

Executive summary

Introduction

This second Derby Joint Local Transport Plan, LTP2, forms the transport strategy and implementation programme for Derby and the surrounding rural area for the period 2006 to 2011. It is a joint plan produced by Derby City Council and Derbyshire County Council, in close liaison with the three district councils in the area. We have also worked in partnership with a number of key stakeholders, many of whom are represented on the Derby Joint LTP Steering Group, whose role is to coordinate the Plan's development and make sure that LTP2 meets the needs and aspirations of local people.



The geographical area covered by LTP2 is broadly similar to that for LTP1, our first LTP, which covered the period 2001 to 2006. Our LTP covers Derby City and the surrounding rural area that looks to the city for work, leisure, health care and shopping needs. The population of the Derby Joint LTP area is around 285,000 people.

In accordance with Department for Transport, DfT, requirements, a provisional LTP2 was published in July 2005 that set out the long term transport strategy and a broad implementation programme. This final LTP2 was published on 31 March 2006, and takes account of DfT's announcement in December 2005 of five year funding levels, known as 'planning guidelines.' In preparing the provisional LTP2, we also published an Environmental Report on the likely significant effects of LTP2 on the environment. The Environmental Report was prepared in accordance with European Directive 2001/42/EC, which sets out a process for Strategic Environmental Assessment, SEA.

Consultation

The preparation of LTP2 has been a major undertaking and members, stakeholders and the public have been involved at various stages. Briefly, the consultation has included:

- work in autumn 2004 to seek views on people's overall priorities for transport and to see whether central government's shared priority for transport, provided a robust mechanism for developing an overall transport strategy
- consultation with stakeholders through various meetings and other media, to seek their views on issues and how best to tackle them, in particular the problems associated with how to restrain car traffic in congested areas to reduce the economic, environmental and safety problems that cars cause
- further consultation in the autumn of 2005, to help us develop a five year implementation programme by seeking views on the types of schemes that we should deliver, based on people's priorities for investment.



Vision and objectives

The central focus of our LTP2 strategy is our transport vision. We recognise that transport is a means to an end, not an end in itself. People need transport services to access basic things like work, education, health facilities and food shopping. Transport is just one of many factors that contribute to the wider quality of people's lives. This means that, for an LTP to really meet local needs, it should be integrated into the community's wider ambitions and priorities. It has therefore been developed to tie in very closely to the wider objectives outlined within the local community strategies and the councils' corporate plans. Our transport vision focuses on those transport outcomes that support the wider visions for the Derby Joint LTP area of the two councils. The transport vision states that we aim:

“to develop and maintain an integrated transport network which promotes safety and sustainability and contributes to creating a better quality of life for people living, working or visiting the LTP area.”

We still remain committed to the integrated approach set out in LTP1, which seeks to deliver a combination of measures that will restrain demand for car travel, but also increase travel choice by improving conditions for pedestrians, cyclists and public transport users, whilst enhancing road safety at the same time. LTP2 however, seeks to deliver improvements in a way that will contribute to our ten overarching objectives, which evolved following detailed consultation with the Derby Joint LTP Steering Group, other stakeholder organisations, our LTP2 Wider Reference Group, WRG, and the public.

These objectives reflect the issues covered by the shared priority for transport, as well as wider cross cutting national, regional and local policies that transport can help to address. The ten overarching objectives are summarised as:

1. to manage the transport network effectively to provide network efficiency, reduce unnecessary delays, and facilitate economic activity
2. to maintain and improve the transport infrastructure
3. to develop and maintain a combined land use and transport system that provides good access to key facilities and services for all residents and visitors to the Derby Joint LTP area, particularly those from disadvantaged communities
4. to maintain and improve accessibility to facilities and services for pedestrians, cyclists and bus users, and particularly for disadvantaged people
5. to reduce road accident casualties, particularly for vulnerable road users and disadvantaged communities
6. to maintain and improve transport and community safety and security, including reducing perceived danger
7. to promote and encourage healthier and more sustainable travel choices
8. to enhance air quality in the Derby Joint LTP area, particularly within the Air Quality Management Areas
9. to contribute towards reducing the UK's transport impact on climate change
10. to improve environmental conditions for communities in the Derby Joint LTP area by reducing the adverse effects of transport and enhancing the sense of place through greater social interaction and natural surveillance.

Development of the long term transport strategy

LTP2 includes a long term transport strategy that has been developed based on the findings of the Derby Area Transport Study, DATS, extensive partnership working and consultation that has been carried out as part of developing LTP2. DATS involved extensive consultation to appraise existing and future transport problems and opportunities, and it related them to economic, social and environmental factors. It then devised a strategy that will help us achieve our overarching objectives.

