

**DERBY LOCAL TRANSPORT PLAN 3****SUMMARY**

1. Derby's third Local Transport Plan, LTP3, covering the period 2011-26, needs to be in place by 31 March 2011. As part of the Policy Framework, the process of approval requires:

- consideration of the draft Plan by the Neighbourhoods Commission,
- consideration of any recommendations that result by the Council Cabinet and
- ratification by Council.

On 27 January 2011 the Neighbourhoods Commission considered the Draft LTP, including the summary of the comments received during the public consultation on the Plan, and the proposed response by officers to these comments. A report also set out the various stages in the development of the Plan to date. The Commission interviewed the lead officers and then made the recommendations set out below.

RECOMMENDATION

- 2.1 That the Transport Vision be reworded as shown:

As currently drafted:	Proposed rewording:
Our aim is to provide people living and travelling within Derby with viable travel choices and effective and sustainable transport networks	Our aim is to provide people living and travelling within Derby with safe travel choices that are practical and sustainable

- 2.2 That the sections dealing with the Air Quality Action Plan be revised to also include references to the potentially serious risk posed to economic development in the vicinity of Air Quality Management Areas.
- 2.3 That the weighting of funding towards Asset Management be supported in the short term, but there should be a commitment to rebalancing between the four 'themes' in the medium and longer term.
- 2.4 That feedback be provided to the Commission on the views expressed on the Draft Plan by the Diversity Forums.

REASONS FOR RECOMMENDATIONS

3.1 Regarding recommendation 2.1, the word 'viable' should be deleted as it is ambiguous as to whether it means financially, mechanically or operationally. The word 'safe' is being recommended for inclusion as that is a key feature of concern to both the travelling public and to the Council. 'Practical and sustainable' is preferred as a term to 'effective and sustainable' because it means more to individual travellers while still connoting strategic aims like integrated timetabling by transport operators. The word 'networks' is recommended for deletion from the Vision because the Commission feel that it is the *travel* itself, not the network, that needs to be sustainable.

3.2 Regarding recommendation 2.2, the Air Quality Action Plan is referred to in:

- The Strategy at paragraphs 3.1.35 and 3.1.36 (page 22)
- The Implementation Plan at paragraphs 2.28 and 2.29 (page 15)

The phraseology is almost the same in both, although final version of the Implementation Plan will incorporate a list of identified measures to address air quality. Improving air quality is however largely dependent on improving the performance of vehicle engines and, while progress has been made, there is further to go.

3.3 The Commission's concern is that there is currently no acknowledgement that the disbenefit of an Air Quality Action Area, AQMA, is that it can put developments at risk. Reference was made to the waste management appeal where a factor had been that the proposed site was next to an AQMA. To be balanced the text therefore needs to include recognition that AQMAs may seriously affect the development of the city. This is quite consistent as Land Use Policies is the fifth 'theme' in the LTP3.

3.4 Regarding recommendation 2.3, the LTP3 will have a 15 year life span and the Commission support the 5 'themes'. Except for the 5th (Land Use Policies) all the four themes will require funding to be taken forward. The Commission recognise that in the short term Asset Management - maintenance needs to be the highest priority because of the condition of the highways network and the limited resources available. Further, it is the case that investment in Asset Management benefits all road users. However, this of course severely curtails the resources left for the other three themes: 'Active Travel', 'Public Transport' and 'Network Management'. The Commission seek a commitment that in the medium and longer term there will be a rebalancing to enable all four themes to be fairly resourced.

3.5 Regarding recommendation 2.4, the issue is about the process so would not affect the text of the Plan. There was concern expressed at the meeting about the final consultation stage, held between 8 November 2010 and 7 January 2011, especially in relation to the Diversity Forums due to the bad weather and it covering the Christmas period. The Commission therefore do want to check about the adequacy and timing of the consultation with the diverse groups.

SUPPORTING INFORMATION

- 4.1 The Neighbourhoods Commission and the former Planning and Transportation Commission have been consulted by the Highways and Transport officers at each stage of the development of the LTP3. This process of engagement began in October 2009. At this final stage the Commission held a dialogue with Rob Salmon and Catherine Martin plus Councillor Poulter, Christine Durrant and Paul Robinson.

This report has been approved by the following officers:

Legal officer	n/a
Financial officer	n/a
Human Resources officer	n/a
Service Director(s)	n/a
Other(s)	Chair and Vice Chair of the Neighbourhoods Commission

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Background papers:	None
List of appendices:	Appendix 1 – Implications

IMPLICATIONS

Financial

1. None in this report.

Legal

2. As a Policy Framework document the Plan needs to be approved by Cabinet and then by Council. As part of the process the Council Cabinet needs to report to Council on how it has taken into account the recommendations from the Commission.

Personnel

3. None in this report. Implementation plan alterations may have implications for personnel for the delivery of schemes.

Equalities Impact

4. The report to the Commission stated that extensive consultation with Derby diversity forums has been considered during preparation of this report and throughout preparation of LTP3. The Commission (at recommendation 2.4) wishes to check about the adequacy and timing of the consultation with the diverse groups at the final stage.

Health and Safety

5. None in this report

Carbon commitment

6. None in this report

Value for money

7. None in this report

Corporate objectives and priorities for change

8. The Corporate Plan:
CG2 To continue to develop and deliver integrated land use and transport strategies for the city (Complete a local transport plan by March 2011)

CG5 To contribute to reducing the effects of climate change in Derby

COD 5 To continuously improve services across the council to facilitate the delivery of excellent customer focused services