

2. Introduction

The Derbyshire Local Transport Plan 2006-2011 is a strategic five year plan for local transport, based on a longer term Local Transport Strategy 2006-2021. It provides a framework to co-ordinate the local delivery of integrated transport and seeks to improve our transport system and the quality of people's lives. 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). The Derby Joint Local Transport Plan documentation can be found by visiting Derby City Council's website: <http://www.derby.gov.uk/TransportStreets/TransportPlanning>

Derbyshire County Council and Derby City Council Joint Working

The introduction of the Derby Joint Local Transport Plan in 2001 highlighted the importance of joint working between the county and the city councils. This joint working between the two organisations provides a basis for policy and programme liaison and delivery at local level in the joint area.

The development of a joint LTP has therefore been helpful in maintaining a working partnership between the two authorities, and there are other successful joint partnerships. Examples include the Derby and Derbyshire Road Safety Partnership and the Bus Punctuality Improvement Partnership. Both require involvement from public, private and voluntary sectors to help the two authorities work jointly toward achieving mutual objectives and targets.

Wider context - sound analysis - value for money

The Derbyshire Local Transport Plan was drawn up in line with Government guidance. This demanded a wider context for transport planning, ensuring that the plan links up with other plans at local, regional and national level, and also other planning areas such as spatial planning, economic development, education and social services. The Plan had to be based on a sound analysis of local transport problems and include effective involvement of local stakeholders - such as local communities and special interest groups, local public services and businesses. Achieving value for money in delivering the best possible results for the funds available was also an important aspect of the plan.

Shared transport priorities - and Derbyshire's local priorities

The central/local government shared priorities for transport were the basis of the plan. These were: tackling congestion, delivering accessibility, safer roads, and better air quality. These shared priorities, together with additional local priorities from Derbyshire of maintenance, economy, health, community safety and wider environmental issues, gave a core framework of five strategies as follows:

- Efficient maintenance and management
- Improving local accessibility and healthier travel choices
- Safer roads and communities
- Reduced congestion and a strong local economy
- Better air quality and environment.

Performance framework

Finally, the plan had a framework of mandatory targets which were incorporated in the five strategies, so that each strategy had a 'family' of indicators and targets, together with related monitoring activity as a way of checking progress.

Cross-boundary and partnership working

A significant feature of the Plan is the degree to which cross-boundary working and working with partners is ingrained in strategy development and delivery. This is largely due to the central position of Derbyshire between the major conurbations of Manchester, Sheffield and Nottingham, and the location of the Peak District National Park, over 60% of which lies in Derbyshire. We have also jointly set up the innovative collaborative partnership, the 3 Counties Alliance, with Leicestershire and Nottinghamshire county councils. Together with consultants Scott Wilson this is making more efficient use of our resources, sharing and learning between each other and acting as a model for future regional partnerships.

Additional funding

The Plan was rated by the Department for Transport as 'excellent' which, together with an excellent rating for the delivery of the first Local Transport Plan (2001-2006), resulted in an additional 25% of integrated transport funding for the Derbyshire Local Transport Plan area. Additional funds have also been secured for the South East Manchester area (over £3m), for the maintenance of former trunk roads (almost £3m for the first three years of the plan), £2.75m for primary route structures, and £470,000 through East Midlands Tourism, which has also levered in additional resource from the railway companies.

The ongoing strategies of the plan continue to make best use of drawing in funding from other sources in order to deliver the plan's priorities.

A report of progress for the local area....

This report contains a review of progress for the first two years of the plan, together with a forward look to the remaining plan period and beyond. Progress relates to what has been achieved in each of the strategy areas, with reporting on spending profiles, value for money and progress in achieving the targets.

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, stakeholders and volunteers who share the same aims as the Local Transport Plan. The implementation of the plan covers transport schemes and services, 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.

