

Arboretum Neighbourhood Board

Highways and Transport Work Programme 2009/10

12 November 2008

1. Introduction

1.1 Each year, as part of the process to develop the highways and transport work programme, the Highways and Transport Division of Derby City Council asks Neighbourhood Boards to identify the main highways and transport problems / issues in their ward.

1.2 During September and October, we reported to Neighbourhood Forums the progress made so far on some of the highways and transport issues or problems that are being investigated or worked on this financial year.

1.3 Arboretum Neighbourhood Board is asked to consider highways and transport issues or problems that have been identified within Arboretum Ward, including those raised by Arboretum Neighbourhood Forum. **The Board are asked to highlight their 3 main problems that they would like to put forward to be considered for possible inclusion in the 2009/10 highways and transport work programme.**

1.4 To assist the Neighbourhood Board with this process, this report sets out:

- An overview of the Highways and Transport Division
- Highways and Transport Work Programme Development Process
- Derby Joint Local Transport Plan: 2006 – 2011 Objectives and Strategy Areas
- Highways and Transport Schemes and Funding Levels
- Consultation and prioritisation process with Neighbourhood Boards
- Appendix 1: An update on priorities put forward by the Board last year and of highways and transport issues being worked on in Arboretum Ward in 2008/09
- Appendix 2: Other identified highways and transport issues or problems which may be considered for inclusion in the 2009/10 highways and transport work programme for either initial investigation work, design work or implementation of an appropriate solution

2. Overview of Highways and Transport Division

2.1 Highway and drainage authorities are responsible for providing a number of statutory and discretionary services:

2.2 Day to day statutory duties include:

- Maintaining roads, pavements, bridges and drains
- Implementing traffic management measures to help traffic to move safely and manage congestion
- Enforcing on-street parking restrictions
- Coordinating road works
- Maintaining the land drainage and flood defence assets

2.3 Strategic statutory duties include:

- Developing and delivering the Local Transport Plan – the Council's overall transport strategy
- Contributing to the development of the Local Development Framework
- Assessing the traffic and transport effects of new developments
- Developing a strategy for tackling land drainage and flood defence issues

2.4 The Division also has statutory and discretionary duties in relation to its passenger transport authority function:

2.5 Statutory duties include:

- Providing statutory home to school transport on behalf of the Council
- Managing and operate the Concessionary Fares Scheme
- Providing socially necessary local bus services, where funding allows

2.6 Discretionary elements include:

- Managing and operating the Council's car parks
- Managing and operating the Council's CCTV system
- Non-safety related traffic management enquiries
- Working with Neighbourhood Boards
- Providing discretionary home to school transport
- Some local bus services/community transport
- Road safety education, training and publicity
- Cycle Derby

3. Highways and Transport Work Programme Development Process

3.1 There are four sections within the Highways and Transport Division:

- Transportation
- Highways
- Traffic
- Engineering

3.2 New enquiries raised by Members and the public generally relate to highways maintenance or traffic management and are investigated within the **Transportation** and **Highways** service areas.

3.3 Officers within Transportation make an initial assessment of all traffic related new enquiries. Officers within Highways respond to enquiries related to road and pavement maintenance. Those enquiries that officers feel may be able to form viable schemes that meet the objectives and priorities set out within the Derby Joint Local Transport Plan: 2006-2011, LTP2, are put forward amongst other issues to be considered for possible inclusion in future years work programmes.

3.4 **Traffic** and **Engineering** sections respond to enquiries about progress of schemes that are already within the approved Highways and Transport Work Programme.

3.5 The challenge that the Highways and Transport Division faces is that it is not an easy task to prioritise competing issues, for example:

- Undertaking large city wide strategic schemes, or implementing smaller scale local improvements
- Prioritising improvements to public transport, or walking or cycling facilities.

3.6 This is where the Neighbourhood Boards can help advise the highways and transport division of the issues and problems that are important in local areas.

4. Derby Joint Local Transport Plan: 2006 – 2011 Objectives and Strategy Areas

4.1 To manage expectations and deliver schemes that provide real value for money, in finalising the detailed 2009/10 highways and transport work programme for Cabinet approval, Transportation officers will need to assess any proposals put forward by Neighbourhood Boards for the degree to which they contribute to the objectives and targets set out in The Derby Joint Local Transport Plan: 2006 – 2011, LTP2.

4.2 This is the statutory policy and strategy document that sets out the context for how we want to improve our transport system. It sets out a broad five year programme, based on the likely levels of highways and transport capital and revenue funding available.

