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1 Introduction

The Local Transport Plan is linked at a strategic level with joint local plans e.g. the Sustainable Community Strategy, other plans of the authority (e.g. the Council Plan) and the plans of other organisations (e.g. spatial plans of the Districts/Boroughs and the Peak District National Park Authority).

There are also more detailed transport-related plans which help deliver our priorities, and these are summarised in this appendix.

2 Transport Asset Management Plan (TAMP)

2.1 What is this plan?

Asset management promotes a strategic approach which identifies the best allocation of resources for the management, operation, preservation and enhancement of the transport infrastructure to meet the needs of current and future customers.

2.2 How does it contribute to the wider local agenda (Council Plan)?

'Well managed assets' has been identified as a priority for the authority. The good management of the highways assets contributes to all other public services such as health, education and social services.

2.3 How is it done – who is involved?

DCC has been applying the principles of asset management for some time now. Successful asset management relies on good data, particularly regarding condition assessments, and the County now has good data on most of its transport assets, particularly its carriageways. The results of this have helped to ensure that money for structural maintenance has been targeted at the most appropriate roads. Similar processes are being adopted for other key assets, particularly in developing long-term planning for their life cycle replacement.

The TAMP aims to set out not only the practices and systems that are currently being applied to the management of the transport asset, but also estimates different levels of service and their associated funding requirements. Derbyshire's TAMP comprises the published TAMP, containing the principles and areas the Council needs to develop better skills in, including:

- Linking the LTP and County Council strategic goals and objectives to the provision and delivery of a well maintained highway infrastructure, which addresses the aspirations and needs of local users.
- The capture and management of improved data to better manage the network.
- Life Cycle Plans, Life Cycle Cost Models/Maintenance Plans covering the whole of the asset life and maintenance interventions and setting the Service Levels.
- The application of risk and the use of risk registers relevant to the highways service.

The appendices (yet to be approved) will then be developed to address the wider issues of budgets and Service Plans. Work on this started in March 2010 with the final arrival of asset data, providing:

- A detailed cost appraisal protocol, which could ensure that future maintenance costs are included in the decision making process for maintenance works and could make use of work currently being developed on deterioration modeling. This could initially be used to identify future budget consequences over a 15 year period and then be used to feed a whole life costing model to determine the optimum time and treatment for specific asset components.
- A benchmark valuation could provide an open book value for the year 2010/11.

Using asset management within the highways and transport arena is fully supported by the DfT, HM Treasury and Government and is seen as the way forward in supporting future funding for the maintenance of the highways and transport network.

2.4 What difference will it make by 2026?

Having better understanding and knowledge of an asset enables a “one truth” policy and leads to greater confidence and transparency in decision making, and in projecting and defining/defending budgets.

The collection of data and in particular the condition history of an asset will enable Derbyshire to better understand how an asset performs and deteriorates over time, leading to the development of local deterioration models. These models can reflect local conditions, topography and usage and will then provide a solid base from which to project the timing of future maintenance interventions as well as identifying the assets budgetary requirements in future years.

It will also provide evidence for more timely interventions, extending asset lives to their maximum.

2.5 Where can more information be found?

http://www.derbyshire.gov.uk/transport_roads/roads_traffic/tamp/default.asp

3 The Rights of Way Improvement Plan (RoWIP)

3.1 What is this plan?

The Rights of Way Improvement Plan (RoWIP) details how the County Council will plan strategically for how it will improve the management, provision and promotion of a wider rights of way and access network and considers:

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the authority's area, together with the use of the network by local people as a means to access workplaces, schools and other local facilities.
- The accessibility of local rights of way to blind or partially sighted people and those with limited mobility or other impairments.
- It covers the whole of the County including the Peak District National Park and is aligned to the wider LTP.

3.2 How does it contribute to the wider local agenda (Council Plan)?

Under the 'Making Places Easier to Reach' section of the Council Plan, the RoWIP provides the details for how the County Council 'will work towards an integrated, well managed and inclusive rights of way and access network.'

The RoWIP contributes to several other aims under the 'Encouraging healthy, active and rewarding lifestyles' section including:

- Actively promoting the 3 x 30 minutes a week of exercise and active recreation programme.
- Encouraging more walking and cycling within the County.
- Working more closely with partners to achieve enhanced sport and active leisure provision across the County.

3.3 How is it done – who is involved?

Extensive public consultation took place in order to carry out the assessments required. This comprised a series of questions submitted to the Citizens' Panel, a user survey aimed at the wider public and visitors and a key issues questionnaire sent out to countywide access stakeholders and local councils. A series of focus groups looked at issues relating to nature conservation, the local economy and tourism, along with issues affecting landowners and the needs of disabled people.

The RoWIP is delivered by the County Council working with a series of partners including the Peak District National Park Authority, National Forest, local District, Borough and Parish Councils, Groundwork Trusts, Natural England, landowners and Community/User Groups. Advice and guidance is provided by two Local Access Forums.

3.4 What difference does it/will it make by 2026?

The vision in the RoWIP for improving access to the countryside and built environment in Derbyshire is “to have an integrated, well managed and inclusive rights of way and access network which encourages responsible enjoyment by residents and visitors alike, is a sustainable and safe network in keeping with the County’s heritage landscape and wildlife interests, promotes healthier lifestyles and helps support tourism and the local economy.”

