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ANNEXE B

DERBY JOINT LOCAL TRANSPORT PLAN

1. The DJLTP has ten overarching objectives that take account of broader economic, social and environmental priorities. These are:
 - To effectively manage the transport network to provide network efficiency, reduce unnecessary delays, and facilitate economic activity
 - To maintain and improve the transport infrastructure
 - To develop and maintain a combined land use and transport system that provides good access to key facilities and services for all residents and visitors to the LTP area, particularly those from disadvantaged communities
 - To maintain and improve accessibility to facilities and services for pedestrians, cyclists and bus users, and particularly for disadvantaged people
 - To reduce road accident casualties, particularly for vulnerable road users and disadvantaged communities
 - To maintain and improve transport and community safety and security, including reducing perceived danger
 - To promote and encourage healthier and more sustainable travel choices
 - To enhance air quality in the LTP area, focussing on Air Quality Management Areas within Derby City
 - To contribute towards reducing the UK's transport impact on climate change
 - To improve environmental conditions for communities in the LTP area by reducing the adverse effects of transport and enhancing the sense of place through greater social interaction and natural surveillance
2. The long-term transport strategy proposed in the DJLTP to address current and projected transport issues may be summarised as follows:
 - Land use policies directing development and services to appropriate locations, particularly the city centre, district centres and village centres
 - Measures such as marketing campaigns and business / school travel plans to encourage sustainable or "smart" transport choices
 - Local safety and accessibility improvements for walking, cycling and public transport journeys in local neighbourhood, district and village centres
 - Strategic public transport improvements
 - Strategic traffic management and demand restraint
 - Maintenance of transport infrastructure.

3. The DJLTP sets out five strategies that will work towards the DfT's shared priorities for transport and deliver the overarching objectives:
- The strategy for tackling congestion
 - The framework strategy for delivering accessibility
 - The strategy for safer roads
 - The strategy for better air quality
 - The asset management strategy
4. In addition a Draft Public Transport Strategy has been published as an Annexe for consultation alongside the main body of the DJLTP. The strategies are summarised below.

The Strategy for Tackling Congestion

5. **Land Use Policies:** Reduce the need to travel by car by encouraging the development of local services and facilities accessible by walking, cycling and public transport.
- Smarter Choices:** Introduce more school and business travel plans. Marketing and publicity campaign aimed at changing current travel behaviour.
- Local Safety and Accessibility Improvements:** Reduce the need to travel by car by enhancing district, neighbourhood and village centres with improved access by walking, cycling and public transport
- Strategic Public Transport Improvements:** Improve the quality of bus services on radial routes into Derby. Should additional DfT funding be made available provide new park and ride sites with rapid transit bus facilities.
- Strategic Traffic Management and Demand Restraint:** Make best use of the existing road network. Introduce car restraint measures to encourage modal shift to public transport.
- Maintaining Transport Infrastructure:** Manage the road network and ensure minimum disruption at roadworks and during essential maintenance work.

The Framework Strategy for Delivering Accessibility

6. **Land Use Policies:** Reduce the need to travel by car by encouraging the development of local services accessible by walking, cycling and public transport
- Smarter Choices:** Improve quality of public transport information and introduce more school and business travel plans
- Local Safety and Accessibility Improvements:** Introduce more Safer Routes to School schemes, accessibility improvements for people who are disabled, better facilities for walking, cycling and public transport in district,

neighbourhood and village centres, enhanced security around transport to reduce crime and fear of crime and better access by community and public transport to employment, key services and shopping facilities.

Strategic Public Transport Improvements: Strategic bus route enhancements to improve the reliability and attractiveness of services, better infrastructure and integrated ticketing.

Strategic Traffic Management and Demand Restraint: Junction improvements on the main strategic routes to enhance pedestrian and cyclist provision.

Maintaining Transport Infrastructure: Maintain and improve the bus, footway, road and cycleway infrastructure.

The Strategy for Safer Roads

7. **Land Use Policies:** Ensure that safety is taken into account in the design of facilities. Minimise the amount of car travel generated by new developments by locating them where they are easily accessible by walking, cycling and public transport.

Smarter Choices: Introduce more school and business travel plans. Marketing and publicity campaign aimed at changing current travel behaviour.

Local Safety and Accessibility Improvements: Targeted local safety schemes for sites with high accident rates, route and area treatments for more general road safety related issues, local traffic management schemes to reduce vehicle speeds and discourage use of unsuitable residential roads, road safety education, training and publicity, more Safer Routes to Schools schemes, and security and environmental improvements at district, neighbourhood and village centres.

Strategic Public Transport Improvements: Security improvements at bus stops and stations.

Strategic Traffic Management and Demand Restraint: Junction improvements on the main strategic routes to improve safety for pedestrians and cyclists.

Maintaining Transport Infrastructure: Ensure the road, footway and cycleway networks are well maintained to minimise accident risk. Implement safety measures, such as anti-skid surfacing, as part of more general maintenance schemes.

The Strategy for Better Air Quality

8. **Land Use Policies:** Reduce the need to travel by car by encouraging the development of local services accessible by walking, cycling and public transport. New development should minimise the number of associated car trips generated.

Smarter Choices: Introduce more business travel plans. Marketing and publicity campaign aimed at changing current travel behaviour.

Local Safety and Accessibility Improvements: Reduce the need to travel by car by enhancing district, neighbourhood and village centres with improved access by walking, cycling and public transport.

Strategic Public Transport Improvements: Encourage use of public transport by promoting services, improve bus service reliability and quality to encourage modal shift from the car.

Strategic Traffic Management and Demand Restraint: Make best use of the existing road network and introduce car restraint measures to encourage modal shift from the car.

Maintain Transport Infrastructure: Manage the road network and ensure minimum disruption at roadworks and during essential maintenance work to minimise emissions caused by stop/start driving.

The Asset Management Strategy

9. **Land Use Policies:** Take account of the whole life maintenance cost of transport improvements.

Smarter Choices: Provide better facilities for pedestrians, cyclists and bus users to support initiatives such as school and business travel plans.

Local Safety and Accessibility Improvements: Maintain infrastructure to minimise accident risk and maintain overall accessibility, implement measures such as anti-skid surfacing as part of more general maintenance schemes, provide enhanced security around transport to reduce crime and the fear of crime and to increase the attractiveness of more sustainable transport modes.

Strategic Public Transport Improvements: Integrate new public transport infrastructure within the management strategy.

Strategic Traffic Management and Demand Restraint: Manage the road network and ensure minimum disruption at roadworks. Provide better facilities for walking, cycling and public transport to encourage modal shift from the car and reduce congestion.

Maintaining Transport Infrastructure: Make the best use of existing assets and take account of whole life maintenance cost of transport schemes.

