

3 Policy Integration and Mission Statement

3.1 Strategic Policy Integration

3.1.1 The Council Plan 2003 - 2005

The requirement for policy integration is a fundamental principle of the duty of Best Value. It requires this Authority to define, in consultation with the community, overall strategic objectives, which may be unrelated to traditional service areas.

Derbyshire County Council's Council Plan has the following vision:

'To improve life for local people by delivering high quality services'

The plan has a series of key goals and objectives, which relate to nine Council themes:

- Strategic Policy and Budget.
- Service Effectiveness.
- Regeneration.
- Social Care and Health.
- Education.
- Environment and Transport.
- Public Protection.
- Community Services.
- External Affairs.



The key requirements are therefore, to:

- Identify key areas of interaction between highway maintenance and each of the corporate objectives.
- Maximise so far as is practicable the contribution towards them.
- Ensure that potential areas of conflict are resolved.

3.1.2 Derbyshire Community Strategy 2003 - 2006

The Local Government Act 2000 placed a duty on local authorities and their partners to produce a Community Strategy that will help improve the economic, social and environmental well-being of their area. The Derbyshire Partnership Forum is a countywide Local Strategic Partnership, which has developed Derbyshire's first Community Strategy. The strategy is focusing on six themes:

- Crime and community safety.
- Children and young people.
- Health and social well-being.
- Economic and community regeneration.
- Environment, transport and housing.
- Lifelong learning and culture.

Significantly, consultation has shown that 38% of Derbyshire residents thought that carriageway and footway maintenance was one of the most important issues in need of improving in their local area. Improving the condition and quality of carriageways, footways and transport infrastructure is therefore seen as a priority.

3.1.3 The Departmental Service Plan and Council Plan

The Environmental Services Department's annual Service Plan sets out the framework within which the department will seek to deliver its contribution to the Council's strategic goals and objectives. This ensures that services are delivered in line with the approved Council Plan.

The Council Plan includes a set of ten goals, which are the priority areas for attention, reflecting issues of importance to people in Derbyshire:

- **Enhance community leadership** and make council services accessible and responsive to local needs.
- **Achieve Best Value in service delivery** and ensure the continuous improvement in the quality and efficiency of services provided by the Council.
- **Strengthen the local economy and tackle poverty and deprivation** throughout the county.
- **Improve the health of local people and help them to live independently in their own homes.**
- **Reduce crime, fear of crime, and risks to safety** by protecting people and their property.
- **Improve participation and achievements in learning** to improve the prospects and enrich the lives of people in Derbyshire.
- **Improve access to leisure, recreation, information and culture.**
- **Improve transport choice and safety.**
- **Protect and enhance the environment** by promoting sustainable development, increasing recycling and reducing waste, to protect and enhance the local environment and to control development and land use in the county.
- **Raise awareness and understanding of Derbyshire beyond the county** and represent the interests of local people regionally, nationally and internationally.

To achieve these goals the highway infrastructure of the County provides the essential means of access and movement for people and goods whether in vehicles, on cycles or on foot. The highway network is the main communication artery of the County. Managing this network in an efficient and effective manner is critical to achieving the overall aims and targets at local, regional and national level.

3.2 Transport Policy Integration and Strategic Objectives

3.2.1 Transport Policy Integration

The various levels of transport policies and objectives must be applied through to the operational levels of highway maintenance and network management.

3.2.1.1 National Level

Government transport policy is based on the twin themes of sustainable and integrated transport, which share many of the key Best Value principles:

- Involving users and the wider community.
- Focussing on the long rather than the short term.
- Improving transport choice and the ease of moving between modes.
- Creating a better environment.
- Supporting a fairer more inclusive society.
- Encouraging investment through public/private partnership.

The Government's 10-year Plan for Transport, to 2010, places highway maintenance as a key priority for investment. Amongst the key challenges are:

- Eliminating the maintenance backlog for local roads, bridges and street lighting as part of a £30bn programme.
- For strategic roads over the period of the plan, road condition to be maintained to a high standard, so that the proportion requiring maintenance in any future year is held at an optimum level (between 7% and 8%).
- Halting the deterioration in local road condition by 2004 and eliminating the backlog by the end of the Plan period.

