Pedestrian crossing facility to reduce pedestrian collisions crossing the road. Priority groups: child casualties and occupational road risk during commuter time.	Heanor Central	£20,000
04	01	13	Willington; Twyford & Stenson	A5132/ Frizams Lane Junction	Rumble strips on approach to junction (including review of signing and lining) to reduce collisions with vehicles pulling out of Frizams Lane into path of A5132 vehicles. Priority group: occupational road risk during commuter time.	Etwall & Repton; Aston	£12,000

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	14	Willington	B5008 Repton Road	Collision remedial measures to reduce rear shunt collisions in northbound direction into village. Possible consideration of vehicle activated sign. Priority group: Older persons, child casualty and occupational road risk during commuter times.	Etwall & Repton	£15,000
04	01	15	Scarcliffe	Mansfield Road/ C106 Junction (Palterton)	Signing, lining and resurfacing to reduce conflicts as vehicles turn and cross at crossroads. Priority groups: occupational road risk during commuter times and older drivers.	Bolsover South	£30,000
04	01	16	Middleton	B5023 Main Street/ B5035 Porter Lane Junction	Provide advance direction signage to reduce collisions caused by failure to stop at junction. Priority group: child casualty, occupational road risk during commuter times, older persons and motorcyclists.	Wirksworth	£10,000
04	01	17	Long Eaton	B6540 Tamworth Road/ Lower Brook Street Junction	Coloured surfacing to cycle lane across junction extents to reduce collisions between pedal cyclists and vehicles emerging from Lower Brook Street. Priority groups: pedal cyclists and occupational road risk during commuter times.	Petersham; Long Eaton	£5,000
04	01	18	Riddings	B6016 Greenhill Lane	Collision reduction initiatives to reduce road casualties on access route to employment area.	Alfreton & Somercotes	£30,000
04	01	19	Somercotes	B6016 Leabrooks Road	Collision reduction initiatives to reduce road casualties on access route to employment area.	Alfreton & Somercotes	£30,000
04-01 Evidence-based Casualty Reduction Initiatives Total							£823,000

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	01	Glossop	Streets in Glossopdale	Introduction of a 20mph speed limit scheme on an experimental basis.	Glossop & Charlesworth; Etherow	£20,000
04	02	02	Chesterfield	Stand Road	Traffic management to reduce traffic speeds and deter through traffic to complement traffic calming on neighbouring roads to reduce road casualties.	St Mary's	£40,000
04	02	03	Old Bolsover	B6418	Humped zebra crossing to reduce vehicle speeds through village centre and to provide safer crossing for residents and children crossing between residential area and play area.	Barlborough & Clowne	£50,000
04-02 Speed Reduction to Reduce Danger Total							£110,000

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	03	Countywide	Various school locations	Amber flashing warning lights to provide a warning to road users of pupils travelling to school. To be provided at high risk locations where there are concerns about road safety.	Various	£10,000

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	04	Glossop	Royle Avenue to Church Street & King Edward Avenue	Improvements to routes to schools in Old Glossop	Glossop & Charlesworth	£50,000
04	03	05	Buxton	A53 / B5059 Macclesfield Road	Footpath improvements to improve accessibility to Burbage Primary School.	Buxton West	£10,000
04	03	06	Glossop	Manor Park	Improved accessibility to/ from Duke of Norfolk Primary School by providing access to Manor Park.	Glossop & Charlesworth	£20,000
04	03	07	Swadlincote	Pennine Way area (Church Gresley)	Improvements / widening of existing footpaths to new school site.	Swadlincote South	£30,000
04-03 Safer Routes to School Total							£170,000