Annex F: Draft Public Transport Strategy

10. **Land Use Policies:** Reduce the need to travel by encouraging the development of local services and facilities such as food shops, schools and doctors surgeries that are accessible by public transport.

Smarter choices: Encourage businesses, schools and the public to make more sustainable transport choices by measures such as improving the quality of public transport information. Encourage public transport and taxi operators to use low emission vehicles.

Local Safety and Accessibility Improvements: Provide improvements for people who are disabled and better public transport facilities in district,

neighbourhood and village centres. Enhance security around public transport systems and provide better access to key services by community and public transport.

Strategic Public Transport Improvements: Enhance bus services along radial routes to and from the city centre. Provide better public transport infrastructure such as real time information displays at bus stops and integrated ticketing. *Experimental bus service improvements, such as increasing the hours of operation of the Air Link bus service to Nottingham East Midlands Airport from 10 hours a day to 20 hours a day, will be introduced.*

Strategic Traffic Management and Demand Restraint: Minimise the impact of streetworks on public transport services. Introduce car restraint measures that will encourage a mode shift to public transport. Additional park and ride facilities will be essential to support parking restraint measures in the city centre.

Maintaining Transport Infrastructure: Improve maintenance of public transport infrastructure through the Transport Asset Management Plan.

ANNEXE C

DERBYSHIRE LOCAL TRANSPORT PLAN

1. The Derbyshire LTP (DLTP) adds a further three locally generated priorities to the DfT's list of "shared priorities", these being:
 - "Maintenance" of established transport infrastructure
 - "Economy", concerned with economic regeneration both in urban and rural areas
 - "Wider environmental issues" recognising that a third of Derbyshire lies within the Peak District National Park and that the county contains the Derwent Valley Mills World Heritage Site
2. It identifies four strategic transport aims as follows:
 - To improve road and community safety
 - To improve local accessibility and promote healthy and sustainable travel choices
 - To strengthen the local economy through transport measures
 - To reduce the environmental impacts of transport
3. Underpinning all these is the basic aim:
 - To manage, maintain and improve the transport network
4. Although listed separately under the four strategic transport aim headings, the actions set out in the following paragraphs will in many cases address more than one of these aims. For example, improved bus services can assist not only in improving sustainable access but also in reducing road congestion.

Road and Community Safety

5. This aim will be delivered by four transport objectives:
 - Undertake physical measures to improve the safety of all road users
 - Raise awareness of road safety issues and encourage safer travel
 - Work in partnership with others to deliver road safety partnerships
 - Reduce crime and fear of crime
6. The DLTP will deal with road safety on a route and area basis, targeting those routes and areas with the worst accident record first and focussing particularly on the most vulnerable road users. The focus will be on a reduction in the number of people killed or seriously injured, giving priority to children where the rate of progress in reducing casualty rates has slowed in recent years. Child casualty

rates are greatest in deprived wards and measures will therefore target these areas. Measures will include the development of School Travel Plans, safe routes for cyclists and pedestrians and the implementation of speed reduction measures in urban areas, tourist areas and around schools. Car and heavy goods vehicle casualties will be reduced through the implementation of measures at locations of high accident risk. Education and training measures to achieve behavioural change will also play an important role.

9. The two main issues to be tackled in regard to crime and fear of crime are street violence and safety and security on public transport. Necessary measures will be installed on walking/cycling routes, in town centres, at bus and railway stations and on buses and will include street lighting improvements and CCTV introduction.

Accessibility and Travel Awareness

10. This aim will be delivered through seven transport objectives:
 - Improve the quality and use of public transport, community transport and other demand responsive transport
 - Improve the quality and availability of public transport information
 - Improve access to work, learning, leisure, healthcare and food shopping facilities for cyclists, powered two-wheelers, pedestrians and people with mobility needs
 - Identify prioritised public rights of way and produce a rights of way improvement plan
 - Encourage the use of healthier and more sustainable travel opportunities
 - Encourage and support schools and businesses in the development and implementation of travel plans
 - Ensure new work, learning, leisure, healthcare and food shopping facilities are located where they can be accessed by means other than the private car
11. Public transport measures will include Punctuality Improvement Partnerships, Bus Quality Partnerships, improved public transport access to Nottingham East Midlands Airport, improved Community Transport by working with social service and health care providers to integrate the service with other passenger transport, improving the quality, quantity, convenience and co-ordination of taxi and private hire vehicle travel and rail passenger network improvements including measures to enhance station accessibility.
12. Public transport information will be improved, including for people with impaired sight and hearing and a marketing plan will be developed to promote the public transport network.

13. The cycle network will be further developed, including links between cycle routes and town centres, facilities will be provided to enable cyclists to use public transport, cycle hire facilities will be improved, provision of secure cycle parking will be promoted and the potential for park and ride facilities for cyclists will be investigated. Pedestrian quality networks will be developed and pedestrian access to public transport services will be improved. The dropped kerb programme and support for Community Transport will be continued.
14. Rights of way improvements and maintenance will target those routes that best address accessibility requirements and are most heavily used.
15. Healthier and more sustainable travel will be encouraged through campaigns to raise awareness of travel choices, publicising cyclist facilities and recreation events, encouraging tourists to use sustainable transport, providing alternative sustainable transport opportunities such as car-share and taxi-share schemes and by pursuing demand management initiatives.
16. Businesses and schools will be encouraged to develop and implement travel plans and the County Council will prepare its own travel plan. Safer Routes to School will be developed.
17. Sustainable land use planning will be encouraged by ensuring that new developments provide access to public transport services and that Local Development Frameworks include provision for public transport, cycling, walking and sustainable freight and address access for people who are disabled and others with mobility difficulties.

Congestion and Economy

18. This aim will be delivered through six transport objectives:
 - Deliver transport elements of regeneration projects
 - Improve access to industrial sites for people and goods
 - Implement transport initiatives to support sustainable tourism
 - Provide a transport infrastructure and support transport services that will foster sustainable economic growth
 - Relieving congestion
 - Efficient operation of the road network and transport system
19. Road junctions will be improved and measures to improve traffic flow will be implemented. Such measures will be appropriate where congestion is creating "pinch points" for buses, affecting air quality or having a detrimental effect on the economic health of an area.
20. The County Council will seek to adopt powers of parking enforcement, initially in Chesterfield and Erewash, followed by other districts, and to use these in

combination with residents' parking schemes. Parking control is a powerful means of managing demand for private car travel and the County Council regards this as the tool most likely to feature in its work during the DLTP2 period.

21. The DLTP refers to the proposed Swadlincote Regeneration Route and the preliminary work currently being carried out to identify its likely costs and constraints.

