

1. Executive summary

Introduction

The Derbyshire Local Transport Plan 2006-2011 is an 'excellent'¹ rated five year plan for local transport, based on a longer term Local Transport Strategy 2006-2021. The Derbyshire Local Transport Plan covers most of the county, whilst the Derby Joint Local Transport Plan covers Derby City and the surrounding area (see map 1.1 at the end of the chapter).

This report serves two main purposes. Firstly, it reports progress in delivering the first two years of the Plan, and secondly, takes a forward look at the remaining years of the plan and beyond.

About Derbyshire

Derbyshire faces a unique set of challenges relating to the delivery, review and planning of transport services. In addition to the transport issues of rural as well as urban communities, environmental concerns are important for Derbyshire, with major parts of the Peak District National Park, National Forest and the Derwent Valley Mills World Heritage Site within its boundaries (see map 1.2). Central Government's New Growth Point initiative relating to accelerated growth within some Housing Market Areas will have an influence on transport planning within Derbyshire (see map 1.3). Due to the geographical location of Derbyshire between the cities of Manchester, Sheffield and Nottingham, partnership and cross-boundary working is a key feature of transport planning, resourcing, reviewing and delivery (see map 1.4).

Formal partnership working at local level is also well established since 2000 through the Derbyshire Partnership Forum, which comprises public, private, voluntary and community sector organisations who work together to plan and deliver the Sustainable Community Strategy. This means that the Local Transport Plan also helps to address wider local authority and partnership objectives such as community safety, social inclusion, climate change, employment and business growth, education and skills, and health and well-being.

About the Derbyshire Local Transport Plan

The five strategies of the Local Transport Plan combine national/local priorities for transport with additional local priorities. Each strategy was developed through examining the evidence base, identifying key issues and opportunities, and shaping key actions around the results of the extensive LTP consultation process. This enabled the results of the consultation process to shape the strategies of the Plan.

Relationship to the Network Management Duty - effective management of traffic networks to reduce congestion

Overall, the strategies have a set of 28 objectives against which the actions are placed. Around half of these objectives are connected with the implementation of the Network Management Duty. This is explained further at the end of Chapter 2.

¹ The Department for Transport rated the Derbyshire Local Transport Plan 2006-2011 and the Local Transport Plan Delivery Report 2001-2006 as 'excellent,' resulting in an additional 25% of funding allocation for Derbyshire.

What progress has been made?

As defined in our Local Transport Strategy, we have continued to focus on maintaining our transport assets, efficient management of the transport network, strengthening our local economy, improving local accessibility, improving road and community safety, influencing more environmentally-friendly and healthy travel choices, and respecting our environment.

Given that so much of the work is carried out by and with local partners, this report is not limited to the work of Derbyshire County Council. Progress in strategy development and implementation happens thanks to a wide range of local partners, stakeholder involvement and volunteers who share the same aims as the Local Transport Plan. The implementation of the plan covers transport schemes and services, land use/spatial planning, and 'hearts and minds' issues relating to behavioural change. It therefore shows how the core strategies of the Local Transport Plan provide a focus for policies and programmes, and that funds received through the Local Transport Plan help to draw in funding from elsewhere.

In summary, 15 of the 24 performance targets are on track, four were narrowly missed, one was not on track, and four did not have clear data. Progress and examples of areas identified for improvement are as follows:

Efficient maintenance and management

- **Transport Asset Management** Derbyshire is one of the first authorities to undertake a large scale inventory of highway assets using state of the art video recognition software as part of its Transport Asset Management work - see case study on page 3-6.
- **Principal road network** 96% is in good condition.
- **Footways** A review of the footway hierarchy has been carried out so that the most heavily used footways could be targeted - only 8% now require structural maintenance.
- **Rights of Way** Extensive public consultation was undertaken for the Rights of Way Improvement Plan, and the proportion of Rights of Way that are easy to use has improved to 70% (from 51.5% in 2003/04).
- **Permit System and Control Centre** There is a planned introduction of a Permit System to improve co-ordination of works on the highway, and a Control Centre to improve the co-ordination of both planned and emergency works.
- **Climate change and the highway network's policies and standards** We are working jointly with Leicestershire and Nottinghamshire to help to plan effectively for the impacts of climate change. There will also be an internal Scrutiny Review of this issue.
- **Performance** All five of the maintenance and management targets are on track.
- **Improvement** We have identified that we need to find out in more detail what aspects of maintenance are important to local residents, and communicate expected levels of service for the different parts of the network.

Improving local accessibility and healthier travel choices

- **Accessibility partnerships** Three new Accessibility Partnerships have been established across the county, building on the good work of the Rural Transport Partnerships. They are developing their own locally-based strategies; these will contribute to the delivery of a number of the Local Area Agreement priorities selected by the Derbyshire Partnership Forum.
- **Bus services and public transport information** We are amongst the top three shire counties for satisfaction with local bus services and local public transport information.
- **Wheels to Work Derbyshire** We have helped support the 'Wheels to Work' scheme which helps young and long term unemployed people from rural areas access employment, training or education opportunities - see case study on page 4-10.
- **School Travel Plans** An extensive programme of School Travel Plans to encourage more sustainable travel habits has resulted in Plans being completed for 320 schools, compared with 96 in March 2006.
- **Strategic cycle network/Greenways** 46km of new routes have been added to the strategic cycling network, including 20km of off-road Greenways. These routes are well used, with over 500,000 walkers/cyclists on Derbyshire's Greenways in 2006, and work takes place to link the routes with everyday journeys - see the case study on page 5-7 (National Cycle Network link to School Travel Plan).
- **Performance** Four of the accessibility targets are on track, with another three just narrowly missed. One target has no clear evidence due to the difficulties around the fluctuation of cycling levels.
- **Improvement** We will work through the Local Area Agreement to retain essential services which may be threatened by rising fuel costs and the impact of concessionary fares.