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	02	Sutton Cum Duckmanton	A632 Chesterfield Road/ Staveley Road Junction	High friction surfacing scheme to reduce rear shunt collisions on approach to traffic signals. Priority groups: occupational road risk during commuter times, pedal cycles, motorcycles and older drivers.	Sutton	£20,000
04	04	03	Pleasley	A617 roundabout/ Common Lane exit	Resurfacing with PSV surface to reduce loss of control collisions on exit to Common Lane in wet/ damp road conditions. Priority groups: child casualty and occupational road risk during commuter times.	Shirebrook & Pleasley	£50,000
04	04	04	Derwent	A57 (near Nether Brook - east of Ladybower Inn)	High friction surfacing scheme to reduce loss of control collisions. Priority groups: older persons, motorcyclists and occupational road risk during commuter times.	Chapel & Hope Valley	£25,000

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	05	Charlesworth	A57 Snake Road (adjacent to Hurst Reservoir)	High friction surfacing scheme to reduce loss of control collisions. Priority group: motorcyclists.	Glossop & Charlesworth	£10,000
04-04 Maintaining Road Surfaces to Reduce the Incidence of Skidding Total							£185,000

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
No Schemes Planned for 2014/15							
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
No Schemes Planned for 2014/15							
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
No Schemes Planned for 2014/15					
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					
05-05 New Pedestrian Networks Total					£0

5-06 High Quality Network of (Access to) Green Spaces (Investment Protocol IP94)

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 £300k match funded with Sustrans)	Etherow; Glossop & Charlesworth	£100,000
05	06	02	Swanwick; Riddings	Leabrooks Railway	New greenway to link Sleetmoor recreation area, employment sites and Midland Railway to provide accessibility to green space to enhance health and well being and support sustainable tourism.	Alfreton and Somercotes	£100,000
05-06 High Quality Network of (Access to) Green Spaces							£200,000

06-01 Design and Other Fees

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
06	01	01	Countywide	Countywide	Design and other fees	Countywide	£3,000,000
05-03 Freight Transport Access and Interchange Total							£3,000,000

ECONOMY, TRANSPORT AND ENVIRONMENT - OPERATIONAL RISKS 2013-14	05-Feb-14
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Identification		Existing Score			Risk Mitigation				Target Score		
Risk No.	Risk Description	Impact (1-5)	Probability (1-5)	Score (1-25)	Existing Risk Mitigation Procedures/Controls In Place	Planned Risk Mitigation Procedures/Controls	Action Manager	Action Date	Impact (1-5)	Probability (1-5)	Score (1-25)
Health & Safety											
1	Employee/public injuries (Including Construction Sites, Workshops & Depots, Countryside Sites, Offices, Environmental Studies Service)	5	2	10	Health & Safety Risk Assessments. H&S Manual & Codes of Practice. Employee H&S Training. H&S Workplace Inspections. Professional Health & Safety Officers. Departmental H&S Sub - Committee of DJC. H&S Management Group Reviews. DMT H&S "Champion".	Continue with planned H&S Audits of Sites, Depots, Offices and processes (3 year rolling plan). Training and liaison between Env Services H&S team and LEA H&S team in respect of School field work.	RSI DNH AG	Ongoing	5	2	10
2	Construction Design & Management failure - injury to employee, public and/or damage or failure of property or assets including CDM requirements	5	2	10	Monitoring compliance with the Construction Design and Management Regulations (CDM). Training on Codes of Practice. CDM co-ordinators training undertaken. Working with Midlands Highways Alliance.	Continuing audits/monitoring. Continue to monitor our performance on the aspects of CDM as it applies to all our work. CDM Co-ordinators now in place. Training now complete but more specialist training/experience needed to enable more CDM Co-ordinators to be accredited.	RSI DNH	Ongoing	5	2	10
Environmental											
3	Pollution arising from depots, workshops and construction sites including salt, fuel/oil etc.	4	2	8	Risks identified through site surveys as part of recently approved ISO 14000 Environmental Management System. Environmental Management System - Audits and actions part of 3 year plan, with external auditor.	Improvements to continue as part of the capital plan, working in consultation with the Environment Agency. Improvement plans also developed arising from the outcomes of the tri-annual EMS Review/Assessment. Six monthly updates to DMT.	MWA RSI DNH AT	Ongoing	4	2	8

