

Part 1: Taking a long-term view - defining what we've got to do

1 Introduction and key messages

“Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies.”

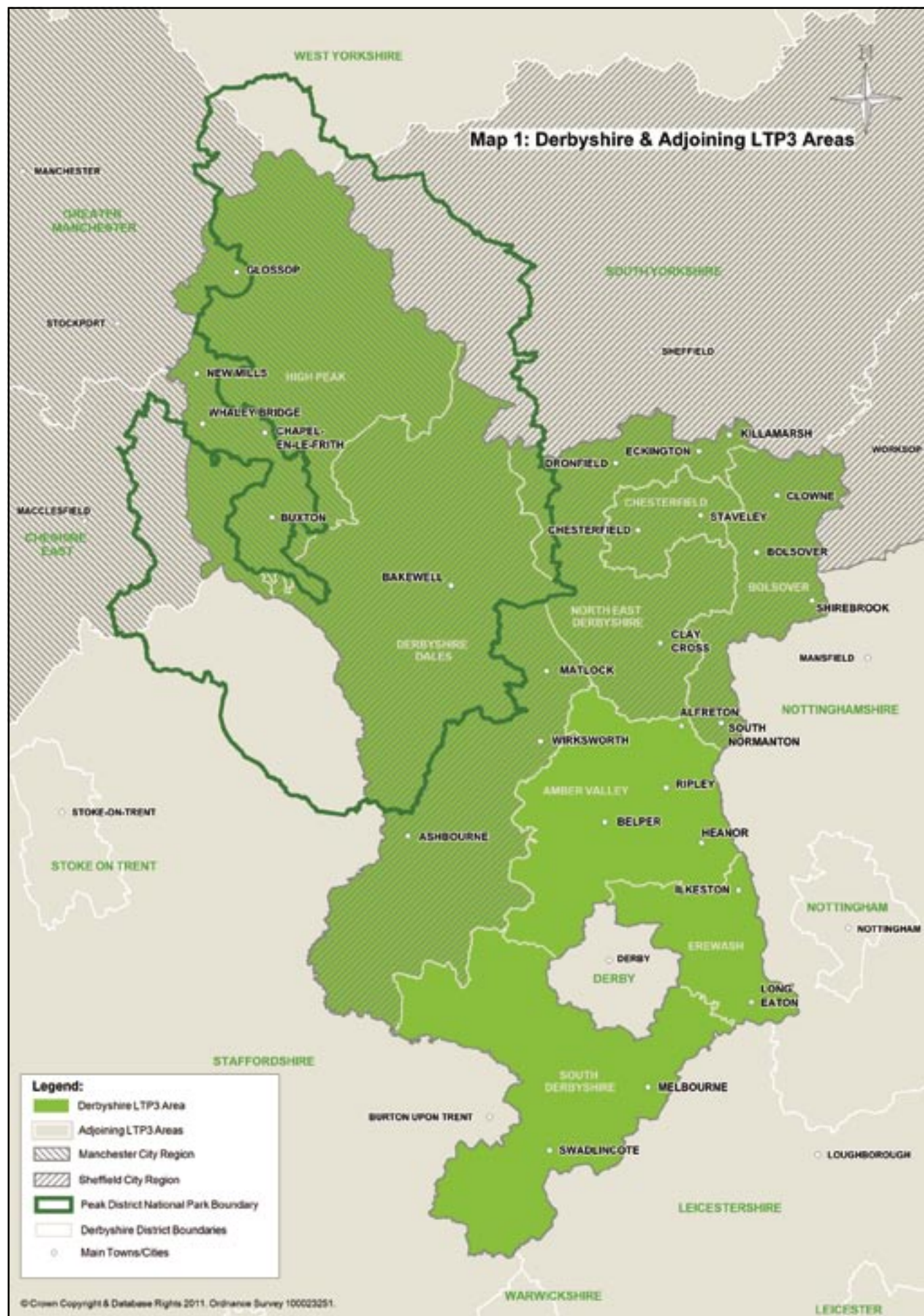
Department for Transport, Local Transport Plan Guidance 2009

This LTP contains policies for the promotion and encouragement of safe, integrated, efficient and economic transport from and within Derbyshire County Council's area. It also explains how we aim to carry out the policies.