Air Quality and Environment

22. This aim will be delivered through four transport objectives:
 - Pursue initiatives in Air Quality Action Plans and take full account of air quality in decision-making on transport interventions
 - Reduce the adverse impacts of road freight
 - Address transport issues relating to the natural and built environment
 - Increase the use of recycled materials and methods in designing and delivering transport schemes
23. Actions to meet air quality objectives in designated and emerging Air Quality Management Areas will be devised and air quality issues will be incorporated in local transport investment programmes where appropriate. The DLTP refers to the Air Quality Review and Assessment currently being undertaken at High Street, Woodville.
24. The latest developments in cleaner vehicle technologies will be explored as part of a programme to replace the County Council's vehicle fleet and the possibility of purchasing/leasing minimum or zero emission vehicles for use on County Council contracted public transport services will be examined. The profile of air quality issues in decision-making will be raised through awareness initiatives.
25. The adverse impacts of road freight will be reduced through implementation of the Derby and Derbyshire Freight Quality Partnership Strategy, published in 2003. The strategy addresses a range of issues including the need to direct heavy vehicles to appropriate routes and to encourage the transfer of freight from road to rail.
26. Local transport investment programmes should consider other environmental issues such as noise, community severance, energy consumption, biodiversity, conservation of the built environment and water pollution. Street lighting will be upgraded to reduce light pollution and energy requirements. The County Councils "Vehicles in the Countryside2 policy will be implemented and reviewed.
27. The County Council will investigate the cost and efficiency of increasing the use of recycled materials in highway construction and maintenance.

Maintenance

28. Whilst the first five objectives are specific to the Maintenance and/or congestion and economy strategy, the remainder are principally the province of other shared priorities:

- Maintain and improve the existing asset of the transport network
- Use casualty data to inform maintenance programmes
- Ensure co-ordination of works by different agencies affecting the transport network
- Ensure all road users and local communities are considered when designing schemes
- Efficient operation of the road network and transport system
- Identify prioritised Public Rights of Way improvements (and maintenance), where relevant to the shared priorities (ATA)
- Undertake physical measures to improve the safety of all road users (RCS)
- Work in partnership with others to deliver road safety initiatives (RCS)
- Reduce the adverse impacts of road freight (AQE)
- Address transport issues relating to the natural and built environment (AQE)
- Increase the use of recycled materials and methods in designing and delivering transport schemes (AQE)

ATA = Accessibility and Travel Awareness Strategy

RCS = Road and Community Safety Strategy

AQE = Air Quality and Environment Strategy

29. Maintenance expenditure will be focussed as follows:

- Increased maintenance of category 1 and 2 footways
- Greater use of road condition measurements to improve skidding resistance
- Target structural maintenance to those roads in greatest need and carrying the largest traffic volumes
- Target rights of way and other footway maintenance at those points identified as being in most need and carrying most "traffic"
- More environmentally friendly methods of verge and boundary maintenance
- Increased use of recycled and locally distinctive materials

Cross Boundary Issues

30. Annexe 2 of the DLTP identifies cross-boundary issues. Those with direct relevance to South Derbyshire are as follows:

Leicestershire

- A42 linkages into/across South Derbyshire (A444 and A511)
- Reopening possibilities for the National Forest Line, wholly or in part
- Bus service reliability and quality enhancements linking Swadlincote, Ashby and Leicester areas
- Access and air quality issues relating to EM Airport
- Linking into the Leicestershire County Council rights of way and strategic cycle network

31. The plan states that no discussions have been held with Leicestershire as yet on any of these issues, but that this will be remedied shortly and it is hoped to have further information to include in the final LTP2 in March 2006

Staffordshire

- Stoke-Derby railway
- Linking into Staffordshire County Council's strategic cycle network

32. Issues relating specifically to the boundary between Burton upon Trent and South Derbyshire are considered in the Burton-Swadlincote Joint Transport Strategy set out at Annexe 3.

Burton and Swadlincote Area Transport Strategy

33. This is reproduced as Annexe D to this Committee report.

Annex 3: The Burton and Swadlincote Area Transport Strategy

Contents

- 1.1 Aim of the Strategy
- 1.2 Background to the Strategy
- 1.3 Introduction to the Strategy review
- 1.4 Strategic Environmental Assessment
- 1.5 Transport strategy objectives
- 1.6 Local Transport Issues: Accessibility and travel awareness
- 1.7 Local Transport Issues: Air Quality and environment
- 1.8 Local Transport Issues: Congestion, maintenance and economy
- 1.9 Local Transport Issues: Road and community safety
- 1.10 Continued joint working relationships
- 1.11 Implementation
- 1.12 Monitoring

1.1 Introduction.

1.1.1 The Burton-Swadlincote Area Transport Strategy builds on the strategy set out in LTP1 and covers the same time period as LTP2, i.e. 2006-11. The participating authorities and agencies are;

- Derbyshire County Council
- East Staffordshire Borough Council
- National Forest Company

- South Derbyshire District Council
- Staffordshire County Council

1.1.2 This Annex is intended to be a stand-alone document and the contents are as set out above. Three Appendices accompany this Annex. They are:

- Appendix A Review of achievements
- Appendix B Consultation
- Appendix C Policy background

1.2 What is the Aim of this Strategy?

1.2.1 The aim of this Strategy is to identify the local transport issues that are of common concern to the member authorities and agencies. The Strategy presents a vision for the future sustainable enhancement of the local transport network in a wider context. Scheme proposals have been formulated accordingly.

1.3 Background to the strategy

1.3.1 The joint strategy will inform the respective authorities' 2nd Local Transport Plans, which cover the period 2006-11. It will also link into other relevant strategic frameworks such as Local Development Frameworks, Local Plans, development control and Air Quality Management strategies and The National Forest Strategy (2004-14).

1.3.2 This strategy is the result of a developing working relationship between the various local authorities in consultation with the National Forest Company (NFC). The NFC's interest relates specifically to the development of the Forest as a new, sustainable resource for leisure and tourism. Integrated sustainable transport measures will help to facilitate this development.

1.3.3 The first version of this strategy was agreed in 2000 and forms part of the Local Transport Plans of Derbyshire and Staffordshire. As this first plan period draws to a close the participating authorities and the National Forest Company have reviewed the achievements of the first strategy, updated the policy base and put forward new ideas for the period 2006-11. The document is structured around the Government/LGA four, shared priorities of

Accessibility, Air Quality, Congestion and Road Safety, in order to accord with the guidance on production of the second Local Transport Plan.