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4	Security of Depots, Premises and Sites	4	2	8	Control of locks, keys etc. Alarm systems in place in some premises. Security Fencing. Security Guarding. CCTV. £150k Cabinet Approval for depot improvement.	Security Improvements in depots to be implemented. Police contract requirements sorted.	MWA RSI DNH AT	Ongoing	3	2	6
5	Flooding and Pollution Flooding: Failure to implement new duties in relation to flood incidents. Pollution: Arising from contaminated highways surface water entering the Water Authorities Drainage Systems.	4	3	12	Flooding: Coordination of Flood Risk for Surface Water, Groundwater and Ordinary Watercourses is now the responsibility of DCC as Lead Local Flood Authority. Records of known floods held in GIS risk and hazard are being analysed to determine priority for investigation/further studies. Database extended as a result of recent flood incidents and to include for watercourse consents and ground water impermeability data. Pollution: Provision of Silt Traps, Trapped Gullies. Fuel Interceptors to prevent discharge.	Highways and Transport Review (2012) identified new posts. Pollution mitigations include maintain Silt Traps, Trapped Gullies, Fuel Interceptors in working order. Maintain a regular and monitored Gully Cleansing System although this requires extending to incorporate fuel interceptors. Pursue where possible likely contraventions of the Highways Act resulting in pollutants discharging onto the highway.	TGP	Ongoing	4	2	8
Legal & Statutory											
6	Corporate Manslaughter Legislation	4	3	12	Policies and procedures Competent staff Effective management Presentation to Chief Officers by external solicitors DMT Training session Annual Health and Safety report	Results of first manslaughter conviction evidence of the robustness of legislation. Chief Officers considering the information from external solicitors that independent legal support may be needed for employees. Health & Safety Officer to review our documentation and to organise an exercise to test Department's response to a major incident. Senior Managers undertake IOSH training for senior executives on three yearly basis; last training completed in 2012.	DMT	Ongoing	4	2	8

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7	Third party related claims - injury & property- Adverse Weather Conditions- New duties re winter maintenance; especially footways- Railways and Transport Safety Act 2003.- Flooding- Increased insurance premiums	3	4	12	Programmed highway safety inspections and new Roads Works Centre introduced to provide improved defects resolution.Highway works assessed through H&S risk evaluations (see above).Monitoring RTAs and introducing accident prevention measures. Road safety training and campaigns.Adopted COP and assisted inspections.Policy in place. Weather forecasting service.Winter Maintenance plan, employee training and available plant and other resources.Fraud Seminar held to mitigate against fraudulent claims.Claims investigation undertaken.Recommendations in scrutiny report implemented.	Training programme continuing for highways inspectors. Work in liaison with the council's corporate risk manager and external insurers to minimise risk.Continue to monitor.	MWAR SIDNH TGP	Ongoing	3	3	9
8	Failure to meet statutory waste management targets	4	4	16	A waste treatment facility was proposed in Derby City, however in December 2009 the planning application was refused. The subsequent appeal of this decision was dismissed by the Planning Inspectorate. This decision was subject to Judicial Review and the Judge overturned the Planning Inspectors decision in July 2011. A new Public Inquiry was ordered by the Planning Inspectorate which ran from 12 -27 June 2012 and a decision was announced on 21 September 2012 granting permission for the facility. This decision was the subject of a legal challenge. A hearing took place on 15 March and the judge found in favour of the Councils. He then gave opponents leave to appeal to the Court of	The Resource Recovery Solutions (Derbyshire) Ltd (RRS) Contract continues whilst the Councils work with RRS the submission of a Preferred Option Project Proposal focused on the development of the facility at Sinfin Lane to the Cabinets of both Councils in 2014 in-line with the Revised Project Plan Protocol agreed by the Council in May 2011. • The council continues to work with RRS to secure early diversion at a number of treatment facilities. • LATS (Landfill Allowance Trading) scheme was withdrawn from 1 April 2013 but obligations to divert waste from landfill remains. • Options continue to be explored with district/borough councils to deliver improvements in recycling rates through service and participation rate improvements. Financial contributions to Derbyshire Dales, Amber Valley and	AT	Ongoing	3	3	9

