DERBYSHIRE County Council
Improving life for local people

derbyshire

LOCAL TRANSPORT PLAN

2011 - 2026

a healthy future for local transport: supplementary document investment protocol to 2016 October 2011

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1. Introduction

Local consultation and analysis has shaped Derbyshire's Local Transport Plan. This Investment Protocol forms a supplementary document to the plan. For each of our key transport priorities identified in the main document, it summarises what we want to achieve in five years and gives examples of key evidence that will be required to justify the programme of work. It indicates what areas of investment we support, which measures will only be used sparingly, and which measures will not be supported, unless in exceptional circumstances.

This is an ambitious task overall, and a first version of the protocol (produced April 2011) has been further refined and updated to help guide programme development and efficient business planning in both capital and revenue spend. Figure 1 illustrates how the Investment Protocol fits in to the programme management cycle for the Local Transport Plan. Please refer to Chapter 4 of the main document for further information.

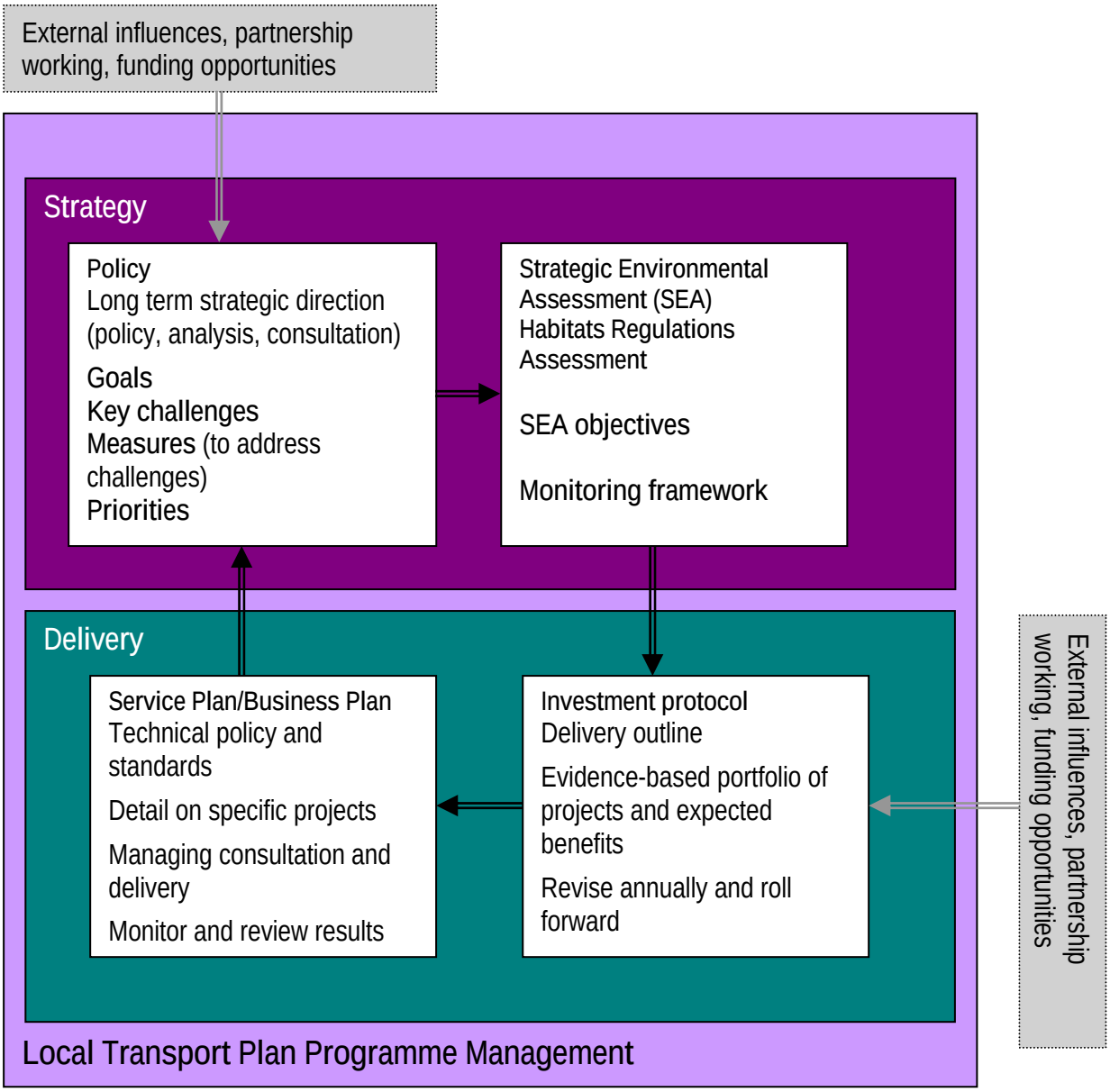

Figure 1: Local Transport Plan Programme Management Cycle

2. Well maintained roads and rights of way Investment Protocol

What we want to achieve in five years

- Define and sustain levels of service on a hierarchical basis.
- Improve condition and consistency of treatment.
- Pursue an asset management approach for all our assets.
- Reduce the number of assets e.g. sign review.
- A more economic approach to lighting, achieving energy and carbon reduction. e.g. part night lighting schemes
- Corridor/area-based repairs.
- Develop deterioration models and scenario planning to test strategies and risk.
- Respect our landscapes, townscapes and setting of heritage assets.
- Provide evidence that environmental issues have been considered in the procurement of materials used for maintenance.
- Develop cost depreciation models for all assets to forecast future budgetary requirements.
- Improve the proportion of the Public Rights of Way network that is open and available for use (paths correctly signposted from the road, with well maintained surfaces and structures, including the cutting back of intrusive vegetation and efficient removal of obstructions).

Examples of key evidence expected to justify the programme:

Derbyshire transport challenges (see Chapter 2 of main LTP document)

Asset inventory, including map-based images and sort and filter queries

Condition data

Traffic flows and Hierarchy

Rights of Way Improvement Plan and Greenway Strategies

Environmental data, including environmental sensitivity mapping

Public surveys (e.g. Citizens' Panels, Rights of Way consultations)

Flood risk assessment

Local Access Forums

Links to the National Cycle Network

Expansion of the network hierarchy to include linking communities, school routes, bus routes, access to hospitals etc.

Improvement and Scrutiny reviews

Best Practice advice

Public reports/complaints.

The block funding for highways maintenance (capital) over the spending review period (2011-2015) is expected to average £14.68m p.a. (ranging from £15.47m in 2011/12 to £13.7m in 2014/15). This represents a 15% reduction compared with the annual average of £17.29m over the three year period 2008-2011.

Therefore, there is an overall focus in the short/medium term on value for money and longevity of treatment.

Well maintained roads and rights of way – Investment Protocol key messages

The authority will:

- liaise across Derbyshire's boundaries on maintenance and rights of way projects
- focus on maintaining adequately what we've got, making low cost or no cost improvements where these reduce future maintenance requirements and are in the best interest of the highway user
- resist the introduction of new infrastructure unless this is part of the agreed major schemes programme or detailed in the delivery programmes for the Rights of Way Improvement Plan
- influence the design of new development to consider reductions in future maintenance requirements
- focus attention on the busiest or potentially busy routes (whether carriageway, footway or Public Right of Way)
- take a 'quality control' approach to maintenance i.e. to neither over-specify nor under-specify, in order to achieve value for money overall
- use the Transport Asset Data to devise an overall strategy for efficient maintenance.

The Transport Asset Management Plan and the Rights of Way Improvement Plan provide more detail about these areas of work (see Appendix A of the LTP main document).