1.4 Introduction to Strategy review.

1.4.1 The urban areas of Burton upon Trent and Swadlincote, in Staffordshire and Derbyshire respectively, are only 5 miles apart and there is significant movement of people, goods and services between the two areas. Similar links are evident between Swadlincote and Ashby-de-la-Zouch in north-west Leicestershire. All three towns support a substantial rural hinterland of former coal mining settlements and form the focal point for many activities, such as work opportunities, retail and leisure activities and education. With significant residential, retail and employment areas centred on these towns and a growing importance of tourism, there is a large amount of cross boundary travel between the three areas. It is this fact that has prompted the formation and development of the joint working arrangements between the respective local authorities.

1.4.2 The area under consideration also contains a significant part of the National Forest. The development of the National Forest as a major new leisure and tourism resource is an important consideration of this transport strategy and will help to shape future transport trends and developments in the area. The increase in visitors to the area needs to be managed in a sustainable manner. The local economic, environmental and social opportunities provided by the Forest's creation will be enhanced through the provision of integrated and sustainable transport solutions. The opening of Conkers and the planned creation of the "Heart of the National Forest" Park, just inside Leicestershire, needs to be taken into account in the strategy, because the transport implications of these developments transcend county boundaries.

1.4.3 Appendix A to this document sets out the main achievements over the first five-year period of the joint strategy. In the second five-year period, the aim is to build on these achievements.

1.4.4 Appendix B sets out the consultation that has been carried out during the first five-year period of the strategy, on which a lot of the proposals for further action are based. Appendix B also summarises ongoing consultation arrangements in the lead up to the final 2nd LTP (and the finalisation of this joint strategy) in March 2006.

1.4.5 Appendix C sets out the policy background on which the joint strategy is based. The strategy has to be in conformity with the approved regional and local spatial strategies.

1.4.6 The strategy area and the Burton travel to work area, are shown on Maps 2 and 4 at the back of this document.

1.5 Strategic Environmental Assessment

1.5.1 LTP's are required to undergo strategic environmental assessment under the terms of an EU Directive. Although there are exceptions to this requirement, both Staffordshire and Derbyshire are undertaking strategic environmental assessment of their respective LTP's. These SEA's will cover the proposals of this strategy area and on this basis it is considered that the Burton-Swadlincote Joint Transport Strategy does not require a separate strategic environmental assessment.

1.6 The Area Transport Strategy: Objectives

1.6.1 Taking into account the overall needs of the area and the problems that need to be addressed the following objectives have been identified:

- To contribute to an efficient economy and to support sustainable economic growth in appropriate locations;
- To promote accessibility to everyday facilities for all, especially those without access to a car;
- To improve safety for all travellers;
- To take account of the particular needs of the National Forest as an environmental showcase and a developing attraction for recreation and tourism;
- To promote the integration of all forms of transport and land use planning, leading to a better and more efficient transport system;
- To protect and enhance the built and natural environment;
- To use the available road space more efficiently
- Effect a significant improvement in public transport provision and usage both within the urban, inter-urban and rural context
- Improve safety and the local environment by introducing measures that will reduce the damaging effects of transport
- Promote a fully integrated transport network based on sustainable modes of transport

- Reduce social exclusion in the community through the promotion of alternative transport means that actively promote inclusion.
- Introduce a regime of demand management to control the level and pattern of traffic flow

1.7 Local Transport Issues: Accessibility and travel awareness

Introduction.

1.7.1 Burton upon Trent is a sub-regional centre serving the needs of the dependant hinterland. The town is divided by the River Trent with the bulk of employment, services and the town centre on the western side and a large residential area on the eastern side adjoining Derbyshire. Many major employers and retail facilities draw people from throughout the strategy area. The local hospital and a college of further education are located in Burton upon Trent but both of these facilities serve the needs of the extended strategy area. Census data backs up this connection in that, apart from the internal Burton work trip, the journey to work trip between Burton and Derbyshire and vice versa is the most significant. Derby is also a significant attractor, both from Burton and the Swadlincote area.

1.7.2 The Burton on Trent travel to work area covers the whole of the strategy area and is shown on map 2 at the back of this document.

1.7.3 Swadlincote fulfils a similar role within the Derbyshire section of the Joint Strategy area. South Derbyshire District Council is seeking to strengthen the role of Swadlincote as a district shopping and employment centre. Such proposals will complement the respective authorities' desire to reduce traffic levels, especially for the inter-urban journey. However, many South Derbyshire residents will remain dependent on the services and employment opportunities provided at Burton upon Trent. The promotion of sustainable transport measures through the Strategy will reduce the traffic impact of these residual inter-urban journeys.

Bus services.

1.7.4 Both Burton and Swadlincote have bus interchange facilities and there are good bus routes between these two towns and to the City of Derby. These links have already been enhanced through the first version of this Strategy, as have other services. Similar inter-urban bus links exist between Swadlincote and Ashby-de-la-Zouch. Burton and Swadlincote form the focus of an extensive bus network that serves local, inter-urban and inter-district needs.

However, the network of services related to tourism and visitor attractions in the strategy area, and especially in the National Forest, is much more limited.

Train services.

1.7.5 There are two railway stations within the strategy area:

- Burton servicing the Derby to Birmingham line
- Tutbury and Hatton servicing the Derby to Crewe line

1.7.6 A third station, Willington, lies just outside the strategy area. It has an infrequent service on the Derby-Birmingham line.

1.7.7 Burton railway station is the nearest point for most of the area's residents to gain access to the rail network. Improvements to the car park and forecourt are presently in progress.

1.7.8 There is a long-standing proposal to reopen the Burton-Leicester line to passenger traffic. This would serve a number of settlements within the strategy area, including Castle Gresley, part of the Swadlincote urban area. When the housing development to the north of Castle Gresley is complete, 6-7000 people will live within a 2km walk of the railway station site. The railway also runs alongside the National Forest's Conkers site, which attracts a growing number of visitors and already attracts around 230000 people per year. Reopening the line could be an important component of the development of sustainable tourism in the National Forest, both inside and outside the strategy area. The project is known as the "National Forest Line". Consideration of reopening is currently in abeyance, largely because of funding issues surrounding the railway industry. Options for bringing the scheme forward need to be considered during the plan period (2006-11) and any suggestion of closure and removal of the line need to be firmly resisted.

The pedestrian and cycling network

1.7.9 There are many dedicated cycle, bridleway and pedestrian routes in the Strategy area and the National Cycle Network Millennium Route 54 passes through Burton upon Trent. National Cycle Route 63 will pass through the area forming the main spinal cycle link through the National Forest and linking Burton, Swadlincote and the Ashby Wolds. Parts of the route

have been established since the adoption of the Joint Transport Strategy and work to complete the remaining sections is ongoing.

1.7.10 Enhancements to the Swadlincote pedestrian network have been implemented in accordance with the Swadlincote Walking Strategy, with particular attention being given to the improvement of pedestrian routes serving Swadlincote Town Centre.