....and a forward look, identifying areas for improvement

Looking forward, significant legislative and policy developments at national, regional, sub-regional and local level have been considered. In particular, the purpose of the Local Transport Bill is to tackle congestion and improve public transport, and includes a range of proposals influencing public and community transport, and arrangements for transport planning. The Government's Command Paper, 'Towards a Sustainable Transport System,' produced by the Department for Transport in 2007 following the Eddington Transport Study (2006) and the Stern Review on the Economics of Climate Change (2006) envisages a new approach to strategic transport planning for the period beyond 2014, proposing five high level goals for transport strategy (economy;

climate change; safety, security and health; quality of life and environment; and social equity). Two further developments of particular significance are the high profile of the need to tackle climate change, and the increasing profile of sub-regional developments such as the Sheffield and Manchester City Regions and the New Growth Point planning for housing development. The Local Transport Plan was based on the principle of better, more effective use of our existing transport assets, with construction of new roads being the last resort; this gives a growing role for the effective management of our transport assets. Our Transport Asset Management Plan is therefore addressing this.

Finally, a review of the framework of targets has been carried out in view of the new National Performance Framework in place since April 2008 and the associated Local Area Agreements, where the Local Strategic Partnership (the Derbyshire Partnership Forum) agrees the priorities for the local area. This will ensure that the strategies are focussed on the priorities of partners working in Derbyshire.

The forward look was carried out between May and August 2008 as a self-assessment process using a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis. This resulted in the identification of areas for improvement in order to ensure that the strategies are successful in the context of current and future influences. The areas for improvement are a combination of key issues which are relevant to internal management, create a sound foundation to move forward with partnership working through the Local Area Agreement, and help us to raise issues with Central Government in the interests of our local area.

Layout of the document

The following chapters (3 to 7) describe progress and take a forward look within the core framework of Derbyshire's long term Local Transport Strategy, illustrated in Figure 2.1. The framework, around which the Derbyshire Local Transport Plan 2006-2011 was based, incorporated five strategic transport aims and 28 service delivery objectives. Chapters then describe the authority's approach to use of resources (Chapter 8) and the contribution of local transport planning to wider objectives (Chapter 9).

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

Various aspects of the Network Management Duty are incorporated within the core framework as follows:

Efficient maintenance and management (Chapter 3)

Service delivery objectives dealing with efficient traffic management:

- Objective 3: Ensure co-ordination of works by different agencies affecting the transport network
- Objective 4: Ensure all network users and local communities are considered when designing schemes
- Objective 5: Enable efficient operation of the road network and transport system

Improving local accessibility and healthier travel choices (Chapter 4)

Service delivery objectives dealing with the 'softer' behavioural change, land use planning aspects and Rights of Way links with school journeys:

- Objective 1: Ensure new facilities are located where they can be accessed by means other than the private car
- Objective 2: Improve the quality and use of public transport, community transport and other demand responsive transport
- Objective 4: Improve access to facilities by healthier and more sustainable modes
- Objective 5: Support the development and implementation of travel planning
- Objective 6: Implement prioritised public rights of way improvements
- Objective 7: Encourage the use of healthier and more sustainable travel opportunities

Reduced congestion and a strong local economy (Chapter 6)

Service delivery objectives with a particular focus on sustainable tourism and congestion ‘hotspots’:

- Objective 3: Implement transport initiatives to support sustainable tourism
- Objective 4: Provide a transport infrastructure and support transport services which will foster sustainable economic growth
- Objective 5: Relieve congestion
- Objective 6: Influence and manage transport demand

In addition, Annex 1 deals with the more procedural elements of the duty, including ongoing monitoring of effectiveness, whilst the Improvement and Scrutiny function of Derbyshire County Council carries out transport-related reviews, many of which are related to the various aspects of the Network Management Duty (see page 8-8).

Figure 2.1: Derbyshire Transport Strategy Framework 2006-2021

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:

EFFICIENT MAINTENANCE AND MANAGEMENT

To manage, maintain and improve the transport network

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.

IMPROVING LOCAL ACCESSIBILITY AND HEALTHIER TRAVEL CHOICES

To improve local accessibility and promote healthy and sustainable travel choices

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.

SAFER ROADS AND COMMUNITIES

To improve road and community safety

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.

REDUCED CONGESTION AND A STRONG LOCAL ECONOMY

To help strengthen the local economy through transport measures

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.

BETTER AIR QUALITY AND ENVIRONMENT

To reduce the environmental impacts of transport

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.