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Our ref: NPP/CH/ER/8024/17/4

Your ref:

Date: 17 May 2011

Edwina Edwards
c/o Secretary to the Forum
Peak District Local Access Forum
Aldern House, Baslow Road
Bakewell, Derbyshire
DE45 1AE

For attention of Mike Rhodes

Dear Ms Edwards

Derbyshire Local Transport Plan

Thank you for responding to the consultation about the draft Derbyshire Local Transport Plan (2011-2026). The Plan has now been finalised taking into account over 500 individual comments on the consultation draft version, and the final version has been approved. The final version of the Plan can be accessed at www.derbyshire.gov.uk/localtransportplan

A number of changes were made to the Plan as a result of your comments.

Firstly, it is noted and welcomed that the Peak District Local Access Forum is generally supportive of the Plan, and that a more proactive approach has been noted, along with recognition being given to public rights of way and Greenways, as well as numerous references to walking and cycling.

Comments on the need to more fully embrace non motorised users and the role of public transport are noted. Also, your comments on the tension between social and economic aspects of transport investment are of particular interest. The final version of the Plan includes an Investment Protocol which has been included as a Supplementary Document. Building on what has emerged through the Plan's development this lists, for each of the key transport priorities, which areas of investment the County Council supports in principle, which measures will only be used sparingly, and which measures will not be supported, unless in exceptional circumstances. This has enabled a clearer profile for the support of walking, cycling and public transport and overall, it is hoped, gives a balanced view of the range of measures which require investment. A new section (11.2) has been added to the final Plan about the Investment Protocol which refers to its further development, "...and must eventually reflect a common sense merging of all of our work, ironing out potential tensions between work areas....."

Your concern for the loss of public transport services, particularly in rural areas, was referred to in Annex 1 of the Cabinet Report which was a summary of the

LTP consultation results. Your comments about the threat to public transport services, mitigating cutbacks by boosting community transport, and weekend services in the Peak District National Park have been passed on to Steve Cannon. You will note that 'minimising disruption from public transport service cuts' and 'community transport services' both feature as priorities of the Derbyshire Transport Strategy 2011-2026. These are further borne out in the Investment Protocol, as IP53a Supported bus services ongoing review, IP55a Support demand-responsive transport services eg dial-a-bus/ride, IP59c Transport provision mapping and IP62c Rural equality: ongoing review of dial-a-bus services.

The crucial role of transport planning in delivering healthy transport options is reflected in the document's title, and many elements of the key transport priority of improving local accessibility and achieving healthier travel habits. More emphasis has been given to the importance of healthier travel habits by highlighting the sentence "Reducing the need to travel, and travelling more healthily, are twin themes which run through the Plan." The more detailed information about linkages between health and transport were included in the earlier "Local transport futures: challenges and options consultation." User groups/volunteers has been added to "our partners."

Well maintained roads and rights of way

This section includes rights of way improvement and reference to the road verge reserves. These points have also been included in the Investment Protocol as IP7a Access for all, IP7b Rights of way structural integrity, and IP10b Road verge reserves. 'More of Derbyshire's rights of way are free from obstruction and are easier to access by local people' has been added to Chapter 12 as an LTP key success measure.

Efficient transport network management

To clarify that the efficient winter service applies to footways as well as roads, this has been added to the Efficient Network Management Strategy Table. Also, the Winter Service paragraph in Chapter 7 has been updated to reflect the new Winter Service Plan.

Your more detailed comment about the use of Traffic Regulation Orders has been passed on to our Area Team Manager.

Improving local accessibility and achieving healthier travel habits

Accessibility mapping has been included in the accessibility summary table.

Better safety and security

The stated vulnerable road user categories are the agreed priorities of the Derby and Derbyshire Road Safety Partnership. Your comments about horse riders, safe road crossings and streetworks have been passed on to our Road Safety Manager.

A considered approach to new infrastructure

Environmental enhancement as well as mitigation has been added to the new infrastructure table.

Responses or amendments made to the Plan following your comments about Guiding Delivery – next steps, what we want to achieve in five years are as follows:

- "Additionally, reviews of signing will ensure consistency and promote the use of symbols where possible" was added to Section 7.2 under 'direction and tourist signing.'
- Section 7.6 'Making the best use of what we've got' is considered to be an important message of the Plan and will also be highlighted in the public summary.
- HGV routeing around the National Park was added as an example. "Efficient Heavy Goods Vehicle routeing eg avoiding villages or the Peak District National Park." HGV congestion charging is being led from national level as local measures on this subject are difficult due to the potential 'knock on' effect.
- Quiet Lanes are being piloted to test their effectiveness, described in Section 7.2.
- Section 8.6 "through mitigation where possible" added to the bullet point. "use of accessibility mapping" also included.
- Section 9.6 other vulnerable road user casualties such as pedestrians and cyclists has been added to the bullet point.
- The Investment Protocol includes IP77 "Speed reduction to reduce danger" as the lowering of speed limits on routes has proved successful in reducing casualties. However, blanket reductions of speed limits raises public expectations for enforcement which the Police are unable to meet.
- Greenways – "The Derwent Valley Greenway is part of a proposed multi-user route linking the High Peak, Tissington and Monsal Trails to the rail hubs of Matlock and Buxton" has been added to section 10.1 Infrastructure priorities.
- The importance of cross-boundary links for this area of work are highlighted in the Plan at the beginning of Chapter 8.
- Comments on efficient processing of claimed routes under section 53 of the Wildlife and Countryside Act 1981 are noted. The importance of improving connectivity of the public rights of way network is included in accessibility and healthy travel 'core business,' Section 8.2 of the Plan.

You will also note that the authority has put in a bid to the Local Sustainable Transport Fund which relates to the Matlock-Buxton Cycle Ring and Connections. More information about this can be accessed at: www.derbyshire.gov.uk/sustainabletravelfund

Thank you again for responding to Derbyshire's draft Plan. This has enabled the final Plan to reflect even further the range of views at local level.

Yours sincerely

Cathy Hobbs
Senior Project Officer
Local Transport Plan and Programmes