Table 1 Investment Protocol: Well maintained roads and rights of way

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
Support (in principle)							
IP1 Carriageway Maintenance This work ranges from filling potholes to reconstruction. IP1a Carriageway Maintenance Structural integrity Over the short term, with the prospect of reduced funding, the overall aim is to retain the structural integrity of the highway. This will require a greater use of surface dressing in order to extend the life of existing surfaces, rather than allowing overall deterioration. Therefore, the choice of materials and treatment will be based on extending the longevity of the existing surface and underlying substructure. IP1b Carriageway maintenance riding quality The main focus is on structural integrity and where possible we will continue to pay attention to ride quality as this has a significant influence on public satisfaction. IP1c Carriageway maintenance level of funding If higher levels of funds become available, more attention could be paid to ride quality, with a higher	The Council Plan 2010-2014 puts a focus on the maintenance of non-principal roads and improving public satisfaction with the condition of our highways. This will be determined through targeted expenditure by a combination of considering: 1. Areas of need as determined by the Derbyshire Network Hierarchy (see IP 25) e.g. inter-urban links and key emergency routes, and as specified in the authority's Council Plan. 2. Condition Improving the efficiency of maintenance schemes that convert 'red/amber' rated areas to 'green' condition. Further detail is specified in the Highway Network Management Plan and the Transport Asset Management Plan.	Capital and revenue	Capital funding is to be available as a grant i.e. not supported borrowing. Widespread surface dressing treatment helps to prevent more serious and expensive problems occurring in the future.	Maintenance is always a high priority in public surveys. Reduced investment creates higher liabilities for the future. There may be lower levels of public satisfaction in relation to ride quality. Loss of network lengths.	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
proportion of Hot Rolled Asphalt treatment – *see also IP15 Noise reduction*							
IP2 Footway maintenance IP2a Footway maintenance structural integrity Over the short term, with the prospect of reduced funding, the overall aim is to retain the structural integrity of footways. This will require a greater use of footway surface treatments in order to extend the life of existing surfaces, rather than allowing overall deterioration. Therefore, the choice of materials and treatment will be based on extending the longevity of the existing surface. IP2b Footway maintenance key routes Footway maintenance for key routes of heavy footfall in key areas e.g. bus stops, health centres, major employers, shops, schools will be prioritised.	Countywide	Capital and revenue	Widespread surface dressing treatment helps to prevent more serious and expensive problems occurring in the future.	Reduced investment creates higher liabilities for the future. If footways are not well maintained, this will discourage walking.	✓ ✓	✓ ✓	✓ ✓
IP 3 Bridges, structures retaining walls and highway boundary structures maintenance Structural integrity Over the short term, with the prospect of reduced funding, the overall aim is to retain the structural integrity and	This will be determined based on the results of inspection procedures, according to need, the county hierarchy, and considering the consequences of not dealing with it. Priority will be given to bridges, structures, retaining walls and boundary structures	Capital and revenue	Capital funding is to be available as a grant – not supported borrowing.	Cannot compromise on safety and structural integrity. Also creates increased liabilities for the future. Could well lead to the imposition of	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
safety for users of bridges, structures, retaining walls and boundary structures, whether this affects highways or rights of way.	that support the structural integrity of highway assets, and that protect the safety of road users.			weight restrictions which will lead to severe restrictions on the highway network.			
IP4 Gully and drain management A more effective, intelligence-led approach to cleansing, and drainage models are to be integrated into models to manage flood water. *See also IP 106 Sustainable Drainage Systems*	This modification to the cleansing regime will take place across the whole county.	Capital and revenue	Savings can be identified following this approach based on identified need compared with current routine cleansing regimes.	Less effective flood water management and potential for service disruption by flooding events.	✓	✓	✓
IP5 Asset replacement/removal Asset review to comply with current standards – reviewing and where appropriate either replacing or removing unnecessary infrastructure, or re-considering the use of high friction surfacing. *See also IP 46 High friction surfacing*	A consistent approach to be taken across the whole county. Work is underway (i.e. asset audits) to highlight priority areas for the removal of unnecessary infrastructure such as signing.	Capital and revenue	Better managed assets.	Stores up problems as regards future costs.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
IP6 Lighting **IP6a Switching off lights** Switching off street lighting where practical. Identification of the key parts of the network where lighting most contributes to safety and security will happen prior to any decisions being made. **IP6b Removing unnecessary lighting** Removing unnecessary lighting (of signs, bollards etc.) **IP6c Lower energy lighting** Replacement of incandescent light bulbs in signal heads with lower energy units, with due regard to safety.	Will be applied following the results of the investigation and consultation which took place in 2010. Also, the Strategic Environmental Assessment included the preservation of dark sky areas, and these will taken into account. Replacement of signal heads and other lighting units with lower energy units, including LEDs, will continue as bulbs are replaced, with an overall preference for lower voltage options.	Capital and revenue	Reduced energy costs and therefore carbon emissions. Better whole life costing.	Increasing energy costs. Increased lighting faults.	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
IP7 Rights of Way **IP7a Access for All** Access for All standards for Rights of Way in line with the Equalities Act (2010). **IP7b Rights of Way Structural Integrity** The overall aim is to maintain the structural integrity of the Public Rights of Way network. Maintenance of Public Rights of Way for key routes in most need of surface improvements	As determined by the Rights of Way Improvement Plan.	Capital and revenue		The Countryside and Rights of Way Act 2000 requires a Highway Authority to consider accessibility for blind and partially sighted people and others with mobility problems on Public Rights of Way.	✓ ✓	✓ ✓	✓ ✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
or which benefit the most users will be prioritised in line with the Rights of Way Improvement Plan. IP7cProtection and restoration of habitats and species alongside Public Rights of Way in accordance with the findings of statutory Environmental Assessments *See also IP 102 Environmental mitigation and enhancement*	Designated environmental areas (e.g. Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest where increased recreational activity (motorised and non-motorised) is contributing to soil erosion or disturbance of ground nesting birds. Liaison with the Peak District National Park Authority and Moors for the Future.			Non-compliance with environmental regulations.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
IP8 Work scheduling Using management information to inform the programme and routine work, seeking improvements to increase efficiency and equality: - area-based work scheduling to improve cost efficiency - time of day scheduling to reduce costs - giving due consideration to the scheduling of works in relation to all religions where appropriate	Countywide, through the Control Centre.	Capital and Revenue	This will contribute to more efficient working procedures, grouping work together to save staff and plant costs.	An untargeted approach creates a higher cost for the authority.	✓	✓	✓
IP9 Carriageway maintenance Heavy Goods Vehicle/Large Goods Vehicle routeing Review speed and Heavy Goods Vehicle prohibition areas.	Take into account when devising programme of work. Identify desired routes/areas, and maintain appropriately. Informed by bridge strike data. Includes consideration of historic structures.	Revenue	Reduced maintenance liability through better traffic management.	Increased maintenance costs.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
IP10 Highway maintenance environmental checklist IP10a. Listed highway structures Maintenance and renewal methods on listed highway structures to conserve and where possible enhance their historical setting. IP10b. Road verge reserves Continue to influence and monitor management regimes of these designated reserves. Could include removal of scrub/invasive species such as Japanese knotweed. IP10c. Conservation of character Replace materials like for like where possible. IP10d. Waste Management Re-use High value stone/material e.g. stone kerbs, to be recycled and not taken to landfill. Re-cycle Re-cycle as much waste material as possible. Disposal Waste materials to be managed sensitively where required (e.g. potential coal tar hazard).	Listed highway structures e.g. historic bridges, mileposts. Designated road verge reserves across the county requiring sympathetic management.	Revenue	Good environmental outcomes. Reduce the risk of challenge that the Strategic Environmental Assessment has not been followed through. Reduced management costs.	Environmental mitigation measures are applied to reduce the risk of adverse effects, as part of the Strategic Environmental Assessment process.	✓	✓	✓
IP11 Highway maintenance public satisfaction Improving public satisfaction with maintenance.	Residents' survey October 2009, importance of: - quality of repairs - speed of repairs	Revenue	A better understanding of expected levels of service may reduce the	A rising level of public queries.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014 - 2016	Beyond 2016
	Managing public expectation is important – a publicity campaign could clarify what standards of maintenance are to be expected.		number of public queries about maintenance.				
IP12 Maintenance informed by collision data	Take account of collision problems when maintenance solutions are devised. Inspection works also to take into account collision problems to help find appropriate solutions.	Revenue	Efficient methodology to combine maintenance and safety activities.	Lost opportunity in the focus to reduce casualties.	✓	✓	✓
IP106 Sustainable Drainage Systems (SuDS) SuDS will be promoted as part of new highway works where feasible.		Capital and revenue			✓	✓	✓

Investment policy	Where	Source of finance Capital/Revenue	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Use sparingly – not likely to be widespread							
IP13 Lit signs/bollards	Opportunities will be taken to reduce the number of lit signs/bollards, with due regard being given to regulations and road safety considerations.	Revenue	Reduced energy, maintenance costs and carbon emissions.	Increased energy costs.	✓	✓	✓
IP14 Renewable energy Use of renewable energy sources for signs, shelters etc.	Not all locations are suitable for this treatment, and some shelters may not require lighting at all. Therefore, a policy will be developed for the lighting of shelters.	Revenue	Savings to be made through a systematic approach, reductions in carbon emissions.	Increased energy costs.	✓	✓	✓
IP15 Noise reduction Use of noise reducing road surfaces or other noise reducing interventions.	This will be carried out in response to the Noise Duty where this is a satisfactory solution to the identified problem area.	Capital and revenue		Requirement to comply with Environmental Noise Directive 2002/49/EC and Environmental Noise (England)Regulations 2006.	✓	✓	✓

No support (unless exceptional circumstances) (i.e. investment by the county council)	
Investment policy	Potential savings to the authority/better results for customers
IP 16 Porous surfacing	Problems with longevity – only to be used when proven as a cost-effective solution.
IP 17 New infrastructure associated with highway improvement schemes	Responding to problems by routinely putting in new infrastructure e.g. signage, stores up additional liabilities for maintenance in the future. NB Public Rights of Way and Greenways will require new infrastructure to increase patronage. Please also see the New Infrastructure Investment Protocol which is more detailed.
IP 18 Plastic kerbing	Although there are advantages in the use of plastic kerbing e.g. light to lift, and less traffic management required, due to the unsightly appearance of plastic kerbing and concerns about its longevity compared with other solutions, its use will not normally be supported.
IP 19 Non-retaining boundary structures e.g. walls, fences, hedges	Saving of staff time in responding to requests which are not a priority in terms of the highway consequences of not dealing with the issue. Exceptional circumstances would be where there was an immediate safety concern.
IP 20 Hard surfacing of low frequency footway networks	Appropriate level of investment according to frequency/potential frequency of use.

IP 21 not used in this version.

3. Efficient transport network management Investment Protocol

What we want to achieve in five years

- Making the best use of what we've got.
- Efficient Heavy Goods Vehicle routeing e.g. aiming to avoid villages or the Peak District National Park.
- Higher quality 'first time' road repairs.
- Effective travel information.
- Co-ordinated event planning.
- Permits scheme (e.g. the utility company books time on a highway through a permit system).
- Transfer of freight from road to rail.