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					Appeal. Opponents lodged an appeal which was considered on 7 October and the Court ruled in favour of the Councils. The facility now has planning permission. Whilst the legal process has been in train and in the interim, Cabinet agreed, on 29 March 2011, to waive a break clause in the current contract with RRS to allow it to run on to March 2015 at the earliest.	South Derbyshire District Councils have been agreed to support the role out of their new collection services which should deliver significant financial savings to the County Council. • Joint Municipal Waste Management Strategy is being reviewed with Derby City Council and district/borough councils. To focus on waste prevention, recycling and composting rather than treatment and disposal. Strategy will be completed by autumn 2014 following public consultation which commenced in November 2013. (continued)					
					This contract variation delivered savings to the Councils of £3.54 million of which the County Council's share was £2.44 million over this period. It also provided for the development of a Revised Project Plan for the delivery of an alternative waste treatment facility to deal with the waste in the City and County that cannot be recycled or composted in the event that the Sinfon Facility could not be delivered. The Plan process is being overseen by the Councils' Joint Contract Management Board.	In conjunction with RRS the Council will continue to explore opportunities to secure waste treatment capacity in neighbouring authorities and increase the diversion of waste from landfill. The Council is also continuing to explore options with district/borough councils to deliver improvements in recycling rates through improvements in services and participation rates. In partnership with Derby City Council and the district and borough councils of Derbyshire, the Council has commenced work on a review of the Joint Municipal Waste Management Strategy. The review will focus on waste prevention, recycling and composting rather than on treatment and disposal of waste that cannot be recycled and composted which is part of the current waste management contract with RRS. It is anticipated that the review will take in the order of 18 months to complete. (continued)					

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					A new in-vessel composting (IVC) facility at Waterswallows, Buxton, opened in April 2010 and has been positively received by High Peak Borough Council and Derbyshire Dales District Council. A planning application for an in-vessel composting plant at Arkwright to serve the North-East of the County was approved in February 2009 but has been the subject of a Judicial Review. The Legal process has now reached its conclusion and construction of the the facility will be completed in May 2014.	The County Council has been in discussion with North East Derbyshire, Chesterfield, Bolsover and High Peak Councils to agree a Composting Agreement which sets out how the Councils will work together to ensure the facilities in Buxton and Arkwright operate successfully. This Agreement which has been approved in principle by the Waste Collection Authorities is due to be adopted imminently.					
					A new HWRC facility at Northwood was opened to the public on 12 August 2011. Already the site has proved to be popular with residents with higher than anticipated waste inputs.	The County Council is working with RRS its contractor to regularly survey public satisfaction on all its recycling sites. The results inform improvements to the way in which sites operate.					
9	Tree Inspections: Duties in relation to assessing the condition of trees on and adjoining the highway	3	2	6	Annual inspection of the "A" road network in place. "B" road network inspected every 2 years. Detailed inspections of identified trees. Electronic mapping and survey data used as part of regular inspection procedure. Remove trees identified as a risk to road users and property. Develop tree and woodland Policy.	Surveying programme moving onto non-classified network.	AT	Ongoing	3	2	6
11	Failure to maintain "Operator" licence	5	1	5	Maintenance of fleet Driver training and regular toolbox talks	Ongoing monitoring of fleet condition and driver awareness	MWA	Ongoing	5	1	5
Human Resource											