DATS has provided us with a robust transport appraisal tool that enables us to quantify the impacts of broad strategies and policy interventions, as well as being able to appraise the impacts of transport schemes and development proposals.

Summary of the long term transport strategy

The long term transport strategy comprises six main elements, which are:

land use policies - we will focus on putting developments in the right places, in particular the city centre, ensuring that more major trip attractors are located there.

smarter choices - we will support and promote measures to encourage people to make more sustainable and 'smarter' transport choices. This will include, for example, the development of an overall marketing strategy for LTP2, better marketing and promotion of information for public transport, car parks, walking and cycling routes and roadworks. It is also about introducing more business and school travel plans that aim to reduce car commuting.

local safety and accessibility improvements - we will enhance local neighbourhood, district and village centres, with high quality cycle and pedestrian routes that have better street lighting and other safety features. We will seek to ensure bus services provide access to such centres, and that walking routes to bus stops are improved. We will look to develop and encourage the use of community based transport for people who have difficulties accessing ordinary bus services.

strategic public transport improvements - we will concentrate on improving bus services and routes into the city centre. This will include effective bus priorities, new park and ride sites, segregated bus routes and innovative city centre shuttle services. This will be complemented by quality bus partnerships, QBPs, which will enhance frequency and hours of operation, improve the quality of vehicles, and provide better information and ticketing arrangements. We will also look to reduce bus fares for a wider cross section of the community.

strategic traffic management and demand restraint - we will continue to make the best use of the existing road network, for example, by better managing roadworks, addressing congestion hotspots and introducing decriminalised parking enforcement. DATS has shown however, that in addition to the investment in public transport, cycle and pedestrian facilities, effective car restraint measures are necessary to tackle congestion and ensure that more motorists switch to using other modes of travel for more journeys. These car restraint measures could include increasing car park and on street parking charges, reducing the availability of long stay parking in the city centre and, in the long term, introducing congestion charging as part of a regional or national scheme. Any revenue raised from such measures will help fund the extensive improvements outlined for walking, cycling and public transport, including reducing bus fares.

maintenance of transport infrastructure - we will maintain transport infrastructure to ensure value for money. We will manage necessary maintenance work to minimise disruption to users on the network.

Our strategy is based on a timescale that goes beyond the period of LTP2. In testing the impacts of strategy options, we looked at time horizons up to the year 2021. In line with government guidance, the year 2021 has been used as a basis for appraisal of strategies. Our strategy has been tested using the DATS appraisal tool. Many other options have also been tested to appraise their impacts on the four overarching outcomes within the shared priority for transport. DATS has shown that our preferred long term transport strategy, as set out in the summary, is the most appropriate option available to us, if we are to achieve our transport vision by 2021, and to meet the government's own targets on congestion, accessibility, safety and air quality. Clearly, the extent to which we can achieve this long term transport strategy will depend on the levels of funding, both capital and revenue, that we can attract to invest in our transport system. This is addressed in more detail in chapter 13.

The bus is at the heart of our strategy and will form the primary means by which we will develop viable alternatives for more journeys, and improve the reliability and punctuality of bus services. We will do this by enhancing the overall quality of the bus network, working closely with local bus operators, who are committed to work in partnership to achieve common goals. We will seek to deliver effective and innovative solutions to existing problems that will make bus travel much more attractive.



Delivering the shared priority for transport

We have followed government guidance and addressed the shared priority for transport at the heart of LTP2. Chapters 3, 5 and annex D show how consultation with stakeholders and the public has concentrated on making sure congestion, accessibility, safer roads and air quality are the key aspects for engagement and participation.

DATS also approached the strategy and plan development with study specific objectives that addressed the shared priority for transport as the main feature. To ensure we provide value for money from investment and make the best

use of our assets, we have also developed an asset management strategy.

Our five strategies show how the delivery of the long term transport strategy will work towards the shared priority for transport and the achievement of the overarching outcomes.

The five strategies are based on:

- tackling congestion
- delivering accessibility
- safer roads
- better air quality
- asset management

Development of the five year implementation programme

In accordance with LTP2 guidance, published by DfT in December 2004, we have prepared an implementation programme of the broad types of schemes and initiatives that we need to deliver to begin to achieve the long term transport strategy, and work towards achieving the overarching outcomes. The programme takes account of other sources of funding, including proposed bids for exceptional integrated transport and maintenance schemes, and also the possible development of a Transport Innovation Fund, TIF, scheme.

Planning guideline funds – these are ‘guaranteed’ minimum levels of funding for integrated transport and maintenance. In December 2005, DfT provided final indicative planning guideline figures for the levels of capital funds for integrated transport and maintenance block funding from 2006/07 to 2010/11. As both the City and County Councils are ‘excellent’ authorities under the Comprehensive Performance Assessment, CPA, regime, we are guaranteed to receive 100% of these figures, provided we maintain ‘excellent’ status. This would equate to a total of around £27 million in block capital funds for transport in the Derby Joint LTP area, during the five year period of LTP2. Additional funding may also be secured for other schemes, including exceptional schemes and major schemes.