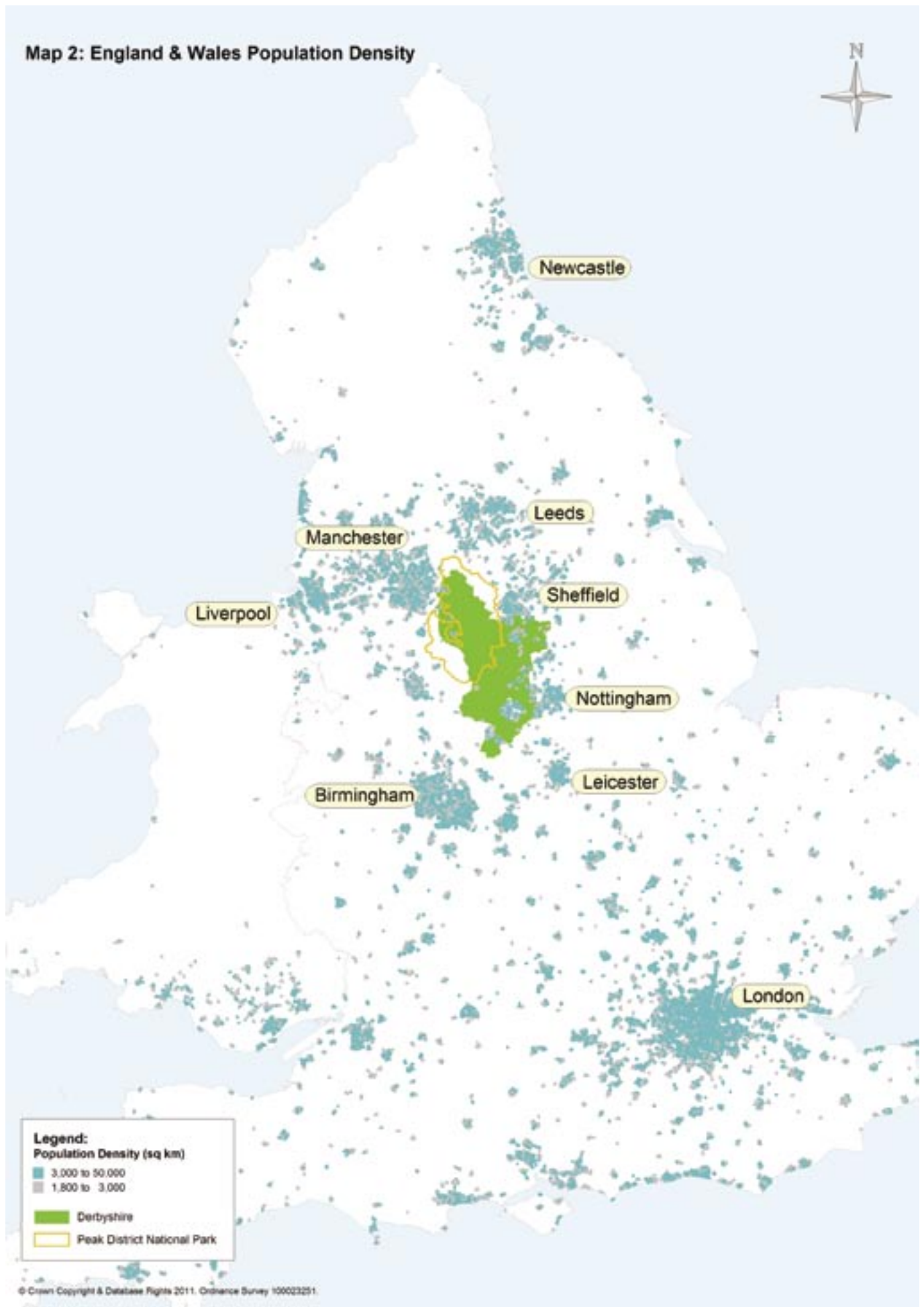
Derbyshire's local transport network includes roads, pavements, rights of way and greenways, rail and canal networks. This long-term Local Transport Strategy covers the maintenance of highway assets (excluding motorways and trunk roads), traffic management, improving local accessibility and healthier travel (bus and rail travel, community transport, walking and cycling), road safety, transport's links with community safety, and our approach to new infrastructure.

