

10. Conclusions - and a forward look

10.1 Progress 2006-2008

Progress in all strategies has been achieved within the core framework of the longer term Derbyshire Transport Strategy, which has a set of five strategic transport aims and 28 service delivery objectives. Good practice case studies have been identified for each of the five strategies. Of the 20 targets reported on, 15 were on track, 4 were close to the milestone target, and only one was not on track. Unfortunately, the road safety target for all killed or seriously injured casualties was not on track by March 2008, largely due to an increase in serious motorcyclist casualties in 2007. This area of concern has already been actively addressed (see Chapter 5) and fortunately, the situation in 2008 has improved, with a return to being on track by August 2008.

Stakeholder involvement is included to an appropriate and meaningful level and followed through in all strategies; examples are also given of the way in which we inform, consult or involve people within each strategy area. We have identified a need to gain a more detailed understanding of what elements of highway maintenance are important to residents, and a need to inform residents and businesses what levels of service they can expect across the whole network.

10.2 Forward look to 2011 and beyond

Changes to policies - the role of local transport planning

The policy update has identified significant changes at national, regional and local level which will be an influence on future activity.

At national level, the increasing profile of climate change issues is reflected in 'Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World' (DfT, 2007), following on from the findings of the Eddington Transport Study (2006) and the Stern Review on the Economics of Climate Change (2006).

The proposed high level national transport goals in the context of this agenda are:

- Competitiveness and productivity
- Climate change
- Safety, security and health
- Quality of life
- Social equity.

Figure 10.1 (overleaf) illustrates how the Derbyshire Transport Strategy Framework may be adapted as a starting point to identify with these high level goals.

At regional level, changes in transport funding and governance arrangements have resulted in fundamental debates about the priorities of City Regions, which is of direct relevance to Derbyshire, as it is on the perimeter of the cities of Manchester, Sheffield and Nottingham. Planning for new housing development is also a relevant factor, presenting a significant challenge nationally, and requiring close co-operation between local planning and transport authorities across local and regional boundaries. The 3 Cities and 3 Counties New Growth Point, for example, involves the county council in strategic decision-making over the distribution of additional housing within the Derby and Nottingham Housing Market Areas.

Figure 10.1: Derbyshire Transport Strategy Framework, with adaptation to TAST (Towards a Sustainable Transport System) 2008-2021

Key principles:

- To adopt **sustainable development** as the common purpose of our transport strategy; and
- To take a **holistic** approach in all we do, integrating economic, social and environmental needs.

Transport Vision

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 services 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.

Strategic transport aim: Service delivery objectives 2006-2011:

TAST Goal 1: Competitiveness and productivity

EFFICIENT MAINTENANCE AND MANAGEMENT

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| To manage, maintain and improve the transport network | <ol style="list-style-type: none"> 1. Maintain and improve the existing asset of the transport network. 2. Use casualty data to inform maintenance programmes. 3. Ensure co-ordination of works by different agencies affecting the transport network. 4. Ensure all network users and local communities are considered when designing schemes. 5. Enable efficient operation of the road network and transport system. 6. Implement prioritised Public Rights of Way improvements and maintenance. |
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REDUCED CONGESTION AND A STRONG LOCAL ECONOMY

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| To help strengthen the local economy through transport measures | <ol style="list-style-type: none"> 1. Deliver transport elements of regeneration projects. 2. Improve access to industrial sites for people and goods. 3. Implement transport initiatives to support sustainable tourism. 4. Provide a transport infrastructure and support transport services which will foster sustainable economic growth. 5. Relieve congestion. 6. Influence and manage transport demand. |
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TAST Goals 2 and 4: Climate change and quality of life

BETTER AIR QUALITY AND ENVIRONMENT

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| To reduce the environmental impacts of transport | <ol style="list-style-type: none"> 1. Pursue initiatives identified in Air Quality Action Plans 2. Take full account of air quality in decision-making on transport interventions. 3. Reduce the adverse impacts of road freight. 4. Address transport issues relating to the natural and built environment. 5. Increase the use of recycled materials and methods in designing and delivering transport schemes. |
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TAST Goal 3: Safety, security and health

SAFER ROADS AND COMMUNITIES

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| To improve road and community safety | <ol style="list-style-type: none"> 1. Undertake physical measures to improve the safety of all road users. 2. Raise awareness of road safety issues and encourage safer travel. 3. Work in partnership with others to deliver road safety initiatives. 4. Reduce crime and fear of crime. |
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TAST Goals 4 and 5: Quality of life and social equity

IMPROVING LOCAL ACCESSIBILITY AND HEALTHIER TRAVEL CHOICES

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| To improve local accessibility and promote healthy and sustainable travel choices | <ol style="list-style-type: none"> 1. Ensure new facilities are located where they can be accessed by means other than the private car. 2. Improve the quality and use of public transport, community transport and other demand responsive transport. 3. Improve the quality and availability of public transport information. 4. Improve access to facilities by healthier and more sustainable travel modes. 5. Support the development and implementation of travel planning. 6. Implement prioritised Public Rights of Way improvements. 7. Encourage the use of healthier and more sustainable travel opportunities. |
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This will require difficult decisions over priorities for infrastructure, but the joint working structures already in place will provide a solid foundation for these.