Examples of key evidence expected to justify the programme:

Derbyshire transport challenges (see Chapter 2 of LTP main document)	Midlands Service Improvement Group – policies and standards
Congestion data	Air Quality data
Public surveys	Improvement and Scrutiny Reviews
Public reports/complaints	Best Practice advice
Asset inventory	Environmental data, including environmental sensitivity mapping
Highway Inspection records	Works activities monitoring data
Control Centre works records	Infrastructure Plans for County and Districts

Efficient transport network management investment protocol key messages

The Network Management Duty requires local traffic authorities to do all that is reasonably practicable to manage the road network effectively to keep traffic and people moving.

In the context of the levels of traffic congestion in some parts of the UK, Derbyshire does not experience major problems. However, with levels of through traffic, commuting between Derbyshire and surrounding cities and towns, tourist traffic, and diversionary routes such as when M1 diversions are underway, tackling congestion remains an ongoing task.

The authority will:

- liaise across Derbyshire's boundaries on transport network management projects
- take a project-led approach to network management through the creation of a forward planning group to link action with the priorities of the Local Transport Plan
- seek to reduce traffic through behavioural change (see accessibility and health Investment Protocol)
- co-ordinate planned and emergency works through the Control Centre
- work in partnership with the Districts/Boroughs to deal with conflicting demands for parking space and time.

NB This Investment Protocol presents a strategic overview of a range of statutory duties. More detailed reference to these is made at the level of technical policy.

Table 2 Investment Protocol: Efficient transport network management

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Support (in principle)							
IP 22 Network Management Duty Plan	Countywide	Revenue			✓	✓	✓
IP 23 An evidence-based approach to transport network management This includes a 'sense-making' approach to data collection, including condition of assets, and ensuring ease of access to the data.	Countywide	Revenue	Value for money approach.		✓	✓	✓
IP 24 A Network Management Forward Planning Group This multi-disciplinary group will identify future projects and locations based on evidence Aims: Tackling congestion Route planning Freight management Parking management Environmental management Encouraging improved social contact in neighbourhoods.	Countywide	Revenue	More efficient work planning and scheduling.	Risk of damaging environmentally sensitive areas.	✓	✓	✓
IP 25 Derbyshire Network Hierarchy The established Derbyshire network hierarchy will continue to	Countywide	Revenue	More efficient work planning and scheduling.		✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
be refined and used as a tool to improve efficiency and focus on key routes at strategic and local levels, and a footway hierarchy is to be developed to follow the example of the roads.							
IP 26 Route Management Planning Route management planning will include consideration of the network hierarchy incorporating, for example, maintenance, 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. *See also IP 24 Network Management Forward Planning Group*	Countywide prioritisation to be informed by IP 24. Traffic modelling will help to indicate 'pressure points' in the transport network.	Capital and revenue Developer funding on an opportunistic basis.		Risk of damaging environmentally sensitive areas.	✓	✓	✓
IP 27 Co-ordination of works activities Delivery of Permits scheme.	Countywide	Revenue		Unnecessary and prolonged disruption to traffic.	✓	✓	✓
IP 28 Winter service for roads and footways	Countywide As set out in the Winter Service Plan.	Revenue			✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP 29 Higher quality repairs *See also IP 11 Highway maintenance public satisfaction*	Countywide	Capital and revenue	Right first time repair.	Repeat failures.	✓	✓	✓
IP 30 Travel information (motorists) *See also IP 22 Network Management Duty Plan, IP 33 Parking management*	Countywide Permit scheme will be more specific and help provide better quality information.	Revenue	Better quality information.		✓	✓	✓
IP 31 Enhancing the street scene Higher quality street scene for all areas, including Conservation Areas under threat (English Heritage at risk register).	Countywide	Capital Developer funding Heritage Lottery Fund			✓	✓	✓
IP 32 Freight management Reducing damage to bridges and structures. Freight routeing – keeping lorries out of villages and away from lower hierarchy roads. Support the principle of moving freight from road to rail.	Countywide Weight restriction mapping and enforcement project will identify areas where restriction orders need to be made.	Capital/revenue		Risk of damaging environmentally sensitive areas.	✓	✓	✓
IP 33 Parking management Liaison with Districts and Boroughs. Parking standards (off-street and on-street). Enforcement of parking regulations, including pavement parking. On street parking charges, loading	Countywide	Capital and revenue Developer Funding *e.g. Buxton variable message signs.*		Delays to bus services and other traffic, adding to the existing costs to business of congestion.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
and waiting control. Tackling bad parking in rural areas. Residents' parking *see IP 45 Residents' parking schemes*							
IP 34 Incident management and emergency responses	Countywide – flooding, Highways Information through Emergency Planning are moving towards Geographical Information Systems to assist with efficient management.	Revenue			✓	✓	✓
IP 35 Income generation Investigate the potential to charge for some services in line with other authorities.	Countywide Could include e.g. cultivation licences, street trading licences, traffic information searches, event management. Need to cover costs, review existing costs, and manage how we recover costs, bearing in mind our Freedom of Information obligations.	Revenue			✓	✓	✓
IP 36 Securing developer funding *See also IP 97 Developer contributions*	Across the county through section 106/278 contributions, to tie in with County and District Infrastructure Plans.	e.g. Section 106/278 contributions, with a view to adopting the Community Infrastructure Levy[1] in the future if the	Significant. Can be used for physical works through planning conditions; also, audit 278	Incur significant avoidable cost.	✓	✓	✓

[1] The Community Infrastructure Levy a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
		opportunity arises, and in conjunction with other local planning authorities.	agreements to recommend the removal of infrastructure where this adds to the authority's future liabilities for maintenance *(see also IP 5 Asset review).*				
IP 37 Protection of listed highway structures Introduction of traffic management measures to reduce vehicular damage to listed highway structures.	Countywide Work already carried out to protect archway and footbridge at Belper Mill, and Swarkestone causeway weight limit. Compile location map of where the listed structures are to identify future scope for further improvement.	Capital and revenue			✓	✓	✓
IP 38 Control Centre *See also IP 23 An evidence-based approach to transport network management*	Countywide Aspiration to produce live information for engineers.	Revenue			✓	✓	✓
IP 39 Intelligent Transport Systems[2] Investigate their use as part of IP 24 A Network Management Forward Planning Group.	Countywide This will help make best use of what we've got through good use of technical information, embracing new technology.	Capital and revenue			✓	✓	✓

[2] Intelligent Transport Systems (ITS) offer a range of Information Technology solutions to help improve safety, reduce congestion and to bring environmental, economic and social benefits.

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP 40 Event management) *See also IP 22 Network Management Duty Plan.*	Countywide – notification of events, and park and ride provision.	Revenue			✓	✓	✓
IP 41 Standardisation of pedestrianisation traffic regulation orders	Countywide, in order to streamline enforcement procedures.	Revenue			✓	✓	✓
IP 47 Schemes to reduce animal deaths – particularly key protected species.	In response to individual locations.	Capital		Environmental mitigation measures are applied to reduce the risk of adverse effects, as part of the Strategic Environmental Assessment process.	✓	✓	✓
IP 48 Schemes to minimize water pollution e.g. polluted water running off the roads into streams and rivers. *See also IP 106 Sustainable Drainage Systems (SuDS.)*	In response to individual locations.	Capital		Environmental mitigation measures are applied to reduce the risk of adverse effects, as part of the Strategic Environmental Assessment process.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Use sparingly – not likely to be widespread							
IP 42 Vehicle activated signs	Countywide Policy to be developed.	Capital			✓	✓	✓
IP 43 New signage and lining To ensure that new works also consider the aim to rationalise existing infrastructure, in order to reduce future liability for maintenance costs.	Countywide Pilot projects are helping to assess the scope for rationalisation.	Capital and revenue	Reduced maintenance costs.		✓	✓	✓
IP 44 New traffic signals	Countywide	Capital and revenue			✓	✓	✓
IP 45 Residents' parking schemes *See also IP 33 Parking management*	Countywide	Capital and revenue			✓	✓	✓
IP 46 High friction surfacing Widespread use not advisable due to whole life cost and environmental issues relating to the sourcing of bauxite from abroad.	The internal Code of Practice Policy Group is reviewing this area of work to consider alternatives. Safety not to be compromised.	Capital and revenue	There is an estimated 175,000 sq m of this surfacing in the county with an expected life of five years. At current (2011) costs, this requires an annual spend of £1.225m.	Increasing maintenance liability costs.	✓	✓	✓

No support – unless exceptional circumstances (i.e. investment by the county council)	
Investment Policy	Potential savings to the authority/better results for customers
IP 49 Road humps	Reduced maintenance costs
IP 50 Park & Ride (permanent schemes)	
IP 103 New street lighting	No new street lighting unless there's a night-time casualty record, evidence of night-time anti-social behaviour, or if justified as part of a new development.
IP 104 Provision of (new) parking facilities	It is not a function of the county council to provide new parking facilities.

4. Improving local accessibility and healthy travel Investment Protocol

What we want to achieve in five years

- Reduce the impact on social exclusion of any cuts to transport services as a result of a reduction in public spending, through mitigation where possible.
- Improve equality of opportunity to key services for residents and visitors to Derbyshire.
- Better opportunities for social interaction.
- Reduce carbon emissions.
- More people walking and cycling, with improved health, community and environmental benefits.
- Review the current Rights of Way Improvement Plan which runs out in 2012 for a further 10 years, and continue with delivery of the plan.
- Continue to develop the Strategic Cycle Network (including Greenways).
- Better information provision - web site and on-site, including the use of accessibility mapping.