In addition the 10-year Plan identifies other key challenges and targets, which are also relevant to the planning and operation of highway maintenance:

- To reduce by 50% the number of children killed or seriously injured in road accidents compared with the average for 1994-98.
- To reduce by 40% the number of people killed or seriously injured in road accidents.
- To create more traffic calmed 20 mph zones around schools, where most child accidents occur, and also the evaluation of “Home Zones” - residential areas treated with traffic calming and other measures, which aim to improve residents’ quality of life and improve safety.
- To expand significantly walking and cycling schemes, including safer routes to schools and transport interchanges. The target is to treble the number of cycling trips from their 2000 level by 2010.
- To reduce congestion below current levels, particularly in large urban areas. Congestion in larger urban areas to be reduced from a forecast growth of 15% by 2010 to an 8% reduction. In other urban areas congestion growth to be reduced from 15% to 7%.
- To encourage extensive bus priority schemes including guided bus systems and other infrastructure improvements also benefiting coaches, leading to a 10% increase in bus passenger journeys.
- To improve the accessibility of public transport and the pedestrian environment for people with impaired mobility.

The Government White Paper ‘The Future of Transport: A Network for 2030’ put an emphasis upon the better use of existing capacity in traffic management. Getting better performance out of the road network through improved network management is a key function of the highway authority through the Traffic Management Act 2004. This was reflected in the guidance for Local Transport Plans for the period 2006-2011.

Local Transport Plans will need to focus clearly on the Central/ Local Government shared priorities for transport which are based on the following statement:

‘Improving access to jobs and services, particularly for those most in need, in ways which are sustainable: improved public transport, reduced problems of congestion, pollution and safety.’

Well maintained local transport assets are seen as essential to improving all of the above priorities. Accordingly, there is a key role for efficiency in highway maintenance and effective asset management.



3.2.1.2 Local strategic transport policies

Derbyshire’s Local Transport Plan 2001-2006 defined a vision for transport:

- “At the heart of our vision is a transport system that is both fair and efficient”.
- “Healthier lifestyles, safer communities and better access to jobs and local facilities will be the result”.
- “To get there, we will improve the choice and accessibility of transport while balancing the economic, social and environmental needs of everyone”.

Derbyshire County Council has developed, in addition to the Local Transport Planning process, a series of “Topic” strategies, which help to drive forward particular aspects of transport policy. These have included:

- Cycling 1995.
- Pedestrians 1998.
- Road Safety 2000.
- Public Transport 2000.
- Personal Mobility 2000.
- Derby & Derbyshire Freight Strategy 2002.
- Derby & Derbyshire Powered Two Wheeler Strategy 2004.

These strategies have been checked through, and elements of them, which are relevant to highway maintenance, have been incorporated within the Highway Network Management Plan. Appendix 3 presents a summary of strategy statements, which are most relevant to highway maintenance.

3.2.1.3. Following through the Council Plan to the Highway Network Management Plan

This then is the new regime of policy integration within which highway maintenance must operate. It is challenging but provides real opportunity to develop and present the service in a way, which is likely to demonstrate more effectively, its value to the community.

3.2.2 Strategic Objectives

3.2.2.1 Review of transport strategies

During 2004, all of the transport strategies were under review with a view to producing one core framework. This framework will clearly set out transport priorities in the context of the Council Plan, strategic objectives, actions, and key measures of progress.

3.2.2.2 Strategic objectives to improve roads and pavements

Being linked to the Council Plan, the review highlights the need ‘to manage, maintain and improve the transport network’ as a strategic aim. There is also a significant link between maintenance and the national effort to reduce road accident casualties. The opportunity has been taken to devise a set of strategic objectives to improve roads and pavements.

Objectives of relevance to maintenance are as follows:

STRATEGIC DELIVERY OBJECTIVES - TO MANAGE, MAINTAIN AND IMPROVE THE TRANSPORT NETWORK
<ul style="list-style-type: none">• 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• Influence and manage transport demand
STRATEGIC DELIVERY OBJECTIVES - TO HELP STRENGTHEN THE LOCAL ECONOMY THROUGH TRANSPORT MEASURES
<ul style="list-style-type: none">• 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 which will foster sustainable economic growth• Relieve congestion• Efficient operation of the road network and transport system

3.2.3 Integrated network management

Highway maintenance policies are developed integrally with the overall management of the network. Transport users, whatever their mode, do not distinguish between categories of road, or types of work, whether maintenance or improvement.