Safer roads and communities

- **Reduction in killed/seriously injured casualties** There has been a 7% reduction in 2006 and 2007, compared with the previous two years (2004 and 2005).
- **Pedestrians** The number of pedestrian casualties killed or seriously injured is down by 22% in the last five years.
- **Speed limit review** A major speed limit review has focused initially on routes with a poor collision record.
- **Partnership working** The Derby and Derbyshire Road Safety Partnership was established in 2007 - see case study page 5-7.
- **Motorcyclists** A package of initiatives has been developed to address the growing problem of motorcyclist casualties e.g. appointment of a specialist full-time project officer, the promotion of a 'Bikers Guide' to Derbyshire's roads, extension of the subsidy for the 'Bike Plus' motorcyclist training

for people who live outside the county and ride on Derbyshire's roads, and a signing campaign on targeted routes which has shown casualty reductions of between 20% and 30% during the period of the campaign.

- **CCTV** Provision of CCTV at railway stations, and supporting the introduction of CCTV on school buses.
- **Performance** Two road safety targets relating to child casualties and slight casualties are on track. Unfortunately, however, killed and seriously injured casualties on Derbyshire's roads increased in 2007. A high proportion of these relate to motorcyclist casualties. Most recent data, however, shows that the authority is now on track to meet both the LTP target and the demanding Public Service Agreement target.
- **Improvement** We will consider further opportunities for joint route management on cross-boundary routes.

Reduced congestion and a strong local economy

- **MI Junction 29A** The central transport element of the Markham Vale Project opened to traffic during 2008 - see case study page 6-6.
- **Ilkeston-Awsorth Link Road** The opening of this new link road will provide an alternative route to the congested A6096 Station Road.
- **Parking** We are taking on Civil Parking Enforcement, and its policies are set to support the congestion strategy through discouraging commuter traffic.
- **Bus Punctuality Improvement Partnership** Established in 2007, this partnership has identified hotspots where traffic problems delay buses in order to deliver punctuality improvements - see case study page 6-5.
- **New Developments** Liaison over proposed new developments plays an important role in this strategy e.g. Chesterfield, Stanton Ironworks, Woodville-Swadlincote regeneration route.
- **Performance** The bus service punctuality target was narrowly missed, whilst variation in comparable data has meant that peak period traffic flows into Central Chesterfield has no clear data.
- **Improvement** We need to increase our involvement with masterplanning for towns, and seek to influence other authorities to consider the implications of development proposals in Derbyshire.

Better air quality and environment

- **Chesterfield air quality issues** We have liaised with Chesterfield Borough Council on a regular basis and helped to establish a rigorous monitoring regime on the lead up to the consultation about the Air Quality Management Area.
- **Environmental mitigation budget** We have established this budget which has contributed to a range of environmental schemes, including improving the biodiversity of roadside verges - see case study page 7-6.

- **Environmental standards of contractors' vehicles** Following a survey, we have developed environmental standards for contractors' vehicles in local bus services, school bus services, Special Educational Needs and Social Care.
- **Fleet Review** The Derbyshire County Council van fleet is one of the newest local authority fleets reviewed by the Energy Saving Trust.
- **"Everybody's talking"** The Derbyshire and Nottinghamshire climate change campaign includes pledges to change travel behaviour.
- **Performance** Both of the air quality and environment targets are on track.
- **Improvement** We need to give increasing priority to the improvement of air quality through transport initiatives in line with national and local carbon reduction targets.

Are we going to deliver what we said we would?

Despite rising costs for ourselves and transport users, we are striving to deliver what we said we would. We have reviewed our scheme selection process to ensure it delivers the strategies and targets of the plan. We are also taking a flexible approach to allow us to focus funds in our priority areas where needed and to ensure that, by the end of the LTP period, the overall spending plan is on track.

Are we working efficiently?

Efficiency savings are being made through joint working methods e.g. the 3 Counties Alliance with Nottinghamshire and Leicestershire county councils and consultant Scott Wilson has helped us to deliver better and more efficient transport solutions. Efficiency savings are also being achieved through the development of our Transport Asset Management Plan. A quarterly Performance Clinic ensures that we are focussed on achieving our targets, and corrective action or recovery plans are developed where necessary. A major review of Highways and Transport Services carried out during 2008 will enable responsiveness to the future demands of cross-boundary planning, data and customer centred services, efficient use of resources and performance.

A forward look

A particular emphasis was put upon the 'forward look' element of the Progress Report. A self-assessment process considered current performance on actions, targets, a policy update for the strategy, and the influence of the new national performance framework. This included the targets selected as being important to the local area through the Derbyshire Local Area Agreements. These include maintenance, accessibility, road safety, air quality and planning to adapt to climate change. Key challenges relate to the increasing profile of climate change, the current economic climate, partnership working and cross-boundary planning. In particular, the influence of the Housing Market Areas and the City Regions will be a significant exercise for transport planning over the remainder of the LTP period. The identification of areas for improvement will ensure that the strategies are successful in the context of current and future influences. They will help us to move forward with partnership working and action planning through the Local Area Agreement.