Examples of key evidence expected to justify the programme:

Derbyshire Transport challenges (see Chapter 2 of main LTP document)

Equality Impact Assessments

Environmental assessment

Consultative groups e.g. Local Access Forums, Youth Forum, Rail User Groups, Cycle Groups, Transition Towns

Data analysis e.g. air quality and carbon emission data, population trends, accession mapping

Specialised local surveys (e.g. Job Centre, South of Ashbourne Study, Community Transport, Travel Plans, Primary Care Trust Study into access to Healthcare, Chesterfield Area Regeneration Team/Bolsover Healthy Food Study, Employee Travel Plan Surveys, cycle counts)

Applications to the Accessibility Delegated Fund

Wheels to Work Derbyshire waiting list

School Census/School Travel Plans

Car share Derbyshire database

Improvement and Scrutiny Reviews

Best practice advice

Public consultation/surveys, such as those carried out in preparation for the Local Transport Plan and the Rights of Way Improvement Plan/Greenway Strategies

Accessibility and healthy travel – Investment Protocol key messages

This area of work plays a key role in:

- delivering the **transport carbon reduction strategy** for Derbyshire
- **improving health** and
- tackling **social inclusion.**

It is therefore very strongly linked with improving the quality of life, which was the most popular goal through the Citizens Panel Derbyshire LTP3 surveys, and highlights the role of the authority in improving public health.

The authority will:

- liaise across Derbyshire's boundaries on accessibility and healthy travel projects
- focus on developing strategic networks for walking, cycling and public transport routes
- provide a cost efficient supported bus network that complements commercial services and offers travel opportunities to key destinations from rural areas
- provide information on the network of services for passengers in partnership with service providers
- identify access problems and barriers to travel, and devise solutions to provide improved accessibility to transport and services
- seek opportunities for investment in this area through developer funding, the national Local Sustainable Travel Fund, and public health funds
- actively seek to influence others in transport carbon reduction in addition to addressing carbon reduction in its own practices.

Table 3 Investment Protocol: Improving local accessibility and healthy travel

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Support (in principle)							
IP 105 Smarter Travel packages of measures for targeted locations e.g. walking, cycling, public transport, personalised travel planning.	Although the Derbyshire-led Local Sustainable Transport Fund bid for Chesterfield and North East Derbyshire was unsuccessful, the principle of geographical packages of measures will continue to be supported, and alternative complementary sources of funding sought for these initiatives.	Capital Revenue	This approach will help achieve healthier travel habits and reduced car use, with the potential to reduce motorised traffic, benefit air quality and reduce carbon emissions and wear and tear on the road network.	Increased congestion, reduced air quality, increased CO_2 emissions.	✓	✓	✓
IP51 Walking Includes walking as a means of accessing services, improving health and tourism, and carbon reduction. IP51a Pedestrian quality networks – systematic and targeted improvements in and around towns, making the best use of what we've got. *See also IP 53e Home to School Transport*	Establish a pedestrian quality network package, starting with Market towns – can be used for DCC's programmes, and opportunistically to draw in developer funding. Focus on larger towns first.	Capital Developer funding	Potential to reduce motorised traffic, air quality and carbon emissions and wear and tear on the road network.	Public health risk.	✓ ✓	✓ ✓	✓ ✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
	Heanor pilot project for improved walking environment – part of package of town centre improvements. Improve access to green spaces.						
IP52 Cycling Includes on and off road cycling as a means of accessing services, improving health and tourism, and carbon reduction.				Public health risk	✓	✓	✓
IP52a Cycling networks – Focus on town networks, the strategic cycle network and links between it and urban areas/key facilities. *See also IP 91 Complete routes for healthy cycle networks*	Establish a strategic cycle route hierarchy and focus on towns (Chesterfield, Long Eaton) and key routes first. Continue extending the strategic cycle network through plans (e.g. Greenway Strategies) and opportunistically in accordance with the strategic cycle route hierarchy. Transport Direct have mapped a number of urban cycle routes in Derbyshire for their Journey Planner.	Capital and revenue Developer funding	Reduce the maintenance liability through original design specification. Potential to reduce motorised traffic, air quality and carbon emissions and wear and tear on the road network.		✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP53 Bus IP53a Supported bus services ongoing review reviewing those services supported including home to school transport, community transport, demand responsive transport, and socially necessary services provided in addition to the commercial bus network.	Concentrate on socially necessary services where there are no other options. Community Transport focus on areas of rural need. Consider efficiencies of vehicle utilisation, and streamlining of contracts. Consider the potential of rural car share schemes.	Revenue	Improved procurement, scheduling and targeting of services will deliver savings to transport budgets. Potential to reduce air quality and carbon emissions.	Adverse impact on commercial network. An increase in socially excluded people, especially in rural areas. Failure to comply with legislation and an increase in social exclusion for those unable to pay full fare. Risks of costs transferred to other departments.	✓	✓	✓
IP53b Concessionary fares Gold Card (statutory older person and disabled concessions), b_line Meeting national minimum standards	To be informed by public consultation.	Revenue	Potential savings on non-statutory elements, but see risks.	Statutory requirement	✓	✓	✓
IP53c Maintaining existing infrastructure to support bus	Focus on maintaining existing stops, including accessibility	Capital	Replacement programme with		✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
networks Includes using energy efficient lighting of shelters	issues (*see also IP 62b Raised bus boarders and IP 93 A hierarchy for bus infrastructure*) Establish a hierarchy of interchanges and focus on busy stops and key interchanges first (*see also IP26 Route management planning*)		lower energy lighting and lower carbon emissions.				
IP53d Multi-operator / Smart Ticketing	County-wide Develop a strategy, though this is complicated for Derbyshire as there is not one dominant bus operator.	Capital and revenue		Most public transport journeys to be undertaken with a smart ticket by December 2014 (DfT White Paper Jan 2011). Operator smart card compatibility issues are a potential risk.	✓	✓	✓
IP53e Home to School Transport Meeting national minimum standards	Subject to statutory provision.	Revenue	Improved procurement, scheduling and targeting of services will deliver savings to transport budgets.		✓	✓	✓
IP54 Rail (*see also IP 89 New rail station construction*)							