At local level, the forward look to delivering wider objectives also has a local flavour through the Derbyshire Partnership Forum and the selected priorities of the Local Area Agreement, and no doubt there will be tensions ahead between national, regional, sub-regional and local level which will need to be negotiated by representing the best interests of local communities and those who work in or visit Derbyshire.

This means that the contribution of the Local Transport Plan to wider local authority and partnership objectives will be of increasing relevance, with influences from all sides which will potentially have an effect upon Derbyshire and the protected landscapes of the Peak District National Park. Partnership and cross-boundary working therefore continues to be of crucial importance to Local Transport Planning in Derbyshire.

The fundamental role of transport in moving towards a low carbon economy emphasises that the challenges which lie ahead relate to strategic planning through partnership working and community involvement, and the sourcing of funding, with a role for influencing behavioural change and spatial planning as well as managing the transport network.

This emphasises the three action strands of the longer term Derbyshire Local Transport Strategy which includes:

- transport schemes and services.
- ‘hearts and minds’ behavioural change.
- spatial/land use planning.

Putting an emphasis on the forward look of this Progress Report has therefore enabled us to ensure that the LTP’s strategies are evolving in the light of recent policy developments and other significant changing circumstances such as the City Region work and the Government’s housing ‘New Growth Point’ areas.

Plans for mitigating risk and exploiting opportunities - Risk Management Project Plans

The strategy review process enabled us to develop ideas about how we can use our strengths against opportunities and threats, and how we can address our weaknesses against opportunities and threats. This means we have developed a robust approach to risk management by identifying areas for improvement. These will be addressed internally through service delivery planning, and through our work with partners.

Performance on all measures is scrutinised on a quarterly basis at the Performance Clinic. The Performance Clinic, which was established in September 2007, includes all members of the departmental management team, with senior managers from each of the divisions being required to attend for their area of responsibility. The notes of the Performance Clinic detail discussions held and any corrective actions required and are reviewed at the subsequent meeting.

Use of resources

The Derbyshire Local Transport Plan acknowledged (Chapter 12: Adaptation to resource levels) that, although the Plan presented a realistic investment

programme judged to deliver our priorities and targets, there needed to be a degree of flexibility built in to cope with changing circumstances. This has proved to be a useful approach, with a combination of additional performance related monies and changes to central government support for debt charges meaning that we were unable to take up our full allocation in 2006/07. The full funding allocation has, however, since been restored to a level of 98%. Additional funding has also been levered in from other sources to help deliver the Plan, whilst collaborative working methods such as through the 3 Counties Alliance Partnership (Derbyshire, Leicestershire and Nottinghamshire) is projected to make considerable efficiency savings. A major review of highways and transport services carried out in 2008 has resulted in a new structure which will be more flexible and responsive, making more efficient use of staff and resources, helping us to meet the changing demands of customers, partners and Central Government. Our Transport Asset Management Plan is focussing on using our resources more efficiently, and in developing a whole life costings approach.

In conclusion, this overall approach ensures a continuation of all of the elements of 'Quality Local Transport Planning' as defined by the Department for Transport - wider context, transport priorities, sound analysis, value from resources, involvement and performance management.

Beyond 2011 - looking towards LTP3

In 2007, the Department for Transport published a comprehensive evaluation of Local Transport Planning beyond 2011, acknowledging that the context in which authorities are developing and implementing their plans is changing rapidly. There was strong support for the LTP process to continue into a third round, building on current arrangements. There was also, however, a strong view that the LTP process should be slimmed down in terms of the level of reporting required and the level of detail of the assessment process. Authorities would need to raise their own competence, ability and confidence to pursue innovative, inclusive and locally relevant transport planning, funding and delivery, rather than waiting for the next round of guidance. It is hoped that the Derbyshire approach to the strategy review process shows that we are focused on internal efficiency and engagement, yet also outward and forward looking on a flexible basis.

In the meantime, the Department for Transport is expected to issue draft guidance for LTP3 in December 2008 on the basis of the influence of the Local Transport Bill, the five goals of 'Towards a Sustainable Transport System,' and performance funding arrangements through the Local Area Agreements. Following consultation, the final guidance is expected by summer 2009.

This means that work will start during 2009 to make strategic decisions about the Local Transport Plan beyond 2011 as regards geographical area covered, continuing links with other strategies (regional/spatial planning, Transport Asset Management, Sustainable Community Strategies), and the frequency of review.