3.5 Where can more information be found?

http://www.derbyshire.gov.uk/leisure/countryside/access/rights_of_way/improvements/default.asp

4 Greenway strategies

4.1 What is this plan?

The Greenway network includes traffic-free pathways that connect Derbyshire’s towns and villages to both dramatic and gentle countryside and are suitable for walking, cycling and horse riding. All routes are surfaced and many are built on flat routes for easy access. They are suitable for all the family, prams and mobility scooters. Greenways provide sustainable and healthy travel routes to schools, workplaces, shops and local amenities, whilst offering tranquil green routes out of town to the local countryside.

There are three Greenway Strategies covering the County as follows:

- East Derbyshire Greenway Strategy 1998 (under review).
- South Derbyshire Greenway Strategy 2006.
- West Derbyshire and High Peak Greenway Strategy 2008.

The Strategies are incorporated within the RoWIP.

The Strategies identify existing Greenways and potential routes that could be developed in the future should opportunities present themselves, with the aim of developing a strategic network of multi-user routes, or Greenways, for walkers, cyclists, horse riders and those with mobility difficulties, across the County.

4.2 How does it contribute to the wider local agenda (Council Plan)?

Greenway development is seen as a valuable asset that cuts across many disciplines and meets many of the current targets and policy initiatives supported by Central Government. Greenways improve accessibility to facilities, services, schools, work, places of interest and to the countryside. They provide alternative transport choices and link communities together to reduce isolation and promote independence and well-being. Additional benefits are linked to the creation of new tourism based infrastructure to promote economic growth and sustainable development.

4.3 How is it done – who is involved?

The Greenway Strategies were subject to extensive consultation with local Councils and key access stakeholders. Wider public consultation was carried out at the draft stage. The delivery of new Greenways is often a partnership approach involving a range of public and private organisations. Cross boundary working with adjoining local authorities features strongly in the continued development of the Greenway network.

4.4 What difference does it/will it make by 2026?

The long-term vision is to continue to develop the network of multi-user traffic-free Greenways across the County to provide long distance, middle distance and shorter circuits that interconnect with each other and the existing

highway network. The routes will connect people and places to enhance recreational and utilitarian journeys, on high quality and attractive pathways. A total of 299km of off-road Greenways exist around the County, 180km of which were delivered since 2001, within the 10 years of the first and second LTPs.

4.5 Where can more information be found?

<http://www.derbyshire.gov.uk/leisure/countryside/access/greenways/default.asp>

5 Network Management Duty Plan

5.1 What is this plan?

Following a detailed report on the analysis of the obligations of the Traffic Management Act 2004, the Council is now developing its Network Management Duty Plan (NMDP) based on its statutory duties and actions, with the aim to meet the requirements of the Act and the needs of the users of the network.

The NMDP, when completed and approved, will be a strategic outline of the duties and initiatives being adopted, which may have more detailed information in other strategic documents and plans.

5.2 How does it contribute to the wider local agenda (Council Plan)?

Generally, the NMDP will recognise the requirement to balance the desires of its communities, visitors and businesses with the need to deal with issues like reducing congestion, promoting public transport, making the network a safer place to be and reducing the effects of noise and air pollution etc.

Specifically the NMDP will aim to:

- Reduce traffic collisions.
- Improve air quality.
- Reduce carbon emissions.
- Reduce and plan to prevent congestion.
- Improve journey times.
- Make places easier to reach.
- Contribute to a resilient economy.
- Continue to protect our diverse environments.
- Support tourism to assist the local economy.
- Make communities safer.
- Support planned events.
- Manage on-street parking, loading and waiting.
- Progress to a Derbyshire wide Intelligent Transport System.
- Support flood risk management.
- Create working partnerships with our neighbouring and regional local authorities.
- Manage incidents on the network and support the emergency services.
- Contribute to healthier lifestyles.
- Manage all road signing including un-authorised signs.
- Co-ordinate and reduce the time taken to undertake road works and street works efficiently and safely.
- Manage Civil Parking Enforcement and Traffic Regulation Orders.
- Support the Council's other strategic plans.
- Consider Equality and Diversity for all network users.
- Support the Council's partners.
- Inform the Council's roads hierarchy.

5.3 How is it done – who is involved?

The NMDP will be implemented as a live strategic plan and it will be continuously monitored for its effectiveness and updated as required. In this process all other related plans, policies and standards will also be monitored to maintain their relationship with the NMDP in line with the traffic manager's role.

Some of the bodies, partners and groups included in this process will include:

- Department for Transport.
- Utility companies.
- Emergency services.
- Neighbouring and regional authorities.
- Highways Agency.
- Transport operators and groups.
- Regional Traffic Managers.
- Regional Street Works Co-ordinators.
- Media.
- Derbyshire Partnership Forum.
- Event organisers.
- Environment Agency

5.4 What difference does it/will it make by 2026?

Making the best use of our current road network is important for both economic vitality and the public in general. The road network facilitates the movement of goods and services and provides access to homes and businesses. It also provides the links for supplying an increasing number of services that network users demand.

By continuing to plan and improve the network to allow all traffic types to travel, with reasonable journey times, will make a positive difference to users and continue to keep congestion to a minimum. This will be achieved if the network is well managed and maintained in a sustainable and safe way whilst protecting the County's biodiversity, promoting healthier lifestyles and supporting tourism and the local economy.

5.5 Where can more information be found?

- Highway Network Strategies, Plans, Policies and Standards.
- www.derbyshire.gov.uk
- www.dft.gov.uk
- www.hauc-uk.org.uk/
- www.highways.gov.uk
- www.parksmarter.org.uk
- www.elgin.gov.uk