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP54a General rail network Ensuring through lobbying and evidence of demand, the need for maintaining and improving current service levels where possible. *See also IP 89 new rail station construction*	County-wide and with due consideration of cross-boundary issues.	Revenue	Potential to reduce road traffic, air quality and carbon emissions and wear and tear on the road network.	Deterioration in potential for passenger rail travel as a sustainable means of transport.	✓	✓	✓
IP54b Community Rail Supporting Community Rail Partnerships and the principles of community rail to increase rail usage.	Community Rail Partnerships (CRP) – Derwent Valley Line, Hope Valley, Buxton Line, Glossop area, Crewe to Derby. CRP principles at other stations, concentrating on Robin Hood Line.	Revenue with some capital where other funding is available.		Levels of usage fall and services become unviable or are cut back leading to increased social exclusion.	✓	✓	✓
IP54c Local travel to and from rail stations (by bus, walk and cycle) Cycle parking at or adjacent to a rail station. Provision of bus stops and shelters, turnaround facilities etc. at or adjacent to rail stations. Access to stations in the winter (rail services are often still available when the roads are difficult).	Concentrate on stations where access by bus, walking and cycling is practical. Complement through Station Travel Plans. The Winter Service Operational Plan is under development following the approval in 2010 of the Winter Service Plan.	Capital	Potential to reduce motorised traffic, air quality and carbon emissions and wear and tear on the road network.	As above	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP55 Community and Voluntary Transport IP55a Support demand-responsive transport services e.g. dial-a-bus/ride	Where conventional bus services are not appropriate and this service can be provided in a cost-effective way.	Capital and revenue	Further work is required to determine whether savings can be made using demand-responsive transport and the level of these savings. A pilot project currently underway will provide evidence of the practicalities associated with such transport services. e.g. could school runs be incorporated with adult social care transport?	Increase in social exclusion, especially in rural areas.	✓	✓	✓
IP56 Travel Planning	Travel planning through schools, businesses and new developments, including residential travel planning for new developments. Also to include monitoring of their effectiveness. For new developments, this will be in liaison with Local Planning Authorities.	Capital and revenue Developer funding Section 106 (in conjunction with Local Planning Authorities).	This is a low cost value for money measure with potential to improve air quality and reduce carbon emissions, and developers can be charged to include the cost of Travel	Integral component of sustainable transport package – not doing would undermine this, reduce accessibility, leading to poorer health and	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
			Plan monitoring (expected to be implemented by 2012).	increased air pollution.			
IP57 Car clubs/ car share schemes	Potential for this in both urban and rural areas. www.carsharederbyshire.com	Revenue Developer contributions	Reduction in carbon emissions from the local authority estate.	Integral component of sustainable transport package – not doing would undermine this, reduce accessibility and increase air pollution.	✓	✓	✓
IP58 Reducing the need to travel – flexible working practices	e.g. homeworking, network of secondary hubs/touch down centres, video-conferencing.	Capital and revenue Developers/employers	Reduction in employee mileage and therefore improved air quality and reduced carbon emissions. Less wear and tear on the road.	Reducing the need to travel is becoming the number one priority – not doing so involves spend on the consequences of motorised travel.	✓	✓	✓
IP59 Information and Marketing IP59a Transport Information e.g. Area bus timetables, rail timetables, posters giving information on all local transport options for specific locations. Develop a host webpage.	Through a range of techniques including the internet, SMS text messaging and paper-based versions. Marketing to be targeted to increase public transport use e.g. potential	Revenue	Better support for local bus services will reduce the burden on the County Council's supported bus	Bus services: provision of information Transport Act 2000	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
	focus on Chesterfield. Posters for identified communities and locations.	 Revenue	network.				
IP59b Personalised travel marketing project Targeted neighbourhood marketing to encourage people to travel in healthier and more sustainable ways e.g. public transport, walking, cycling, car sharing. This technique has been shown to be effective elsewhere through the Sustainable Travel Towns demonstration project. *See also IP 105 Smarter Travel packages*	A recommendation of the Transport Carbon Dioxide Reduction Strategy. Would be sensible to target Chesterfield as the largest town, and links with tackling air quality issues. Also ties in with the development of the Chesterfield cycle network.	Capital and revenue Bid through Local Sustainable Transport Fund was unsuccessful (June, 2011)	More efficient transport provision, potential improvements in air quality and reduced carbon emissions. Better support for commercial bus services.		✓		
IP59c Transport Provision Mapping Extend the mapping of all transport options and service locations to cover the whole county. Include on information web-page to make the data widely available electronically	County-wide	Revenue	This is a multi-purpose analytical and information tool to improve transport co-ordination, integration and efficiency.		✓	✓	✓
IP 60 Environmental/safety/health education initiative	This was a recommendation of the Transport Carbon Dioxide Reduction Strategy (Annex C of LTP main document), which would also have road safety	Revenue	Potential cost effective method to influence travel behaviour improve air quality and	As a contribution to carbon reduction and healthier travel habits, risk of not	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
	benefits.		reduce carbon emissions.	doing includes higher carbon levels and poorer public health.			
IP61 Travel Training							
IP61a Independent travel training A programme of initiatives to overcome barriers which prevent people travelling independently.	This applies to people who face barriers to travelling independently e.g. those with special needs, potential to intercept Year 6 pupils to enable them to travel independently when moving on to secondary school, or to target unemployed people.	Revenue	Increased independence.	Increased costs to the authority.	✓	✓	✓
IP61b School Crossing Patrol Service	Provides a service throughout the county to enable safer walking to school.	Revenue	Enables safe, healthy and sustainable travel to school.	Increased congestion, higher casualty rates, decreasing health.	✓	✓	✓
IP61c Smarter driving education/training/awareness This refers to the application of a series of techniques when driving, with the overall effect of improving fuel efficiency.	Countywide – a recommendation of the Transport Carbon Dioxide Reduction Strategy.	Seek opportunities for smarter driving training – build in to employee travel plans.	Reduced fuel consumption in council vehicles. Improved air quality and reduced carbon emissions from commuter vehicles and business travel.	Poorer performance on carbon reduction.	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP62 Equality of Access							
IP62a Special Needs Transport	Review and re-design Adult Social Care and Special Educational Needs transport to meet future service needs.	Revenue	Improved procurement, scheduling and targeting of services will deliver savings to transport budgets.		✓	✓	✓
IP62b Raised bus boarders	Countywide, but concentrate on bus stops with the highest usage, linking with the bus stop hierarchy.	Capital		Failure to comply with legislation and buses inaccessible to disabled people.	✓	✓	✓
IP 62c Rural equality	Community Transport - ongoing review of dial-a-bus services to help meet the needs of rural residents.	Revenue			✓	✓	✓
IP62d Equality Impact Analysis	These are carried out through the authority's corporate programme and on a project basis.	Revenue		To ensure the whole community is considered in transport planning and to comply with equalities legislation.	✓	✓	✓
IP63 New Technology for Transport							
IP63a Supporting investigations into new technology for transport e.g. electric vehicles	This is of particular relevance following Nottinghamshire's success with the 'Plugged in Places' initiative (electric car re-	Capital and revenue Developer funding Other funding bid			✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
	charging infrastructure).	opportunities.					
IP64 Ways to Work An initiative to tackle barriers to accessing work, education and training. A package of measures including: IP64a Wheels to Work Loan of Mopeds, electric bikes and cycles for appropriate length journeys where no other suitable transport is available. IP64b Travel Vouchers Bus and rail tickets for travel to interviews and first two months of work etc.	Areas of deprivation Areas of deprivation	Capital and revenue Revenue		Increase in those people not in education, employment or training (NEETs).	✓ ✓	✓ ✓	✓ ✓
IP65 Community Led Solutions IP65a Community Accessibility Fund	Throughout the county on the basis of need and lack of alternative arrangements.	Capital and revenue		Increased social exclusion.	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Use sparingly – not likely to be widespread							
IP66 Pedestrianisation schemes	There is limited scope for further pedestrianisation schemes in Derbyshire, and these tend to involve a degree of new infrastructure which would be a further expense to maintain.	Capital and revenue Developer funding	More specialised and expensive maintenance requirements for pedestrian infrastructure e.g. use of block paving.	More casualties.	✓	✓	✓
IP67 New footways or footbridges	Only as part of local safety schemes or where a missing footway is essential to make best use of existing or future networks.	Capital			✓	✓	✓
IP68 Controlled pedestrian crossings	Only where this is essential as part of local safety schemes or where the crossing is essential for reducing community severance e.g. busy shopping area dissected by a busy road.	Capital			✓	✓	✓
IP69 Real time information – develop strategy	Devise a strategy for real time information and its role in the future.	Capital and revenue			✓	✓	✓
IP 70 New bus passenger shelters	As specified by demand. The establishment of the county bus stop hierarchy (*see IP 53c Maintaining existing infrastructure to support bus networks*).	Capital			✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP72 Quiet lanes	Targeted areas of the county on a trial basis.	Capital			✓	✓	✓
IP73 Improvements to railway station infrastructure *See also IP 89 New rail station construction*	e.g. car parking, passenger help point information on stations, security measures, waiting facilities. No funding will be made available unless there is matched funding available. New longer franchises will give the opportunity for rail industry funded schemes.	Capital Train operators Network Rail			✓	✓	✓

No support – unless exceptional circumstances (i.e. investment by the county council)	
Investment Policy	Potential savings to the authority/better results for customers
IP71 Bicycles on buses and trains	This principle is generally supported by the authority, and folded bikes etc are already allowed on buses and trains by bus and train operators. The authority does not normally therefore expect to allocate resource to investigating such schemes, unless as part of a package of measures (*see IP 105*).

Definition

Personalised travel planning

This is a combined education/marketing programme where trained travel advisors liaise with Derbyshire residents regarding their current travel arrangements. The residents are then advised appropriately to substitute their regular car journeys with more sustainable transport modes. This technique has been shown to be effective elsewhere through the Sustainable Travel Towns demonstration project.

5. Better safety and security Investment Protocol

What we want to achieve in five years

- Continuing reductions in casualties across the county, in particular reductions in the numbers of people killed or seriously injured, and motorcyclist casualties and vulnerable road user casualties such as pedestrians and cyclists. However, we must recognise that future budget cuts will impact on our ability to achieve these reductions; our challenge is to minimise this.
- Small-scale community safety improvement schemes where this will contribute to a reduction in crime, anti-social behaviour and fear of crime.

Examples of key evidence expected to justify the programme:

Derbyshire transport challenges (see Chapter 2 of main LTP document)	Environmental assessment
Road collision statistics	Crime and anti-social behaviour statistics
Traffic speed data	Graffiti and litter
Public complaints/requests	Improvement and Scrutiny Reviews
Road safety audits	Best Practice advice.

Better safety and security investment protocol key messages

Looking to the future, a number of trends suggest that the casualty reduction effort will be more challenging than ever e.g. reduced budgets for maintenance compared with recent years, the need to encourage lower carbon and healthier travel habits such as walking and cycling, and the reduction in national road safety publicity campaigns. In particular, routine maintenance of roads plays a significant part in keeping the level of casualties down (see the maintenance investment protocol).

The Investment Protocol must therefore assume a desired trend of more sustainable and healthy travel habits and focus on the whole programme being evidence-led in terms of effectiveness of spending.

The authority will:

- liaise across Derbyshire's boundaries on safety projects
- take an evidence-led approach to casualty reduction to inform engineering, education, training and publicity initiatives
- work with partners to improve performance in casualty reduction
- aim to achieve a clearer road safety message by removing unnecessary signage/infrastructure
- take an evidence-led approach to community safety where this will contribute to a reduction in crime, anti-social behaviour, and fear of crime.