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12	Failure to recruit and retain sufficient numbers of skilled and experienced employees to deliver service programmes.	4	3	12	Sound employment conditions & policies My Plans and training plans Monitor recruitment success and failures - and when required provide resource by external means to deliver service programmes Exit interviews and follow up and monitor reasons for decline job offers/advert responses. Engaging design services through URS. A range of initiatives to engage and communicate with staff, with the aim of improving morale and motivation.	Continue to monitor difficulties and use short term expertise when appropriate. Proactive approach to moving staff around to meet service needs, and providing appropriate training and development. Examining Midlands County Alliance for Procurement of services. Implementation of employee performance management policy. Support of the DCC Apprenticeship Scheme/Trainee Technicians/Graduate Engineers. Succession Planning.	DMT (AG)	Ongoing	3	2	6
Assets and Property											
13	Failure of Highways and Countryside Structures (inc landslips, reservoirs, flooding from blocked gullies, safety fencing out of condition, inadequate and inappropriate signing etc)	4	3	12	Development of Asset Management Plans (e.g. UKPMS) Revenue and Capital Maintenance programmes Capital investment via LTP Following new guidance Reservoirs - Act on annual external inspections and follow guidance. Competent staff and routine site inspections. Effective management and escalation of issues Regime of inspections. New intelligent Gully Cleansing procedures being rolled out across all Boroughs and Districts to improve maintenance resolve defects and enhance history of actions	Continue to develop Asset Management Plan & work on high risk locations. Accredited Highways Inspection Regime. Manage Large Raised Reservoirs on DCC property to comply with Floods and Water Act 2010 (5 existing and 5 new sites will fall under the legislation). Appoint supervising engineer and engage inspecting engineer for all sites. Complete 10 year inspection cycle as per legislation. Prepare Onsite Plans for all sites. Liaise with Local Resilience Forum (LRF) over the development of Offsite plans. Undertake routine inspection and maintenance on canal assets. Agree surveillance regime particularly following storm or high rainfall events.	MWA RSI DNA AT TGP	Ongoing	3	2	6

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14	Failure of street lighting column (c/w and f/w) leading to collapse (Recent collapse of several type 1805 concrete columns poses a potential significant risk including third party claims)	4	3	12	Asset management place / new inventory and visual condition survey Limited structural surveys Inspection on routine maintenance programmes Completed replacement of high risk columns. Investment of £610,000 in street lighting replacement programme in 2008/09.	Continue replacement programme. (Replaced 750 columns pre March 2012 and 835 per year until 2015 - subject to available funding.) Although replacement of the older columns has taken place, there is still a considerable risk from the columns that haven't been, which are getting older. Just one column failing could have a serious impact.	MWA	Ongoing	3	3	9
15	Discovery of pollutants/toxins at countryside sites and highway land and sites	3	3	9	Agreed procedures with Health and Safety to make area safe. Establishment of Fly Tipping Forum with investment in programme of £650k over 3 years.	Development of appropriate procedures through Environmental Management System and wider assessment of high risk sites.	MWAA T	Ongoing	3	2	6

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16	Effects of Climate Change, including - Flooding & other extreme weather events - Dealing with incidents and problems caused to highways assets (Financial Impact and service disruption)	3	4	12	Completion of a Local Climate Impact Profile for Derbyshire, consequently DCC achieved Level 1 of the indicator on target. Ian Stephenson Chairs the Derbyshire Strategic Flood Board. Implemented recommendations of the Pitt Review. Implemented new Flooding & Water Act responsibilities. Improvement & Scrutiny Committee undertaking ongoing review of Flooding, annual report to be produced.	Completion of asset management inventory. Implementation of flood response protocol for Derbyshire including all Risk management Authorities. Preparation in hand for SUDS (Sustainable Urban Drainage Systems). Link to partnership (DPF) priorities (Climate Change performance measures). Developing a Local Flood Risk Strategy for Derbyshire. Contribute to a comprehensive risk assessment of the effect of projected future climatic changes on the services with Climate Adaption Officer. Establishment of £2 million contingency fund.	TGP	Ongoing	2.5	4	10
17	Failure to provide adequate levels of service as a result of budget reductions	4	3	12	Budget clinics established during 2010/11 to monitor budgets. Implications of budget reductions are considered when implementing changes to services, including undertaking equality impact assessments where appropriate.	Budget clinics will identify any projects/budget savings proposals that are not on track and identify alternative measures to achieve the required savings.	DMT	Ongoing	4	2	8