1.7.11 This Strategy seeks to complete and link the national and local networks and to promote opportunities to expand these networks further, especially forming routes into The National Forest, to link Burton to Rolleston, Egginton and thence to Derby. Cycle and pedestrian links to public transport need to form part of the package of improvements during the plan period. As part of the Rights of Way Improvement Plan we need to address the issue of discontinuity of horse riding routes in the area, especially related to the National Forest.

1.7.12 Investigations are being carried out into the possible NCN63 route from Burton Town Centre to the Derbyshire border.

1.7.13 There is a proposal to develop the "Conkers Circuit". This is a route which will provide better links between Swadlincote and the heart of the National Forest.

Improving the links between Burton, Swadlincote and Ashby

1.7.14 Given the strong relationship between these urban areas, all of which lie in the Burton travel to work area, there is a need to ensure that for journeys between them there are attractive alternative means of transport available. For longer journeys it will be appropriate to examine enhanced bus services, or, in the longer term, reinstatement of passenger services on the National Forest Line. For shorter journeys every effort should be made to encourage the walking and cycling modes.

Supporting existing centres, facilities and opportunities

1.7.15 In order to reduce the need to travel and to reduce travel distances, it is important that local facilities and opportunities are provided and maintained for the area's population, closely related to the point of need. This policy not only relates to the shopping centres of Burton upon Trent and Swadlincote, but also to facilities such as local shops, libraries, schools and leisure attractions. Access to rural areas for leisure and tourism is also important. The role of transport investment in achieving this objective should be the provision of bus services and/or safe walking and cycling routes to local facilities.

Tackling rural isolation

1.7.16 The existing local bus network already contains many links to the surrounding areas. However, its comprehensive geographical coverage is not always supported by a high service frequency, especially in rural areas within and surrounding the Strategy area. These facilities will be assessed and improvements sought where deficiencies are identified.

1.7.17 The lack of employment, services and facilities presents difficulties for people in rural areas who do not have access to a car. In areas such as The National Forest, rural leisure facilities would benefit from enhanced links to the public transport network, as well as improvements to the cycling and footpath networks. The work of the rural transport partnerships in identifying deficiencies and introducing innovative solutions has been invaluable and it is hoped that these partnerships can continue in some form.

Financial issues.

1.7.18 Many of the proposals relating to improved accessibility (especially rural accessibility), depend on revenue funding over a lengthy period. The extent to which LTP capital can influence this topic area is severely limited, so the proposals outlined below have to be seen against this background.

Proposals to address the Accessibility priority.

1.7.19 We put forward the following proposals to address the Accessibility priority.

Improve access to railway stations and seek an enhanced role for rail services

Improve cycle and pedestrian links to public transport.

Reduce discontinuity of horse riding routes in the area, especially related to the National Forest.

Investigate cross-boundary cycle and walking routes, e.g. a possible NCN63 route from Burton Town Centre into Derbyshire.

Develop the "Conkers Circuit" cycle route.

Improve bus stopping facilities and bus service information at stops (including real time information)

Improve the access to (and appearance of) Burton railway station.

Assess the ease of accessibility to local facilities (in both urban and rural areas), on foot, by cycle or by public transport and

Prepare a prioritised action plan to address any accessibility deficiencies found and

Introduce a programme of schemes to achieve the action plan.

Improve access to rural areas, especially National Forest sites/attractions, e.g. Conkers and Rosliston, by public transport, walking and cycling.

Improve information and signage e.g. as part of bus quality partnership projects, for National Forest attractions or for special tourism initiatives.

Continue support for local bus services and community transport providers

Continue improvements to cycle routes, rights of way and Greenways from the towns into the rural areas as part of the Rights of Way Improvement Plans.

Improve rural public transport, including services related to tourism.

1.8 Local Transport Issues: Air Quality and environment.

Air quality.

1.8.1 Traffic is beginning to cause problems with air quality at certain locations in Burton. Current monitoring is demonstrating that nitrogen dioxide emissions are being exceeded. East Staffordshire Borough Council will shortly be declaring a formal Air Quality Management

Area. An Action Plan will then be drawn up within a period of 18 months. This will identify the measures required to pursue the air quality objective.

1.8.2 So far there are no points within the Derbyshire part of the strategy area where emissions targets are being exceeded, but this is kept under constant review by South Derbyshire District Council.

Other environmental issues.

1.8.3 The transport system can have other significant impacts upon the environment. It is important that this impact is minimised if broader environmental objectives are to be achieved. LTP's are subject to Strategic Environmental assessment requirements of the EU Directive. As such any policies and proposals that are put forward have to be evaluated against a wide range of environmental criteria. Where proposals are found to be detrimental to the environment, mitigation measures have to be introduced. The most likely detrimental effects are increased traffic noise and pollution, along with impacts on landscape, townscape and biodiversity.

Financial issues.

1.8.4 Many of the proposals relating to environmental issues rely on funding that is outside the LTP process. The extent to which LTP capital can influence this topic area is severely limited, so the proposals outlined below have to be seen against this background.

Proposals to address the Air Quality priority.

1.8.5 The partners in this strategy will seek to ensure that their transport arrangements are undertaken in least environmentally damaging way. In recognition of this, we put forward the following proposals to address the air quality and environment priority.

This introduction of significant proposals in this strategy will be accompanied by an environmental impact assessment,

The transport impact of any major new development will be assessed, the environmental impact gauged and mitigation measures introduced as appropriate,

existing parking policies will be reviewed with a view to reducing car usage,

In considering major transport proposals like the suggested reopening of the railway line, the Swadlincote regeneration route or the A38-A42 links, the question of noise impacts, air quality, severance, landscape, townscape and biodiversity impacts need to be adequately addressed.

An Air Quality Action Plan will be prepared to address relevant issues in Burton upon Trent.

Where possible, road freight vehicles will be directed away from built-up areas, to appropriate routes so that environmental impact is minimised.

1.9 Local Transport Issues: Congestion, maintenance and economy.

The road network.

1.9.1 There are numerous roads of national significance that influence the flow of traffic within the study area. The trunk roads A38, A42 and A50, along with the M42, either pass through or skirt the strategy area and the M1 lies just to the east of the area. The remainder of the principal road network within the study area serves to link the major towns and other communities both to each other and to these national routes.

1.9.2 Many of the local highway network routes converge in the vicinity of Swadlincote and especially Burton upon Trent where there are two bridges over the Trent. As such, congestion has become a part of every day life in these and other adjacent areas. This congestion also impedes traffic movement between Burton and Swadlincote and the A38, which could potentially deter employment and tourism-related investment in the area in the longer term if not tackled. Likewise the traffic congestion on the A511 in Woodville is a cause for concern, especially at the Clock Island.