Table 4 Investment Protocol: Better safety and security

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Support (in principle)							
IP74 Evidence-based casualty reduction initiatives Casualty reduction initiatives based on collision/casualty data. This includes cross-boundary initiatives.	There will be a range of evidence-based initiatives across the county including **engineering, education, training and publicity**-based remedial measures. Cyclist and pedestrian road safety training is important in view of the move towards more sustainable travel habits. The cluster or route analysis for engineering schemes will be based on the previous 5 years' collisions, with predicted collision savings based on the 2001-2005 Monitoring Project data initially. Engineering schemes to be mindful of taking opportunities to **minimise sign clutter** and ensure consistency of signing along routes, reduce energy consumption overall and give due consideration to future maintenance requirements.	Capital and revenue	Cost effective targeting of resource through evidence-led action.	More people killed or injured on Derbyshire's roads.	✓	✓	✓
IP75 Road Safety Partnership working e.g. County Council, Derby City Council,	The Derby and Derbyshire Road Safety Partnership aims to improve performance in casualty reduction,	Capital and revenue	The Partnership adds value and ensures efficient		✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Police, Fire and Rescue, Highways Agency, Primary Care Trusts, Peak District National Park Authority.	achieve a wider ownership of road safety, better co-ordination of road safety initiatives, scope to 'add value' and ensuring efficient and effective use of resources. The county council will continue to support the identified joint priorities of the partnership which are based on annual reviews of data. e.g. priorities 2011: reducing motorcyclist casualties, work related casualties and young driver casualties.		and effective use of resources.				
IP76 Road safety audit procedures	Road safety audits will be carried out to assess the quality of individual engineering schemes. A safety audit policy will be developed. Additionally, specialised audits will also be carried out from the point of view of different road users e.g. children, older people.	Revenue	May require schemes to be re-visited if audit checks not carried out initially.	Risk of not identifying casualty trends and preventing rising casualty numbers Risk of not checking for possible problems when new schemes are introduced.	✓	✓	✓
IP 77 Speed reduction to reduce danger	Evidence from the speed limit review has shown that lower speed limits can be effective in reducing levels of road casualties. Further scope for continuing these efforts (e.g. 50mph routes, 30mph through villages) will be pursued based on continued	Capital and revenue		More people killed or injured on Derbyshire's roads.	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
	monitoring of the effectiveness of these measures.						
IP 78 Safer Routes to School	In view of the need to encourage walking and cycling to school, 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).	Capital and revenue		More casualties occurring on routes to school.	✓	✓	✓
IP 79 Maintaining road surfaces to reduce the incidence of skidding *See also IP 28 Winter Service for roads and footways*	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.	Capital and revenue		More people killed or injured on Derbyshire's roads. Legal challenges/claims.	✓	✓	✓
IP 80 Casualty reduction scheme monitoring	There will be routine monitoring of schemes to provide feedback about effectiveness.	Revenue		There would be no evidence about which types of scheme are most beneficial/cost effective in designing future scheme programmes.	✓	✓	✓
IP81 Sharing learning of what works	Contribution of learning within DCC to other authorities and partners, and learning from others e.g. through the Road Safety Knowledge Centre.	Revenue	This contributes to a cost effective approach for the authority and beyond.	Wasting resource on ineffective measures – inefficiency in not sharing results with other partners.	✓	✓	✓
IP82 Community Safety Improvement	Where this will contribute to a reduction in crime, anti-social	Capital and revenue		These small scale improvements	✓	✓	✓

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
measures *See also IP 103 New street lighting*	behaviour, and fear of crime e.g. small scale lighting improvements, clean up and anti-graffiti measures, improvements to public transport waiting areas.			contribute to community safety and well-being – not doing these will fail to address community concerns.			

What	Where	Source of finance Capital/Revenue	Brief notes on potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Use sparingly – not likely to be widespread							
IP 83 New infrastructure which creates a net increase for the authority to maintain e.g. signing, traffic signals and pedestrian crossings, Vehicle Activated Signs (*see also IP 42 Vehicle Activated Signs*) , 20mph areas, street lighting, specialised road surfacing.	New crossings may be introduced where there is a safety benefit (see IP 74 evidence-based casualty reduction) and where delays are reduced for pedestrians. New signals may be justified on the basis of reducing congestion. New Greenways and cycle schemes sometimes include upgrading road crossings or new structures.	Capital and revenue			✓	✓	✓

No support (unless exceptional circumstances) (i.e. investment by the county council)	
Investment Policy	Potential savings to the authority/better results for customers
IP 84 Initiating remedial measures where there is no evidence of a casualty problem	With reduced budget levels, priority needs to be given to those sites/routes/areas with a casualty problem.
IP 85 New safety cameras	
See also IP 103 new street lighting	
See also IP49 Road humps	

6. A considered approach to new infrastructure Investment Protocol

What do we mean by Infrastructure?

Any assets we are responsible for relating to all transport users such as carriageways and footways, bridges, retaining walls, street lights, safety fencing, signing, lining, some canals, the public rights of way network and the strategic cycle network. New infrastructure can therefore range from a warning sign, through a new system for bus passenger information, to a major new scheme costing over £5m. In addition to direct responsibility for these assets, we are also in a position to support or influence other transport assets such as the rail network.

What we want to achieve in five years

- Develop a clear set of priorities for major schemes based on evidence of need and intended outcomes and, subject to the availability of resources, have progressed our top priority scheme to be at or close to the commencement of construction.
- Secure funding for transport infrastructure which supports regeneration projects.
- Continue the introduction of the strategic cycle network in Chesterfield, agreed with partners a strategic network for Long Eaton and begun the development of similar for at least one more Derbyshire town.
- Improve links between the Greenway network and Ilkeston, and progress the county network of schemes identified in the Greenway Strategies that cover the county.
- Progress a bid for the Local Sustainable Transport Fund relating to sustainable travel in and around the Peak District National Park, probably in the second round of bids (February 2012).[3]
- Complete our investigation of the links between transport and the local economy, and begun the targeted introduction of measures in Derbyshire towns based upon the findings.
- Achieve more connectivity between communities and amenities for walkers, cyclists and horse riders, guided by the principles within the Rights of Way Improvement Plan.
- Ensure that all new schemes are fully accessible where appropriate.

[3] This bid was actually submitted at DfT's recommendation in 2011, and was unsuccessful.

Examples of key evidence expected to justify the programme:

Derbyshire transport challenges (see Chapter 2 of main LTP document)

Accession mapping

Asset Inventory

Local Spatial Planning process

Local Economic Partnerships

Collision data

Heavy Goods Vehicle Routeing

Infrastructure Plans – County and Districts

Environmental assessment

Health assessment

Potential to develop Greenway network as identified in the Greenway Strategies that cover the county through partnership working

Improvement and Scrutiny Reviews

Best Practice advice

Congestion and air quality

Rights of Way Improvement Plan

A considered approach to new infrastructure – Investment Protocol key messages

The authority will:

- liaise across Derbyshire's boundaries on new infrastructure projects
- in view of future maintenance liabilities, ensure that the emphasis on the Investment Protocol for new infrastructure is upon 'a considered approach' – through evidence, studies and thoughtfulness about future proofing when responding to requests
- take full account of environmental issues and invest in environmental mitigation measures
- link action with
    - the work of Local Enterprise Partnership(s)
    - the promotion of public health, including air quality and 'active travel'
    - spatial planning: reducing the need to travel
- encourage a Maintenance protocol for new infrastructure.

Table 5 Investment protocol: A considered approach to new infrastructure

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Support (in principle)							
IP 86 Infrastructure monitoring/review	Ongoing monitoring and review throughout the county to ensure that new infrastructure does not deviate from the LTP preferred option and, if so, apply environmental mitigation measures.	Revenue	This will ensure that the maintenance liability of the authority does not build up unnecessarily.		✓	✓	✓
IP 87 Evidence-led approach through transport studies These help clarify transport priorities, and improve our understanding of how and where best to invest.	The need for future studies will emerge from a number of sources according to circumstance – e.g. evidence-led projects, stakeholder requests. Investigations have included: Ilkeston Rail Station, contribution to Greater Nottingham Transport model, Derby Area Transportation model, Chesterfield Transport model, Greenways, Chesterfield Strategic cycle network, Hatton Feasibility Study, Swarkestone Bridge and Causeway, Glossop transport and economy study, North Eastern Derbyshire Strategic Transport Issues.	Revenue	This work is important to ensure that money is invested in the best places. The studies help inform 1. priorities to shortlist for investigation 2. more detailed investigations then help inform political decision-making.	Without these studies, there is a high risk that infrastructure development is not carried out in a strategic way.	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP 88 Major Highway Projects 88a). Major projects identified as possibilities to investigate further. Stage 1 2011-2014 – develop, review and prioritise scheme(s) to progress. Stage 2 2014 onwards – progression of top priority scheme(s) and ongoing monitoring/review to include rescinding schemes where necessary. 88b). Ongoing studies to identify where major schemes would provide the desired outcome in line with the Local Transport Plan – *see also IP87 Evidence-led approach through transport studies.*	Potential for further appraisal as DCC-sponsored scheme: • A515 Ashbourne Bypass • A61 Chesterfield inner relief Road junctions • A514 Swarkestone Bypass Potential for further appraisal in association with land use plans: • A61-A617 'Avenue' Link Road • Barlborough-Clowne Links to Junction 29a • A610 Ripley-Codnor-Woodlinkin-Improvements • A619 Staveley – Brimington Bypass (Chesterfield to Staveley) • A514 Woodville-Swadlincote Regeneration Route Recommended for rescinding: • A 617 Glapwell Bypass • A619 Staveley – Brimington Bypas (Staveley to M1 Junction 30)	Capital and revenue		Risk of not doing will be considered as part of the Scheme Assessment Process	Stage 1	Stage 2	Stage 2