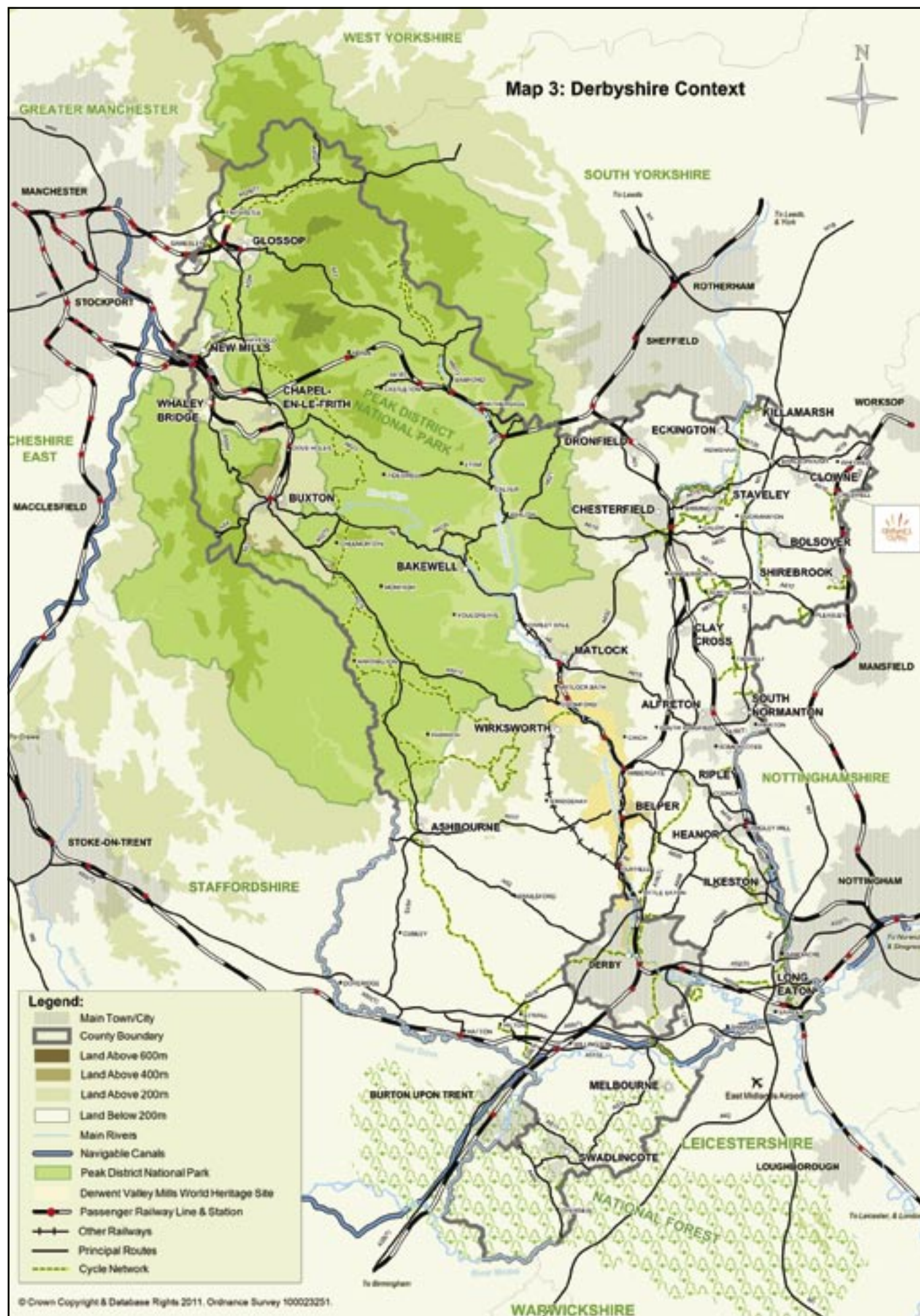
Transport investment must fit in with other areas of local public investment relating for example to health, education, economy and security, whilst also taking very seriously the environmental constraints of our transport system.

This plan covers Derbyshire County Council's area, but we are working with partners in other plan areas on joint working and joint projects. Map 1 (page 7) shows the Derbyshire plan area, and the plan area for boundary authorities. Some transport strategies overlap into Derbyshire (e.g., the city regions), and these will be applied within our area as appropriate through this plan. In particular, Derbyshire's central position in the country, surrounded by major centres of population, yet containing a large proportion of the Peak District National Park and a World Heritage Site, presents a unique set of challenges which the plan needs to address (see Map 2, page 8). Map 3 (page 9) illustrates the context of Derbyshire's road, rail, cycle and navigable waterway network, showing also the surrounding cities and other significant travel destinations such as the Peak District National Park, World Heritage Site, National Forest, and East Midlands Airport.