1.9.3 We are working with partners in the East and West Midlands regions to examine proposals for a regeneration access route south of Burton linking the A38 to the A444 and

Swadlincote. This new link could potentially allow the redevelopment of Drakelow Power Station and greatly improve access to Swadlincote.

1.9.4 The current demand for development and increasing rates of travel make it necessary for this Strategy to consider all of the conflicting pressures placed upon the local transport network, and to promote sustainable solutions to these significant demands.

The rail network.

1.9.5 The Derby-Birmingham main line passes through the strategy area, with a station at Burton. Burton is the nearest railway station for most of the population within the strategy area. There is a long-standing proposal to reopen the Burton-Leicester line to passenger traffic. This would serve a number of settlements within the strategy area, including Castle Gresley, part of the Swadlincote urban area. When the housing development to the north of Castle Gresley is complete, 6-7000 people will live within a 2km walk of the railway station site. Passenger use of the line could potentially address some of the congestion issues in Burton. Consideration of reopening is currently in abeyance, largely because of funding issues surrounding the railway industry.

1.9.6 The railway line between Burton, Ashby and Leicester currently has a very sparse freight service, but there are railheads at the former Drakelow power station site, Cadley Hill and Swains Park. If a new direct road link to the A38 can be funded, there is a case for considering the Drakelow site, with its existing rail freight links, as an intermodal freight terminal. In the case of Swains Park, the sidings used for coal export may be used for importing waste to a disposal site. All three sites have the potential for removing lorry traffic from the A444. Options for bringing the rail passenger and freight schemes forward need to be considered during the plan period (2006-11) and any suggestion of closure and removal of the line need to be firmly resisted.

1.9.7 However, note that the possible Castle Donnington intermodal terminal could cause more traffic on the A444.

Improving the links to neighbouring areas

1.9.8 Links to neighbouring areas that fall outside of the Strategy area, (including the City of Derby), should be improved by sustainable means so as to assist the development of the local economy. Of particular importance is the need to direct freight traffic to appropriate routes. Route mapping is being prepared by the Derbyshire Freight Quality Partnership. A similar approach would be appropriate in Staffordshire and Leicestershire.

Maintenance.

1.9.9 Maintenance of the transport assets of the strategy area is a key issue for the two county councils and the district/borough authorities. Maintenance covers all aspects of the transport system, from public rights of way, through public car parks, roadside footways, bus shelters and information systems to major highway and bridge maintenance. Despite considerable investment in highway maintenance over the period of the first LTP there are still sections of the network that give cause for concern, which need to be tackled in the next LTP period, 2006-11. In addition, the Rights of Way Improvement Plans for Derbyshire and Staffordshire are likely to identify a requirement for maintenance and improvement expenditure over the 2nd LTP period. The two county councils have to prepare Transport Asset Management Plans and these may well identify additional maintenance requirements.

Financial issues.

1.9.10 Many of the proposals relating to congestion, maintenance and economic improvement rely on funding that is outside the LTP process. Maintenance of the transport asset is also heavily reliant on revenue funding. The extent to which LTP capital can influence this topic area is severely limited, so the proposals outlined below have to be seen against this background.

Proposals to address the Congestion shared priority.

1.9.11 We put forward the following proposals to address the congestion, maintenance and economy priority.

Implementation of car parking management and car parking VMS systems

Extension of Urban Traffic Control and Bus priority in Burton.

Improve Cycle routes in Burton

Seek an enhanced role for rail freight, e.g. freight railheads at the former Drakelow power station site, Cadley Hill and Swains Park.

Options for bringing forward the Burton-Ashby-Leicester rail passenger scheme need to be considered

Enhance bus services and associated facilities, between Burton-Swadlincote-Ashby and Leicester.

Enhance bus services and associated facilities between the strategy area and Derby

Provide cross boundary cycle routes between Derbyshire and Burton, (including investigation into NCN63 cross boundary route)

Feasibility study of the Swadlincote regeneration route

Investigate the suggested new link road between A38 at Drakelow and the Ashby by-pass, including strategic cross-boundary, funding and environmental implications.

Continue investment in the transport asset to eliminate as far as possible the backlog of maintenance.

1.10 Local transport issues: Road and community safety

Improving Safety

1.10.1 Both County Councils place a very high priority on reducing the number and severity of road casualties and have specific targets to achieve over the 2nd LTP period. There has been considerable investment in safety measures during the first LTP and this can be expected to continue in much the same way, though it is likely that different methods of traffic calming will be applied. Safety is not limited to road users however. Safety in using public transport and the rights of way network is also important. Measures to improve the safety of all means of transport will be supported. This will particularly apply where safety is a significant factor in preventing the use of alternative means of transport.

Financial issues.

1.10.2 Many of the proposals relating to improved safety (especially those related to improved training or work in schools), depend on revenue funding over a lengthy period. The

extent to which LTP capital can influence this topic area is severely limited, so the proposals outlined below have to be seen against this background.

Proposals to address the road safety shared priority.

1.10.3 The following measures will be pursued during the plan period 2006-11;

Improve boarding, alighting and waiting facilities for public transport services

Provide segregated cycle routes where practical.

Highest priority will be given to areas of specific conflict between pedestrians/cyclists and motor vehicles as identified by casualty figures.

Improve crossing facilities at locations where roads sever other routes or communities.

Improve surfacing and lighting on key cycle and pedestrian routes.

Provide safe access to and use of public open space.

Provide safe access to key facilities, e.g. safe routes to school.

Continue safety training work with drivers, cyclists, school pupils etc:

1.11 Continued joint working relationships

1.11.1 The work on this joint Transport Strategy has confirmed the strong relationships between these parts of Derbyshire and Staffordshire and beyond into North West Leicestershire. The cross-boundary nature of this strategy is particularly important when considering National Forest issues. It is important that the partnership working that has already been established is continued and extended. Such partnership working on land use planning matters will also be important.

1.12 Implementation

1.12.1 The main means of implementing the Strategy will be through the Local Transport Plans for Staffordshire and Derbyshire. However, the Strategy relates to more than just

provision for transport. Therefore it will also be delivered through other areas of work such as the Local Plans and the work to implement The National Forest Strategy. Public-private partnerships could be developed to deliver specific projects. Developer contributions and continued partnerships with public transport operators are just two examples of how this could be achieved.

1.12.2 Some projects, e.g. the potential third Trent river crossing and link road, or the reopening of the National Forest line, will require regional and possibly national financial inputs.

1.12.3 There will be insufficient resources to fully implement the strategy immediately. It will be important therefore that the various organisations work closely together in order to ensure that compatible priorities for implementation are used.