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP 89 New rail station construction Support for construction, but no responsibility for their upkeep.	High Speed Rail through the East Midlands may include a new station in Derbyshire. Work through the Local Enterprise Partnership(s) will influence this work. Ilkeston Rail Station (study development work proceeding). Clay Cross Rail Station (possible study). Gamesley Rail Station (possible study).	Capital and revenue			✓	✓	✓
IP 90 Freight access and interchange Assess each commercially provided rail freight interchange on its merits, and support in principle if it can be demonstrated that there is an overall benefit to the local economy and road network. In terms of freight logistics, this includes consideration of schemes just beyond the boundary of Derbyshire's administrative area.	East Midlands Development Agency Rail Freight Study identified Derby/South Derbyshire and Markham as top sites in the East Midlands. Markham rail freight access - part of the Infrastructure Plan for the Local Economic Partnership (Derby, Derbyshire, Nottingham, Nottinghamshire).	Revenue Commercial		Loss of benefit of moving freight by rail, increased cost of wear and tear on the road network.	✓	✓	✓
IP 91 Complete routes for healthy cycle networks Preference for complete routes.	Linked with healthy travel, whether as part of the daily routine or as leisure travel. A combination of strategic	Capital, revenue and external funding.	This approach will help achieve healthier travel habits and reduced car use, with the potential		✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Also, as part of the approved Rights of Way Improvement Plan/Greenway network or Derbyshire strategic cycle network.	and local (area-based) routes. Focused land acquisition favoured for the priority network. Chesterfield Long Eaton Also to be informed by Department of Health's reports on the wider determinants of public health (e.g. obesity), due 2011.		to reduce motorised traffic, benefit air quality and reduce carbon emissions and wear and tear on the road network.				
IP 92 New pedestrian networks Preference for local routes and links from strategic networks to local facilities. Also, as part of approved Rights of Way Improvement Plan and Greenway schemes.	Linked with healthy travel, whether daily routine or leisure travel. A combination of strategic and local (area-based) routes. Chesterfield.	Capital and revenue	This approach will help achieve healthier travel habits and reduced car use, with the potential to reduce motorised traffic, benefit air quality and reduce carbon emissions and wear and tear on the road network.		✓	✓	✓
IP 93 A hierarchy for bus infrastructure – e.g. shelters, stops and boarders	Hierarchy of routes e.g. hubs and main routes, designated main stops etc.	Revenue	Ensures that funding is targeted appropriately.	Must comply with accessibility regulations. *– see also IP62b Raised bus boarders*	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP 94 High quality network of (access to) green spaces Contribution to a network of high quality green spaces and green infrastructure. In transport terms, this could include, for example, Greenways and highway verges.	Through linkages with Districts/Boroughs spatial planning process and regional green infrastructure strategies.	Capital and revenue			✓	✓	✓
IP 95 Transport Infrastructure and new developments Transport infrastructure and services linked with new housing or other developments to reduce congestion, provide for and encourage sustainable travel (e.g. walking, cycling, use of public transport), reduce carbon emissions (e.g. lighting standards and LED lighting),consider Sustainable Drainage Systems (SuDS) and consider future maintenance requirements.	To include measures to improve air quality, particularly where there are Air Quality Management Areas relating to local traffic. Linked with County and District Infrastructure Plans.	Capital and revenue Developer funding		Increased congestion, reduction in air quality, increased carbon emissions, increased maintenance costs.	✓	✓	✓
IP 96 Transport and spatial planning liaison Ongoing liaison between transport and spatial planning. *See also transport/spatial planning policy statements, Appendix B Section 4 of the LTP Main Document*	Countywide and adjoining authorities.	Revenue		Missed opportunities for transport network improvements and integration (including public transport, walking and cycling).	✓	✓	✓

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
IP 97 Developer contributions Developer contributions will be sought to contribute to transport projects in order to secure maximum benefits for the local community e.g. flood prevention schemes, new linking cycle and pedestrian routes. *See also transport/spatial planning policy statements, Appendix B Section 4 of the LTP Main Document*	Countywide Linked with County and District Infrastructure Plans.	Developers		Negative impact of developments on local communities, transport networks, etc.	✓	✓	✓
IP 98 Environmental assessment, mitigation and enhancement	This will be carried out as part of major scheme assessment. Also, routine and special projects involving new infrastructure will take into consideration environmental requirements at an early stage.	Revenue	This 'early stage' approach is likely to be lower cost and more effective than applying mitigation measures at a later date.	Adverse environmental impacts created by the work of the Local Transport Plan are to be avoided throughout the lifetime of the Plan.	✓	✓	✓

Investment policy	Where	Source of finance Capital/Revenue	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Use sparingly – not likely to be widespread							
IP 99 New assets All new assets	Countywide		Reduced cost to maintain and less 'asset clutter.'		✓	✓	✓

No support (unless exceptional circumstances) (i.e. investment by the county council)	
Investment policy	Potential savings to the authority/better results for customers
IP 100 Derby-Manchester Rail Link Derby to Manchester (Matlock to Buxton/Chinley link) Rail	Benefits cannot be justified (or funded) within the lifetime of the plan, following the 2004 feasibility study. However, any future third party fully funded rail scheme with access to the national network at each end would be considered through the normal transport planning process. Route to be retained for possible future transport use.
IP 101 Rescinded schemes Rescinded schemes e.g. Clay Cross, Heanor	

7. Overarching environmental mitigation and enhancement

Environmental mitigation and enhancement measures where these have emerged through the Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) process have been incorporated within the appropriate Investment Protocols.

The role of environmental mitigation and enhancement remains an overarching requirement as the LTP is implemented. A key piece of work is to develop the risk management framework to ensure that all areas of work have considered risks to the achievement of the SEA objectives (also listed below in Table 7), and identified mitigation and enhancement measures where possible.

Table 6 Environmental mitigation and enhancement

Investment Policy	Where in Derbyshire?	Source of finance	Potential savings to the authority/better results for customers	Risk, including risk of not doing	When		
					2011-2014	2014-2016	Beyond 2016
Support (in principle)							
IP 102 Environmental mitigation and enhancement Incorporate environmental mitigation and enhancement in all LTP Programme areas, following through the findings of the Strategic Environmental Assessment and Habitats Regulations Assessment.	Countywide as required. Further development of the Risk Management Framework Table (Table 8.1 of Environmental Report October 2010) to identify risks and devise enhancement and mitigation measures.	Capital and revenue	'Early stage' approach is likely to be lower cost and more effective than applying mitigation measures at a later date.	Environmental deterioration; failure to comply with environmental regulations.	✓	✓	✓

SEA1 Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of environmental sensitivity.

Maintain the transport asset for local travel to protect landscape character, sense of place and the natural and historic environment.

Reduce light pollution and help to preserve dark skies.

Avoid damage to the World Heritage Site and all heritage assets, including their setting.

Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside.

Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking, cycling, motorcycling etc.

Reduce the visual impact of transport infrastructure.

SEA2 Protect and enhance European sites, legally protected species and national sites designated for their biodiversity and geological interests, ensuring that these receive the highest level of consideration at all times, and consider other local sites, habitats and species, including measures to reduce habitat fragmentation and enhance connectivity.

SEA3 Support a resilient economy.

SEA4 Reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes.

Promote behavioural change to encourage healthier more sustainable travel habits.

Support sustainable tourism.

Improve access to key services and facilities using sustainable travel modes of transport.

Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities.

Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel.

SEA5 Minimise noise and vibration impacts.

SEA6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.

SEA7 Improve road safety through targeted interventions and make travel feel safer particularly by non-car modes.

SEA8 Improve community safety, reduce crime and the fear of crime.

SEA9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure facilities and the natural environment.

SEA10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.

SEA11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.

SEA12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.

SEA13 Minimise the use of environmental resources.

Minimise energy usage and reduce dependency on non-renewable resources.

Increase the proportion of re-used and recycled materials used in road and rights of way construction and maintenance.

Use locally sourced materials wherever feasible.

Table 7: Strategic Environmental Assessment Objectives

8. Investment Protocol category summaries

The following tables present a summary of the Investment Protocol categories, and illustrate which areas of the programme help to deliver lower carbon emissions, support for a resilient local economy, and improve public health/quality of life.

Lower carbon emissions

The measures contained in the LTP3 have been assessed in terms of their direct influence on carbon emissions (see also Appendix C of the main Local Transport Plan document: Transport Carbon Dioxide Reduction Strategy).

A resilient local economy

The Council Plan 2010-2014 states that "*Sustainable communities rely on a strong local economy with a range of employment opportunities in locations close to areas of housing growth, together with an educated, skilled workforce with the flexibility to adapt to changing economic circumstances."* Transport investment makes a positive contribution to achieving and maintaining a strong local economy.

Health and wellbeing

Health is a factor in improving quality of life, and health improvements should therefore lead to an improvement in overall well-being. Again, many areas of transport investment make a positive contribution to improved health.