Map 2: England & Wales Population Density





The transport network of Derbyshire is the entire basis of our daily lives. Without it, the current building blocks of our economy would collapse. Experience over the last decade has shown that any prolonged disruption to the transport network - whether by fuel crisis, foot and mouth epidemic, flooding, snow or volcanic eruption (Iceland, April 2010) - reveals just how dependent our society is upon it.

Its continuation in terms of the highway and rights of way network, rail, public, community and voluntary transport services provided should not be taken 'for granted', as all infrastructure and services relating to transport are subject to careful investment planning and vulnerable to changing levels of resource.

The strategy will therefore aim to benefit public services, local communities, businesses and people who travel through or visit the County. Its ambition is different to previous plans in that it is not about prediction and a focus on transport infrastructure improvement. Instead, it attempts to define the transport future that is desirable, taking into account environmental, social and economic trends and constraints, linking transport with its broader role in our society. It has to deal with financial uncertainty, be modest and practical, and yet mark a significant path towards sustainability. Reducing the need to travel, and travelling more healthily, are twin themes which run through the plan.

The plan also reflects our commitment to work with partners at a local level to get value for money in our transport investment, the significance of Derbyshire's location between cities with ambition to 'grow' connectivity, the high value of Derbyshire's protected landscapes and world-ranking historic sites, and necessarily covers both urban and rural transport issues.

In particular, there is a lot to be done to link transport planning with a resilient local economy whilst at the same time working to reduce carbon dioxide emissions. We must also have regard to the needs of disabled people and people who are older or have access problems, whether because of needing access with mobility scooters, pushchairs etc., or lacking access to a car.

The strategy is based on a review of policy, the results of a wide range of local consultations carried out over the last year, and analysis of local data, including a Strategic Environmental Assessment and Habitats Regulation Assessment. In particular, the 'Local Transport Futures: Challenges and Options Consultation' (April 2010) showed a high level of support for reducing our carbon footprint, influencing spatial planning, routine maintenance of roads and pavements, improvements to public transport services, and encouraging the use of local facilities and local businesses. The selection of behavioural change measures to persuade people to adopt healthier and more environmentally-friendly travel habits was classed as important by over 90% of respondents.

With a 15 year timescale, the long-term transport strategy must take into account sustainability of travel habits in terms of tackling climate change, and also preparing for the impact of 'Peak Oil.' There are growing concerns regarding the impact that Peak Oil could have on transport in the future. Peak Oil is the point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production enters terminal decline because geological limitations are reached. If demand for oil continues to increase over supply, then an increase in oil prices can be expected. There are also concerns regarding the insecurity of supply and price volatility further increasing the price of fuel. Therefore, the Carbon Reduction Strategy (see Appendix C) will also guide Derbyshire to prepare for such a future and make sure the transport system is resilient to such pressures.

Social, economic and environmental results

It is the earlier paper 'Local Transport Futures: Challenges and Options consultation' (April 2010) which gave a Derbyshire flavour as the basis of our transport strategy. Our resulting Derbyshire strategy is, therefore, tailor-made and is not about providing generic transport services for their own sake. The strategy is a response to Derbyshire issues and problems, whether social, economic or environmental. Our intended outcomes, therefore, relate not only to the provision of services, but to achieving social, economic and environmental results.

Part 1: Derbyshire Transport Strategy key messages

The plan must:

- Take a longer term view.
- Help support the local economy.
- Mark a path towards more sustainable travel habits e.g. walking, cycling and using public transport (bus and rail), to reduce carbon dioxide emissions and benefit personal and public health.
- Consider doing more for less, as resourcing is to be less for the first part of the plan period.
The authority must deliver a balanced budget based on the financial constraints of available funding.
- Consider the prospect of an ageing population profile for Derbyshire - with the number of people of retirement age set to increase by 25% over the next 10 years.
- Ensure that Derbyshire people who do not have access to a car (over 110,000 in the 2001 census, nearly 51,000 pensioners, and over 71,000 households) are able to access services and facilities.
- Following consultation, the preferred strategy is to put emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. The preferred strategy would also aim to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal.
- The Derbyshire LTP will be reviewed on an ongoing basis.

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