1.12.4 Many of the proposals, especially those relating to bus services, rural issues and maintenance, depend on revenue funding over a lengthy period. The extent to which LTP capital can influence this topic area is severely limited, so the proposals outlined above have to be seen against this background. However, there are many other funding mechanisms available which can address some of these topic areas and these need to be thoroughly explored with a view to maximising achievement of the strategy proposals.

1.13 Monitoring

1.13.1 We need to develop targets and indicators for this strategy at a localised level. None have been agreed at present and this aspect will be reviewed when it is clear what other indicators are being measures as part of the two county LTP's. There will be a need to look at modal split, especially across the county boundary into Burton. We will also need to consider how best to measure success with public transport, walking cycling and horse riding initiatives elsewhere in the study area.

1.14 Appendix A: Review of Achievements

Derbyshire:

1.14.1 Since 2001, Derbyshire County Council has carried out numerous transport schemes in South Derbyshire, many of which have implemented within the Burton and Swadlincote Strategy Area; including:

- Road junction improvements: Traffic signals at A444/Park Road, new roundabout at A444 Linton/Park Road.
- Road Maintenance: 37 carriageway resurfacing schemes, 25 footway resurfacing schemes, a programme of surface dressing of carriageways and footways totalling over £800,000.
- Bus Stop improvements: Route 8, new boarders, new timetable cases, new signage; Upgrade of shelters and street furniture at Swadlincote bus station.
- Traffic calming improvements: Installation of safety cameras
- 10 New "Puffin" crossings
- 2 new "Toucan" crossings
- 1 new "Pelican" crossing

National Forest:

1.14.2 During the plan period there have been a number of significant developments relating to the National Forest.

- Conkers, the main forest visitor centre, has been developed. Although it lies just in Leicestershire, it is within the Burton travel to work area and as such impacts upon this joint strategy. Conkers already attracts about 230000 visitors p.a.
- Rosliston Forestry Centre, in rural south Derbyshire, now attracts around 25000 visitors annually and is set to develop further.
- Publicly accessible woodland sites are being developed throughout the Forest, attracting increased leisure visits to previously little visited areas.
- Urban forest sites, such as Swadlincote Woodlands and Burton Washlands are being developed. These draw visitors from local housing areas and lead to the development of walking and cycling routes from the towns into the forest.
- The general improvement of the environment and landscape, brought about by the forestry development, coupled with increased accessibility to the area from the main road network is attracting inward investment (not all related to forestry activities and products), but at the same time is creating development pressures.

1.14.3 **Cycling:** A start has been made on implementing cycling networks proposed by each of the three local authorities and outlined in the National Forest cycling strategy. These includes parts of the National Cycle route 63, which will represent the main spinal cycle route through the National Forest, linking Burton, Swadlincote and the Ashby Woulds area.

1.14.4 **Walking:** The Swadlincote walking strategy has been adopted and is being implemented, with particular attention being given to the enhancement of pedestrian routes serving the town centre.

Staffordshire:

1.14.5 Since 2001, many transport schemes in East Staffordshire have been completed. The majority of which have implemented within the Burton and Swadlincote Strategy Area; including:

- Road junction improvements: (Gyratory trials, Calais Road / Horninglow Road)
- Road Maintenance: (A444 Stanton Road / Sycamore – kerbing, patching / A511 Ashby Road – replaced slabbed footways)
- Improvements of traffic signals in Burton: (UTC – Guild Street / Horninglow Street, Union Street)
- Bus Stop improvements: (Route 8 – Waterloo Street, Bearwood Hill Road)
- Safer Routes to School: (Stapenhill Area, Winshill Area)
- New Cycle Storage: (Octagon Centre)
- New Cycle Ways: (Burton Bridge, Ferry Bridge)
- New or Improved Footways: (Library frontage, Uxbridge Street, A511 Horninglow Road)
- Variable Message Signs: (Guild Street, Shobnall Road, Stanton Road)
- New Street Interchange improvements: (Bus facility improvements)
- Railway Station access improvement investigation: (Improving access for all modes of transport)

1.15 Appendix B: Consultation

Derbyshire consultation responses

1.15.1 During the LTP period Derbyshire has consulted widely, over individual schemes and to establish a longer-term programme of action. There was extensive consultation earlier on in the LTP period, leading to the establishment of a Local Programme for Swadlincote. A similar exercise was carried out in the rural areas of the strategy area in 2002/3. Consultation revealed a continuing requirement for improved road maintenance, better public transport services/facilities and better provision for pedestrians and cyclists. In the course of preparing this updated strategy we have used responses from citizens panels and have used the South Derbyshire Local Area Committee as a sounding board for ideas. We have also been consulting most recently on the requirements for the county's Rights of Way Improvement Plan. Responses to this are still being analysed.

Staffordshire consultation responses.

1.15.2 Like many other authorities Staffordshire County Council has a well – established track record of involving people in the delivery of schemes at the local level. Types of project that have benefited from this activity include; Major road Schemes, Traffic Management Initiatives, Community Safety and Safer Routes to School Schemes.

1.15.3 There have been various ways in which Staffordshire County Council has consulted on its projects. These include:

- Area Strategy Workshops – County, District and Parish County Councillors
- Transport Management Study Consultation – Burton Area, Stafford Area and Lichfield Area – Councillors, Local Businesses, Development Companies, Interested Organisations and the General Public
- Joint Member Board Meeting and Local Committee Meeting's
- Public Exhibitions – speaking to the general public
- LTP 2 Stakeholder Meetings

National Forest consultations

1.15.4 Consultations on the National Forest Strategy (2004-11) elicited around 1000 responses. Comments of particular relevance to transport included;

- The potential for the development of visitor attractions and increased tourism, to cause local transport problems at peak times, e.g. summer weekends and bank holidays.
- Support for longer distance trails, walking and cycling routes.

Future Consultation.

1.15.5 As part of the 2nd LTP consultation process the joint strategy will be subject to a full public consultation following submission of the Provisional 2nd LTP to Government in July 2005. Responses will be considered and a final version of 2nd LTP and this joint strategy will be submitted to Government in March 2006.

1.16 Appendix C: Policy Background

National Policies

1.16.1 In developing this Transport Strategy for the Burton and Swadlincote area the local authorities have taken into account developments in transport policy at a national level. The relevant national policies are not repeated here, but can be found in the main LTP documents. The Government set out its overall transport strategy in the Transport White Paper "The Future of Transport" in July 2004. This recognises the vital role that extending mobility plays in meeting the wider objectives for the economy and an inclusive society. The Government wants to ensure that we can benefit from mobility and access, while minimising adverse impacts on other people and the environment, now and in the future. The strategy is built around three central themes:

- **sustained investment** over the long term – whilst ensuring that each pound of investment works harder for the British taxpayer;
- **improvements in transport management**, to achieve the best value for money from both existing and new infrastructure. The Government will encourage local authorities to procure bus services through Quality Contracts, where this is linked to a wider strategy including bold measures to reduce congestion, or modification of rail services.