8.1 Well maintained roads and rights of way

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
Support (in principle)				
IP01a	Carriageway maintenance structural integrity		✓	✓
IP01b	Carriageway maintenance riding quality			✓
IP01c	Carriageway maintenance level of funding - *see also IP 15 Noise reduction*			✓
IP02a	Footway maintenance structural integrity		✓	✓
IP02b	Footway maintenance key routes		✓	✓
IP03	Bridges, structures, retaining walls and highway boundary structures maintenance		✓	✓
IP04	Gully and drain management - *see also IP 106 Sustainable Drainage Systems*		✓	✓
IP05	Asset replacement/removal - *see also IP 46 High friction surfacing*	✓		✓
IP6a	Switching off streetlights	✓		✓
IP6b	Removing unnecessary lighting	✓		✓
IP6c	Lower energy lighting	✓		✓
IP7a	Rights of way Access for all	✓	✓	✓
IP7b	Rights of way structural integrity	✓	✓	✓
IP7c	Protection and restoration of habitats and species alongside Public Rights of Way *- see also IP 102 Environmental mitigation and enhancement*			✓
IP08	Work scheduling	✓		
IP09	Carriageway maintenance Heavy Goods Vehicle/Large Goods Vehicle routeing	✓	✓	✓
IP10 IP10a	Highway maintenance environmental checklist Listed highway structures		✓	✓
IP10b	Road verge reserves			✓
IP10c	Conservation of character		✓	✓
IP10d	Waste management			✓
IP11	Highway maintenance public satisfaction			✓
IP12	Maintenance informed by collision data			✓
IP106	Sustainable Drainage Systems (SuDS) - *see also IP 16 Porous surfacing*		✓	✓
Use sparingly (not likely to be widespread)				
IP13	Lit signs/bollards	✓	✓	✓
IP14	Renewable energy (to increase from current levels)	✓	✓	✓
IP15	Noise reduction			✓
No support unless exceptional circumstances (i.e. investment by the county council)				
IP16	**Porous surfacing - *see also IP 106***			
IP17	**New infrastructure associated with highway improvement schemes**			
IP18	**Plastic kerbing**			
IP19	**Non-retaining boundary structures e.g. walls, fences, hedges**			
IP20	**Hard surfacing of low frequency footway networks**			
IP21	***Not used in this version***			

8.2 Efficient transport network management

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
Support (in principle)				
IP22	Network Management Duty Plan	✓	✓	✓
IP23	An evidence based approach to transport network management	✓	✓	✓
IP24	A Network Management Forward Planning Group	✓	✓	✓
IP25	Derbyshire Network Hierarchy		✓	✓
IP26	Route Management Planning - *see also IP 24 Network Management Forward Planning Group*		✓	✓
IP27	Co-ordination of works activities		✓	✓
IP28	Winter Service for roads and footways		✓	✓
IP29	Higher quality repairs - *see also IP 11 Highway maintenance public satisfaction*	✓	✓	✓
IP30	Travel information (motorists)	✓	✓	✓
IP31	Enhancing the street scene		✓	✓
IP32	Freight management	✓	✓	✓
IP33	Parking management - *see also IP 45 Residents' parking schemes*		✓	✓
IP34	Incident management and emergency responses		✓	✓
IP35	Income generation			
IP36	Securing developer funding - *see also IP 97 Developer contributions*			
IP37	Protection of listed highway structures		✓	✓
IP38	Control Centre - *see also IP 23 An evidence-based approach to transport network management*			
IP39	Intelligent Transport Systems	✓	✓	✓
IP40	Event management	✓	✓	✓
IP41	Standardisation of pedestrianisation traffic regulation orders	✓	✓	✓
IP47	Schemes to reduce animal deaths – protected species			✓
IP48	Schemes to minimise water pollution - *see also IP 106 Sustainable Drainage Systems*			✓
Use sparingly (not likely to be widespread)				
IP42	Vehicle Activated Signs			✓
IP43	New signage and lining			✓
IP44	New traffic signals			✓
IP45	Residents' parking schemes - *see also IP 33 Parking management*			✓
IP46	High friction surfacing			
No support unless exceptional circumstances (i.e. investment by the county council)				
IP49	**Road humps**			
IP50	**Park & Ride (permanent schemes)**			
IP103	**New street lighting**	✓		✓
IP104	**Provision of (new) parking facilities**			

8.3 Improving local accessibility and healthy travel

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
Support (in principle)				
IP105	Smarter travel packages of measures for targeted locations	✓✓[4]	✓	✓
IP51a	Pedestrian quality networks - *see also IP53e Home to School transport*	✓	✓	✓
IP52a	Cycling networks - *see also IP 91 Complete routes for healthy cycle networks*	✓	✓	✓
IP53 IP53a	Bus Supported bus services ongoing review	✓	✓	✓
IP53b	Concessionary fares	✓	✓	✓
IP53c	Maintaining existing infrastructure to support bus networks	✓	✓	✓
IP53d	Multi-operator/Smart Ticketing	✓	✓	✓
IP53e	Home to School transport	✓	✓	✓
IP54 IP54a	Rail General rail network	✓	✓	✓
IP54b	Community Rail	✓	✓	✓
IP54c	Local travel to and from rail stations (by bus, walk and cycle) See also New Infrastructure	✓	✓	✓
IP55 IP55a	Community and Voluntary Transport Support demand-responsive transport services e.g. dial-a-bus/ride	✓	✓	✓
IP56	Travel Planning	✓✓	✓	✓
IP57	Car clubs and car share schemes	✓✓	✓	✓
IP58	Reducing the need to travel – flexible working practices	✓	✓	✓
IP59 IP59a	Information and marketing Transport information	✓	✓	✓
IP59b	Personalised travel marketing project - *see also IP 105 Smarter Travel*	✓✓	✓	✓
IP59c	Transport provision mapping	✓	✓	✓
IP60	Environmental/safety/health education initiative	✓✓	✓	✓
IP61 IP61a	Travel training Independent travel training			✓
IP61b	School Crossing Patrol Service	✓	✓	✓
IP61c	Smarter driving education/training/awareness	✓✓	✓	✓
IP62 IP62a	Equality of access Special Needs Transport			✓
IP62b	Raised bus boarders			✓
IP62c	Rural equality		✓	✓
IP62d	Equality Impact Analysis			✓
IP63 IP63a	New technology for transport Supporting investigations into new technology e.g. elec vehicles	✓	✓	✓
IP64 IP64a	Ways to work Wheels to work		✓	✓
IP64b	Travel vouchers		✓	✓
IP65 IP65a	Community led solutions Community Accessibility Fund			✓
Use sparingly (not likely to be widespread)				
IP66	Pedestrianisation schemes			
IP67	New footways or bridges			
IP68	Controlled pedestrian crossings	✓		

[4] ✓✓ double tick indicates a recommendation of the transport carbon dioxide reduction strategy

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
IP69	Real time information at bus stops – develop strategy			
IP70	New bus passenger shelters			
IP72	Quiet lanes		✓	✓
IP73	Improvements to railway station infrastructure - *see also IP 89 New rail station construction*			
No support unless exceptional circumstances (i.e. investment by the county council)				
IP71	**Bicycles on buses and trains –** *see also IP 105 Smarter travel packages*			

8.4 Better safety and security

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
Support (in principle)				
IP74	Evidence-based casualty reduction initiatives (engineering, education, training and publicity)		✓	✓
IP75	Road Safety Partnership working		✓	✓
IP76	Road safety audit procedures		✓	✓
IP77	Speed reduction to reduce danger	✓	✓	✓
IP78	Safer routes to school	✓	✓	✓
IP79	Maintaining road surfaces to reduce the incidence of skidding		✓	✓
IP80	Casualty reduction scheme monitoring			
IP81	Sharing learning of what works			
IP82	Community Safety improvement measures - *see also IP 103 New street lighting*		✓	✓
Use sparingly (not likely to be widespread)				
IP83	New infrastructure which creates a net increase for the authority to maintain e.g. signing, traffic signals and pedestrian crossings, Vehicle Activated Signs (*see also IP 42 Vehicle Activated Signs)*, 20mph areas, street lighting, specialised road surfacing			✓
No support unless exceptional circumstances (i.e. investment by the county council)				
IP84	**Remedial measures where there is no evidence of a casualty problem**			✓
IP85	**New safety cameras**			✓
	- see also IP 103 New street lighting			
	- see also IP 49 Road humps			

8.5 A considered approach to new infrastructure

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
Support (in principle)				
IP86	Infrastructure monitoring and review			
IP87	Evidence-led approach through transport studies	✓	✓	✓
IP88	Major highway projects - *see also IP 87 Evidence-led approach through transport studies*		✓	✓
IP89	New rail station construction		✓	✓
IP90	Freight access and interchange		✓	✓
IP91	Complete routes for healthy cycle networks	✓	✓	✓
IP92	New pedestrian networks	✓	✓	✓
IP93	A hierarchy for bus infrastructure e.g. shelters, stops and boarders	✓	✓	✓
IP94	High quality network of (access to) green spaces		✓	✓
IP95	Transport infrastructure and new developments	✓	✓	✓
IP96	Transport and spatial planning liaison	✓	✓	✓
IP97	Developer contributions - *see also IP 36 securing developer funding*	✓	✓	✓
IP98	Environmental assessment, mitigation and enhancement	✓	✓	✓
Use sparingly (not likely to be widespread)				
IP99	**New assets**			✓
No support unless exceptional circumstances (i.e. investment by the county council)				
IP100	**Derby-Manchester rail link**			
IP101	**Rescinded schemes**			

8.6 Overarching environmental mitigation and enhancement

		Lower Carbon emissions	Support a resilient local Economy	Improve Health & QoL
Support (in principle)				
IP102	Incorporate environmental mitigation and enhancement in all LTP Programme areas, following through the findings of Strategic Environmental Assessment and Habitats Regulation Assessment.	✓	✓	✓

9. Application of the Investment Protocol

In the first year of LTP3 (2011/12), this further development and use of the Investment Protocol will continue to be linked with Business Planning and the LTP Programme.

This process will ensure that, despite a reduced level of resource, and with potentially varying levels of resource, the LTP is still focused on the range of measures necessary to deliver a value for money Plan which is focussed on the transport goals, and addresses the jointly identified challenges. This takes an overall approach of combining reduced costs with better results for customers where possible.

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