Integrated network management requires that all works on the highway network including maintenance, improvement, and new construction, are planned and managed integrally by having regard to other influences on the network.



Local Transport Plan guidance advises local highway authorities to consider the implications for all road users, especially vulnerable users like pedestrians, cyclists, powered two wheel users and equestrians, in planning and managing the network. This has special implications for maintenance functions, as when schemes are planned and programmed there may be an opportunity to incorporate added value to the safety, priority, integrity or quality of:

- Footways and crossing facilities, particularly for older people and people with impaired mobility.
- Cycleways and cycle crossing facilities.
- Horse riding and horse crossing facilities.
- Facilities for and the reliability of public transport.
- Facilities for freight movement.

Planning for highway maintenance should take into account and wherever possible add value to, all elements of local transport strategy, e.g.:

- Quality Bus Partnerships.
- Quality Freight Partnerships.
- Accident Reduction and Prevention Programme.
- Safer Routes to School.
- Routes to Stations and other Interchange Facilities.
- Urban and Rural Regeneration Programmes.
- Access to work, learning, healthcare and food shops.

Integrated transport, especially in urban areas, is likely to result in a more complex and diverse street scene. A wider range of signs, carriageway markings and coloured surfacings are necessary for regulation and management. These are designed for minimal visual intrusion; however the overall maintenance requirement for keeping more complex arrangements in good order is likely to increase. The planning and budgeting for highway maintenance must recognise this.

3.2.4 Safer infrastructure

Accident reduction potential is also a primary indicator in the selection and design of all Capital and Revenue funded maintenance and improvement schemes. Local Safety Schemes are also regularly carried out as part of Integrated Transport and maintenance schemes.

3.3 Mission of highway network management

“To manage the highway network of Derbyshire, providing for the safe and efficient movement of people and goods in accordance with the local transport planning process and the wider corporate objectives of the Council.”

To provide a courteous, helpful and responsive service to our customers in the community and deliver the highest possible standards of service within available resources.”

3.4 Targets

3.4.1 Environment and transport

- To reduce the number of people killed or seriously injured in road accidents from 675 (1995 - 98 average) to 523 by the end of March 2005, to 498 by March 2006 and to 473 by March 2007 (reported on calendar year data) (Council Plan).
- To reduce the number of children killed or seriously injured in road accidents from 83 (1995 - 98 average) to 58 by the end of March 2005 to 54 by March 2006 and to 50 by March 2007 (reported on calendar year data) (Council Plan).
- To increase the percentage of Derbyshire residents satisfied with the maintenance of pavements (footways) from 38% in 1999 and 39% in 2002 to 45% in 2005 (Council Plan - New target to be set for 2008 as part of the Council Plan review in 2005).
- To increase the length of footpaths and other rights of way that are easy to use by the members of the public from 59.3% in 2001 to 65% by the end of March 2005 and to 72.5% by March 2006 (Council Plan).
- To increase the percentage of pedestrian crossings with facilities for disabled people from 57.4% in 2002/ 03 to 70% by March 2006 and 73% by March 2007.
- To reduce the number of days of temporary traffic controls or road closure on traffic sensitive roads caused by road works per km of traffic sensitive road (Local Authority Road Works) by March 2007 (reported on calendar year data).
- To increase the number of incidents of dangerous damage to carriageways and footways that are repaired within 24 hours from 91% to 99% by March 2006 (Council Plan).
- To increase the percentage of Derbyshire residents satisfied with the maintenance of roads, from 32% in 1999 and 39% in 2002 to 45% in 2005 (Council Plan - New target to be set for 2008 as part of the Council Plan review in 2005).
- National 10-year target to triple cycle use by 2010 compared to 2000 levels, measured by number of cyclists at identified sites.
- To complete at least 50% of the proposed cycle network by 2005/ 06 from 23.5% in 2000/ 01, measured by kilometres of cycle network completed.
- To implement six pedestrian quality networks by 2005/ 06 measured by number of Pedestrian Quality Networks.
- To ensure that 25% of Derbyshire's major employers (75 employers) have developed a travel plan by 2005 /06 measured by the number of major employers that have adopted Travel Plans or Travel Plan Initiatives.