- **planning ahead** to manage, and where necessary to accommodate, future pressures on our transport system. Britain cannot build its way out of the problems it faces on its road networks, and doing nothing is not an option. So the Government will lead the debate on road pricing. The Government is also committed to sharing decision-making with regional and local stakeholders, ensuring that planning at regional and local levels is based on a shared view of priorities, deliverability and affordability.

1.16.2 Delivering better transport depends in large part on the planning and delivery of transport by local authorities in England, in support of authorities' wider agendas. The shared priority which the Government has agreed with the Local Government Association captures the continuing aims: *improved public transport; reduced problems of congestion, pollution and safety.*

1.16.3 "The Future of Transport" identifies some of the key strategies to help local government deliver these outcomes:

- freer flowing local roads, delivered through a range of measures including congestion charging, and powers under the new Traffic Management Act 2004;
- more, and more reliable buses, enjoying more road space;
- demand responsive transport services – using buses, car sharing, minibuses, taxis and private hire vehicles to provide accessibility to areas, and to sections of the community, where conventional transport services are unsuitable;
- looking at ways to make services more accessible, so that people have a real choice about when and how they travel;
- exploiting the potential of existing and new technology – for example in managing demand for transport services, improving the capacity of existing networks, improving safety, and providing better, more reliable transport information;
- joined-up transport and land use planning so that new developments do not cause congestion to worsen;
- exploiting the use of school travel plans, workplace travel plans and personalised travel planning to encourage people to consider and use alternatives to their cars; and
- creating a culture, and an improved local environment, so that cycling and walking are seen as an attractive alternative to car travel in both urban and rural areas.

Regional Policies: East Midlands

1.16.4 In the East Midlands, there is an over-arching Integrated Regional Strategy which is seen as the overall framework for sustainable development. It has four themes: economic, environment, social and spatial. The Regional Spatial Strategy (RSS8), which includes the Regional Transport Strategy, was published in March 2005, covering the time period up to 2021. Inter-Regional linkages identified between the East and the West Midlands include the National Forest as a key cross-boundary project.

1.16.5 One of the sub-areas identified is the Three Cities Sub-area, aiming to create more sustainable patterns of development and movement, and to promote economic competitiveness between Derby, Leicester and Nottingham. This includes the use of public transport for both local and inter-urban movements. The close local functional relationships between Ashby, Swadlincote and Burton are acknowledged.

1.16.6 It is a requirement that Local Transport Plans must be consistent with RSS Policies. These policies relate to:

- Regional Traffic Growth Reduction;
- Behavioural Change;
- Parking Levies and Road User Charging;
- Car Parking Standards;
- Public Transport Accessibility Criteria;
- Heavy Rail Investment;
- Bus and Light Rail Services;
- Integrating Public Transport;
- Regional Trunk Road Investment Priorities;
- Regional Major Highway Investment Priorities;
- Regional Freight Strategy;
- Development at Nottingham East Midlands Airport.

Regional policies: West Midlands

1.16.7 Regional Planning Guidance for the West Midlands (RPG11), published in June 2004, became the Spatial Strategy in September 2004. It integrates the Transport Strategy for the West Midlands region with wider land use priorities. The strategy covers the period up to 2021 and incorporates 12 policies that bring together the outcome of the multi-modal studies and help deliver the region's five transport priorities:

- Promote a change of hearts and minds of the region's population;
- Make best use of the existing regional transport network;
- Provide a comprehensive public transport system that serves the urban areas;
- Improve access to Birmingham International Airport and the NEC;
- Ensure that the West Midlands is a reliable hub to serve international, national and regional connections.
- Policies T1-T11 of the transport element of the RSS cover the following issues and are fully endorsed by Staffordshire County Council:
- Developing accessibility and mobility to support the Spatial Strategy;
- Reducing the need to travel;
- Walking and Cycling;
- Promoting travel awareness;
- Public Transport;
- Strategic Park and Ride;
- Car Parking Standards and Management;
- Demand Management;
- Management of National and Regional Transport Networks;
- Freight;
- Airports

1.16.8 Policy T12 sets out priorities for investment. Proposals affecting the strategy area are set out below:

- Behavioural change initiatives (2001-post 2015)
- A38 Streethay-A50 Improvements (awaiting Secretary of State announcement)
- West Midlands Rail Strategy – short and long term capacity improvements (2001-post 2015)
- Retention and development of local services including links between local regeneration areas and areas of opportunity (2001-post 2015)
- Enhancement and development of rural public and community transport, particularly links between Market Towns and their hinterlands (2001-post 2015)
- Development of improved road network management and prioritisation (2001-post 2015)
- Improved access to regeneration sites (2001-2015)

1.16.9 The Regional Economic Strategy proposes the development of a new West Midlands Sustainable Tourism Strategy. The RSS identifies Burton upon Trent as a large settlement that should act as a strategic centre for regeneration. It is designated as a Local Regeneration Area outside the main Regeneration Zone.

National Forest Strategy (2004-11)

1.16.10 The tourism strategies of the East and West Midlands both emphasise the role of the National Forest as a developing destination for tourism. This emphasis is particularly evident in EMDA's tourism strategy. The Burton-Swadlincote joint transport strategy takes into account the wider National Forest Strategy (2004-11). The National Forest Strategy was approved by Government in March 2004. Chapter 13 of the National Forest Strategy, entitled Transport and Traffic, is particularly relevant. The joint strategy is seen by the National Forest Company as a significant step towards achieving an integrated approach to transport within the forest area.

Local Policies

1.16.11 The strategy reflects the local authorities' current and emerging transport and land use policies as set out in the respective Structure and Local Plans. Both the Staffordshire and Stoke-on-Trent Structure Plan 1996-2011 and the Derby and Derbyshire Joint Structure

Plan 1991-2011, set out the longer term vision for transport in their respective counties. These will continue to have legal status until 2007.

1.16.12 This Burton upon Trent/Swadlincote Transport Strategy forms an integral part of the Local Transport Plans for Derbyshire and Staffordshire. The policies that have guided the development of the Local Transport Plan for Staffordshire are set out in a series of Policy Framework Daughter Documents. These can be viewed on www.staffordshire.gov.uk/ltp. Derbyshire's Local Transport Plan and related documents can be viewed on www.derbyshire.gov.uk/transport/transport_planning.

Map 4: Burton Swadlincote Joint Strategy Area