DfT’s assessment of the provisional LTP2 and of the Annual Progress Report, APR, for 2004/05, resulted in the maximum level of reward funding being made available for integrated transport for 2006/07. Future years’ planning guidelines may also be affected by performance. DfT will assess this LTP2 and the LTP1 Delivery Report, a review of the first LTP, which will be submitted to government on 31 July 2006, to determine whether future years’ planning guideline figures will be amended to reflect performance. Additional reward funding up to 25% more than the planning guideline figure could result in a total of around £31 million over a five year period in block capital funds for transport.

Exceptional schemes – LTP2 guidance indicates that additional capital funds could be made available where LTPs require schemes to be implemented that, amongst other factors, cost less than £5 million but cost more than 75% of the average projected integrated transport or maintenance block allocation, whichever is most relevant to the scheme. For LTP2, integrated transport schemes that cost more than around £2.98 million, and maintenance schemes that cost more than around £1.1 million, could therefore be eligible for such funding.

Subject to a successful bid, to be submitted in July 2006, we propose to deliver an exceptional integrated transport scheme, EITS, in 2007/08, based on delivering a new park and ride and other improvements to serve the Uttoxeter Road and Burton Road corridors. This ties in closely with the priorities identified by DATS, and also takes account of major changes in travel patterns which will occur as a result of the major expansion of the Derby City General Hospital and relocation of many health services from elsewhere.



Uttoxeter Road

An exceptional maintenance scheme, EMS, bid will also be submitted in July 2006, and is also proposed for 2007/08 to address serious carriageway maintenance issues on Osmaston Road. We will also seek to commence delivery of various integrated transport improvements at the same time, in order to minimise delays to road users and to achieve better value for money.

Transport Innovation Fund, TIF, status – LTP2 guidance issued in July 2005 set out the procedure for authorities who wish to pursue TIF status against a commitment to consider and develop robust demand management through congestion charging. Following feedback from DfT on our unsuccessful October 2005 TIF Expression of Interest, EoI, we have met with the other transport authorities in the Three Cities sub-area to agree a way forward to deliver a joint EoI in July 2006. Our discussions have included political commitment to develop a proposal, and leaders of the six authorities met in Derby with the Secretary of State for Transport on 21 February 2006, to discuss the proposals and agree a submission.

Further guidance was issued by DfT in January 2006, and we are working with DfT, the Government Office for the East Midlands, GOEM, the Highways Agency, HA, and the four local authorities responsible for local transport in the rest of the Three Cities sub-region, to develop TIF proposals that take account of DfT's comments and the latest guidance. The latest guidance requires an EoI to be submitted to DfT by 31 July 2006, for consideration in the next round of pump priming funding to develop a scheme.

The Derby element of any joint TIF proposal would include a commitment to develop radical and effective bus service enhancements, including park and ride schemes on the four trunk road approaches to the city at:

- A516/A38 at Derby City General Hospital
- A61 Sir Frank Whittle Road
- A52 Nottingham Road at Megaloughton Lane
- A6 London Road at Boulton Moor.

**City centre traffic
please use**



Pride Park & Ride

Allied to these four sites, we would provide high quality and frequent park and ride bus services, with bus reliability measures along the route to maintain service speed and frequency. Local bus services on these four corridors would also be able to benefit from these reliability measures.

The TIF proposal would also include many other improvements, for example, local area and accessibility improvements, a major expansion of travel information and travel planning, alongside a commitment to consider the development of road user charging, as part of a scheme that covers at least the Three Cities sub-area.

Major schemes - two major schemes in progress at the current time within the Derby Joint LTP area are:

- **Connecting Derby – major integrated transport project**
- **Inner Ring Road Integrated Maintenance Scheme, IRRIMS.**

During LTP2, there will be a substantial amount of expenditure on these two projects, using major scheme funding, and in the case of Connecting Derby, other sources of funding, including some from the integrated transport block allocation.

Connecting Derby has been classed as a top priority within the regional funding allocation, RFA, process, and at the time of submission of LTP2, we were awaiting formal confirmation from DfT regarding securing additional funding of £9.23 million to progress the scheme, alongside City Council and other funding commitments to future phases. Early Contractor Involvement, ECI, will bring many advantages to the project's delivery, and construction of the remaining phases is programmed to commence in 2007/08 and for the whole project to be completed in 2009/10.

IRRIMS is a fully approved major maintenance scheme that is delivering repairs and improvements to the existing section of the inner ring road, known as St Alkmunds Way.



