

derbyshire

LOCAL TRANSPORT PLAN 2006-2011

progress report 2008

Annex 4 Derbyshire Local Transport Plan Self-Assessment Process May - August 2008

“Underpinning our progress is ‘the Derbyshire Way.’ It is the tone and culture of the council, the way we like to do business and it is probably what makes us that bit different from other councils.

It’s our friendly and flexible approach. It’s the way we talk, work and deliver services together with our partners. It’s our readiness to share and listen, to accept challenge and change and to learn from mistakes.”

Extract from the foreword of ‘Improving life for local people: the Derbyshire Story. Comprehensive Performance Assessment, Self-Assessment Report’ September 2007

How the strategies of the Derbyshire Local Transport Plan were reviewed and moved forward

This is a brief explanation of the LTP strategy review process which was carried out between May and August 2008 as the basis of the 'forward look' element of the Progress Report. This has helped us 'to accept challenge and change, and to learn from mistakes.'

1. Why did we carry out a self-assessment?

We wanted to:

- Assess how we were getting on with delivering our strategies' objectives, actions, and achievement of targets.
- Consider this in the light of how policies affecting transport had 'moved on' since the Local Transport Plan was published in 2006. This was to include key policy developments at national, regional, sub-regional and local level.
- Give employees an opportunity to think about and discuss together our strengths and weaknesses, and the opportunities and threats to progress, and to agree on the key issues for each strategy area.
- We wanted to take 'a forward look' and consider the influence of the New Performance Framework and, in particular, the targets selected as a priority locally through the Derbyshire Local Area Agreement and that of Derby City.

2. How did we do it?

- For each of the five LTP strategies, we invited around a dozen members of staff from a range of backgrounds in transport planning and delivery to a two-hour meeting.
- We had prepared a short briefing note providing a policy update at national, regional and local level, the effect of the New Performance Framework and the Local Area Agreement targets, and any other relevant material. For example, the Derbyshire Community Area Profiles provided relevant data about residents' views on transport issues such as 'residents that think that road and pavements need improving.'
- There was an open discussion following the objectives and actions of the strategy, with note-takers making notes as appropriate where strengths, weaknesses, opportunities or threats were referred to.
- The meeting concluded with an agreed list of the key issues which had emerged.

3. How did we analyse the results?

- For each LTP strategy, we ended up with four long lists of strengths, weaknesses, opportunities and threats. This needed to be followed through in some way.
- We then used an 'enhanced SWOT analysis,' which was adapted from the Joint Information Systems Committee (JISC):

	Strengths	Weaknesses
Opportunities	<i>How do I use these strengths to take advantage of these opportunities?</i>	<i>How do I overcome the weaknesses that prevent me taking advantage of these opportunities?</i>
Threats	<i>How do I use these strengths to reduce the likelihood and impact of these threats?</i>	<i>How do I overcome the weaknesses that will make these threats a reality?</i>

- This enhanced analysis weighs up the strengths against the opportunities and threats, and then the weaknesses against the opportunities and threats. This deliberation leads to a list of proposed actions which translates into a draft Risk Management Project Plan.
- The proposed actions do not take over from existing strategies or claim to include everything - it is therefore complementary to what is happening already, could contain new ideas, and/or helps to focus attention on key projects.

4. What have we done with the results?

- The key issues and proposed actions were then discussed at a smaller meeting of around 6 people including senior management for each strategy area. Generally speaking, these actions held no surprises as they sought to address issues which had emerged during the first meeting, forming a useful 'action-list' summary of what needs to be addressed.
- This process resulted in a list of 79 proposed actions in total.
- These actions address a range of issues including internal operational actions and the identification of possible mid-term projects which may be multi-disciplinary or multi-agency.
- 38 of the actions were considered to be most relevant to the Local Area Agreement targets; these have been presented in Chapter 9: Contribution to wider objectives - forward look. They were submitted at a Derbyshire Partnership Forum event in October 2008 where one of the key topics was transport and access. It is hoped they will form a useful starting point for future partnership working and action planning for the remainder of the LTP period.
- Remaining actions will be reviewed by senior management and reference to all appropriate actions, whether departmental or partnership-based, will then be incorporated into the Departmental Service Plan for 2009/10 onwards.

5. What are the benefits?

This experimental process has overall been very well received and has the following benefits:

- prioritises actions through considering risk management, rooted in LTP objectives and targets, using information from our practitioners.
- incorporates horizon scanning, taking advantage of current and future opportunities.
- provides an opportunity to feed through 'easy wins' and a focus for actions to the capital programme.
- helps to identify possible longer term projects (multi-disciplinary/multi-agency) for consideration/timetabling etc., on an 'outward-looking' basis.
- will indicate potential linkages between work areas for practitioners e.g. civil parking enforcement
- emphasises the need for the work to be 'customer' and evidence-led.
- will feed through to Service Delivery Planning through the Service Plan(s).
- deals with capital and revenue issues.
- can lead to innovative ideas for consideration.
- will help to tie the LTP's strategies further with partnership working (DPF/ LAA).
- permits a more interactive and two-way relationship between strategy and action, tied in with good performance and improvement.

6. What will we do next?

- We plan to repeat this self-assessment process as part of an overall annual procedure, tied in with service delivery planning. This is likely to evolve in year 2, as actions from Year 1 are pursued, and the contributions of partnership working and the LAA become more fully developed.

Figure A4.1 Examples of key issues raised and resulting actions

Example of key issues raised and resulting actions:

Key issue(s)	Action(s)	Result
<p>Strategic forward planning The impact of planned housing and regeneration within and around the county</p> <p>Masterplans Scope for better alignment of land use and transport planning</p>	<p>Increase involvement with master planning for towns, and seek to influence other authorities to consider the implications of development proposals in Derbyshire</p>	<p>Highlights the importance of creating a new post in transport/land use planning under the 2008 Highways Review</p>
<p>Derbyshire County Council Scope for the reduction of business mileage</p>	<p>Identify potential gaps in DCC travel plan initiatives and pursue them</p> <p>Ensure travel plans will make a difference and clarify the role of monitoring and enforcement</p>	<p>Highlights the importance of strengthening the capability in sustainable travel issues under the 2008 Highways Review</p>