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18	Failure to procure winter maintenance equipment and resources eg salt	3	4	12	Joint procurement through the MHA (Midlands Highways Alliance). Working with local plant suppliers to provide additional equipment in periods of heavy snow.	Resilience salt stocking (10,000 tonnes) to be maintained in the County for coming years. Working through the MHA - DCC will be looking for further support of securing salt in times of heavy demand. Increased the amount of external support from both plant hirers and farmers to assist in -house reserves with heavy falls of snow. Partnership working with district/parish councils. (continued)	RSIDN H	Ongoing	2	4	8
19	Ash Die Back <i>Chalara fraxinea</i> Implications for DCC Highways Network safety and DCC Facilities. Employee/public injuries. (Including Construction Sites, Workshops & Depots, Countryside Sites, Offices, Environmental Studies Service)	5	2	10	Tree Inspectors Survey work & Highways Inspectors finding trees with the disease as part of their current duties.	Continue with planned Surveys of Highways Network & Sites, Tree Inspectors Survey work & Highways Inspectors finding trees with the disease as part of their current duties may well increase as the disease takes hold. c95% infection of Ash Trees nationally. c4 million Ash trees within Derbyshire. Inspections to focus on Ash Trees with specific surveys on all networks to revisit on an increased basis using existing survey data. As mature trees (over 40 years old) can take up to 20 years to die the safety implications will increase on survey regimes. Increased work levels for clearance of diseased Trees & suitable removal impacting on Environmental Services & Property Services Staff. Additional chippers & forestry equipment. Potential for extra road closures to deal with felling & disposal leading to traffic delays and traffic control, additional costs. Response to calls for members of the public which could rise dramatically creating a demanding workload for existing resources. Reprioritising work to	ATRTT	Ongoing	3	2	6

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						accommodate demand. This may lead to response times and day to day tree issues being impacted on. Information Bulletins updating DCC staff with regards to the latest situation would continue. Digital mapping roll out of infected trees to assist monitoring the spread of the disease working with the Forestry Commission and DCC survey work.					
						Waste disposal costs of infected timber would be a new resource implication to secure £83 a ton for deep burial at Erin Void. This could escalate if the disease takes hold within Derbyshire. Erin Void may well be required as a site for infected waste from neighbouring authorities.					
20	Cromford Canal: 1 Leak at Simms Bridge (potential leak affecting foundry and possible claim against the authority) 2 Canal leaks flowing onto the railway line. A number of leaks run directly onto the Derby - Matlock line with potential to affect the permanent way and disrupt rail traffic 3 Railway Aqueduct (long running leak in the abutment flowing onto the railway).	5	2	10	1 Canal held at low water level to prevent leakage which is labour intensive and not infallible. Also has a potentially deleterious effect on water management with a knock on to the SSSI condition 2 Programme of leak repairs carried out depending on the availability of finance 3 Water levels in the trough are kept low and monitored. This eases the problem but affects water flows to the south of the aqueduct. It is also a labour intensive way of managing the canal	1 Continue to endeavour to affect a repair, although major re-lining may be required, and construct a spillway to manage water levels 2 Programme of leak repairs required to keep on top of the problem (Subject to the availability of finance) 3 Works needed to carry out investigations and funding will be required to carry out repairs	AT	Ongoing	4	2	8
Financial											

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21	Budget - failure to meet planned budget cuts	4	4	16	Close monitoring of budget reduction proposals. Budget monitoring by managers.	Undertake a risk assessment of the budget reductions programme. Identify the proposals that pose the highest risk and necessary mitigation. Update the risk assessment as part of the regular monitoring.	AG/DM T		3	3	9