Victoria Street



St. Alkmunds Way

It includes the replacement of bridge parapets and safety fences, repairs to bridge decks, carriageway resurfacing, a new water pumping station and new gantries and direction signs. A partnership between the City Council and a range of specialist contractors is delivering many benefits and helping us to deal with unexpected conditions. This is a common feature of maintenance projects of this type, where it is very difficult to predict the condition of structures until they have been fully inspected and exposed. We are working with DfT to look at ways in which the project could possibly be delivered ahead of schedule, and to consider ways in which additional maintenance problems could be addressed at the same time, reducing costs overall and reducing delays to road users.



London Road Rail Bridge

Funding has also been identified in the RFA process for the replacement of London Road Bridge in 2010/11 and 2011/12. This bridge is over one hundred years old and is suffering from severe corrosion of key structural elements. Temporary propping has provided some extension of its life, but a weight limit has been imposed and further propping and repairs may be needed before funding becomes available. A major scheme submission will be made in July 2009 to provide the funds to replace the bridge with a new structure. We will deliver associated integrated transport improvements at the same time to maximise the benefits of the investment.

Performance management

The success of LTP2 will be measured against how well we achieve against a range of targets and trajectories. This LTP pays particular attention to targets related to key outcome indicators and to those related to mandatory indicators. Where possible, we have identified baseline dates and horizon years that match with DfT's requirements for monitoring. We have also tried to limit the range of indicators to those that we believe it is essential to monitor against. The ones we have included are those that relate directly to issues and needs that are relevant to the local communities, and also work towards delivering our long term transport strategy and the shared priority for transport outcomes. We have also included indicators that are consistent in definition and methodology across the region, to help facilitate improved regional monitoring.

Risk management

Identification of and the mitigation of risks forms a key component of the way in which the programme has been developed. In all projects, ranging from small scale schemes through to strategic integrated transport schemes, SITs, and major scheme delivery, risks will be identified through the development and management of risk registers, with appropriate categorisation and the identification of risk owners and possible mitigation measures. Risk tolerance levels will be set by project boards, and the LTP Steering Group will also maintain a supervisory role in terms of identifying the levels of risk that should be accepted in projects of different types.

The performance management of LTP2 also needs to consider risks, for example those associated with progress towards the delivery of targets set against various performance indicators. Detailed risk identification and mitigation will be set against the performance indicators as we progress through LTP2.

What happens next?

LTP2 is the culmination of a long process of consultation and strategy development for the future which commenced almost two years ago. In July 2006, we will be submitting further documents to DfT:

- the LTP1 Delivery Report - a five year review of the first LTP, which will set out our key achievements during the five year period from 2001 to 2006, and the impact LTP1 has made in the Derby Joint LTP area
- an EITS bid, in accordance with DfT guidance for Uttoxeter Road and Burton Road
- an EMS bid, in accordance with DfT guidance for Osmaston Road
- a joint TIF EoI, submitted by the six local authorities responsible for local transport in the Three Cities sub-area, working with the HA, GOEM and DfT.

In December 2006, we will receive confirmation of planning guideline funds for 2007/08. The settlement will be based on an assessment of LTP2 and the LTP1 Delivery Report. It will also confirm final indicative allocations for 2008/09 to 2010/11, taking account of all elements of LTP assessment. We anticipate that an announcement on the exceptional schemes will be made at the same time. DfT is likely to make a decision on the TIF request for pump priming funds in late October 2006.

We will continue to work with partners and consult local people over the delivery of the LTP2 implementation programme, in particular in relation to some of the larger schemes, including the SITS. We will develop strong but clear marketing messages to help people to understand the importance of the schemes we are delivering, whilst ensuring that people have an opportunity to contribute to their design and to input into future scheme development.

Future reports on progress

DfT will be introducing more focused progress reporting requirements for the LTP2 period, in line with central government's move to reduce the reporting burden on local government. We are developing our own processes to monitor the delivery of transport programmes, targets and objectives during LTP2, including effective forward planning, budgeting and scheme monitoring.

DfT has anticipated that the first round of progress reports for LTP2 will not be needed until 2008, and it is likely that progress will be assessed every two years rather than every year as has been the case during the LTP1 period.

This reduction in financial and output reporting is welcomed and enables the two councils to focus more resources on the delivery of schemes and the development of future strategies and programmes.



Finding out more?

If you wish to find out more about our LTP2 and how it affects you and your area, the full document is available for inspection on our websites at:

www.derby.gov.uk/transportstreets

or

www.derbyshire.gov.uk/transport

or you can contact us at the addresses provided at the back of this document. You can also find out more about the Local Transport Plan process by visiting the DfT website at www.dft.gov.uk.