4.3 Key priority areas of LTP2 are:

- Tackling congestion
- Delivering accessibility
- Safer roads
- Better air quality
- Asset management – maintenance

4.4 There are ten over-arching objectives that set the context for LTP2;

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 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 LTP area, particularly within Air Quality Management Areas, AQMAs

9. to contribute towards reducing the UK's transport impact on climate change
10. to improve environmental conditions for communities in the LTP area by reducing the adverse effects of transport and enhancing the sense of place through greater social interaction and natural surveillance.

4.5 In order to work towards these objectives and address the key priority areas, LTP2 sets out a long term transport strategy that comprises six main strategy areas:

1. land use policies
2. smarter choices
3. local safety and accessibility improvements
4. strategic public transport improvements
5. strategic traffic management and demand restraint
6. maintenance of transport infrastructure

5. Highways and Transport Schemes and Funding Levels

5.1 The following four strategy areas cover the majority of the highways and transport work programme:

- **Local safety and accessibility improvements** – primarily about enhancing access to local facilities and improving the local environment where people live. Schemes seek to help people access their local services by all modes of transport, and in particular seek to improve walking and cycling routes, as well as making access to bus services easier. The types of schemes that we typically deliver include:
 - Improvements to neighbourhood and district centres
 - Local safety schemes
 - Safer routes to schools
 - Walking improvements, pedestrian crossings and dropped crossings
 - Cycle routes
 - Local traffic management schemes
 - Better parking management where parking problems occur
- **Strategic public transport improvements** – primarily related to enhancing the role of the bus in delivering viable options for more journeys, especially into the city centre. The types of schemes that we typically deliver include:
 - new bus priority measures, including traffic signal improvements and bus lanes
 - bus route infrastructure improvements, like new bus shelters and real time passenger information.
- **Strategic traffic management and demand restraint** – making the best use of the existing network, including looking at ways to manage travel demand, especially by car. The types of schemes that we typically deliver include:
 - new or improved junctions to manage traffic flows more efficiently, giving priority to bus movements where possible

- changes to road layouts, including parking restrictions, to ensure that traffic can flow more efficiently on key radial corridors into the city centre
- intelligent transport systems, such as traffic signals which are linked together to improve traffic flows along a key corridor.
- **Maintenance of transport infrastructure** – making the best use of, and looking after, transport assets. The types of schemes that we typically deliver include:
 - carriageway maintenance on principal and non-principal roads
 - bridge assessment and strengthening schemes
 - footway maintenance

5.2 Funding for the Approved Work Programme

It is anticipated that the following funding will be available for the 2009/10 highways and transport work programme:

- Development of major schemes - £1m
- Strategic integrated transport schemes - £200,000
- Local safety and accessibility improvements - £900,000
- Public transport improvements – bus priority measures, real time information, bus shelter improvements - £500,000
- Strategic traffic management and demand restraint improvements – traffic signal improvements, parking measures - £450,000
- Highway maintenance – planned carriageway and footway schemes - £1.1m to £1.5m
- Structures and highways drainage - £350,000

5.3 The total capital funding equates to around £4.5m. Highways and transport schemes are funded mainly from capital. Other funding comes from Council revenue monies and external contributions.

5.4 When the Programme is developed, it allocates staff time and resources for each programme element. Therefore, any alteration or addition to the work programme throughout the year has implications on other elements in the Programme which would have to be postponed not only because of financial resources, but because of the fixed amount of staff resources too.

5.5 Even if additional funding is allocated from other sources, it is very difficult to programme further works over and above the programme agreed by Cabinet. Exceptions to this are small scale reactive schemes such as maintenance schemes, dropped crossings or small scale environmental improvements. Boards are not asked to prioritise these at this stage. If and when any external funding becomes available to the Boards that they would like to allocate towards these kinds of transport improvements, these can be discussed at a later stage.

6. Consultation and Prioritisation Process with Neighbourhood Boards

6.1 The area related to local safety and accessibility improvements covers many of the issues that are commonly raised as problems by Neighbourhood

Boards. We would expect to receive most suggestions for schemes falling into this strategy area. However, we will consider all suggestions, and Neighbourhood Boards should not focus too much on trying to fit problems or issues they wish to raise within the correct strategy area. Highways and Transport Officers will ensure that issues are placed within the strategy which best fits the problem the Neighbourhood Board has raised.

6.2 We are asking Neighbourhood Boards to prioritise 3 issues. Appendices 1 and 2 have been prepared based on current officer knowledge of issues, to assist you in your prioritisation.

6.3 Any priorities selected for inclusion in the annual work programme may only result in an investigation and recommendation. The work itself may not be undertaken until the following year, dependent on it still remaining a priority by the Neighbourhood Boards and being approved by Cabinet. Officers will help Boards to identify where an issue may require 2 or more years of prioritisation and planning. Paragraph 6.7 below will help explain the process.

6.4 Unfortunately, due to limited resources, many of the problems/issues raised will not be able to be included in the final work programme, but it is still important to highlight the transport related problems within your Ward as they may well be considered for future years work programmes.

6.5 If there is a certain issue that is of particularly high importance to the Board, it will be important to emphasise this at the Neighbourhood Board meeting.

6.6 Feedback on the Cabinet approved highways and transport work programme for 2009/10 will be given to Neighbourhood Boards as soon as practicable.

Appendix 1 outlines the issues put forward by Arboretum Board during the consultation on last year's highways and transport working programme. The table shows issues that were included in the 2008/09 work programme along with the current position. It also gives feedback on issues that did not get included in last year's programme.

Appendix 2 provides details of any highways and transport issues that have been identified. Some may be considered for possible inclusion in the 2009/10 work programme.

6.7 It is important to note the difference between initial assessment, investigatory works, scheme design and scheme implementation. These are explained below:

Initial Assessment	Any new issue must have an initial assessment undertaken before it is considered for inclusion in the work programme. Therefore any new issues received via the traffic management enquiry system or through Forum consultation will not be included on the 09/10 programme unless it has already had an initial
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	assessment. If it has not, we will endeavour to complete this within the next financial year dependent on resources.
Investigatory works	Any scheme that has had an initial assessment must then be investigated appropriately to better understand the issue, collect/analyse data and assess any viable options for intervention. It may be that following this investigation, it is not deemed appropriate or a priority to continue with design works and implementation of a scheme.
Scheme design	Once a viable option has been identified it will be necessary to carry out detail design of the scheme and undertake any necessary statutory processes (planning permissions and traffic regulation orders) and appropriate consultation. It will also be necessary to get detailed cost estimates and confirmation that the scheme is deliverable.
Scheme implementation	Once approval has been given to implement a scheme and there is confirmation that there is funding available it will be necessary to implement the scheme bearing in mind issues of contractors work programmes and highway network management issues.

Any queries should be directed to Pop Gill, Arboretum Neighbourhood Manager, purjinder.gill@derby.gov.uk, 01332 715267.

Appendix 1
Highways and Transport Issues or Problems Raised by Arboretum Neighbourhood Board
2008/09 Highways and Transport Work Programme

Location	Issue/Problem	Board Priority 2008/09 Yes/No	Included in the 2008/09 H&T Work Programme Yes/No	Current Status / * Reason Not Included in Work Programme	Recommended for 2009/10 Work Programme Yes/No
St Chad's Road area	Traffic Management in Residential Areas - identified priority area	Yes	Yes	A - Investigation not yet complete	Dependant on outcome of the investigations
Rose Hill Street area, including Reginald Street	Traffic Management in Residential Areas - identified priority area	Yes	Yes	A - To take forward study as part of the Rose Hill Market Renewal Project	As part of Rose Hill Market Renewal Project
Leacroft Road area	Traffic Management in Residential Areas – identified priority area	Yes	Yes	A - To take forward study as part of the Rose Hill Market Renewal Project	As part of Rose Hill Market Renewal Project
Cummings Street	Improve access to car park	Yes	Yes	A -Consultation period has closed and results are being collated.	Dependant on outcome of the investigations
Belgrave Street / Avondale Road / Renals Street	One way proposal s	No	Yes	A - Scheme slippage from 2007/08 – statutory traffic regulation order process continuing	No –scheme should be complete 2008/09
Peartree Infants / Juniors Schools	Safe routes to school	No	Yes	A - Work to be included in the wider delivery of the Rosehill Market Renewal Masterplan	As part of Rose Hill Market Renewal Project
Grove Street car park	Review of the experimental residents only parking scheme	No	Yes	A – Consultation with residents will take place over the coming months about whether they want to make the residents parking scheme permanent.	Dependent on progress made in 2008/09 – if not complete, recommend for implementation in 09/10
Normanton District Centre	Bollards to be installed to complete the scheme	No	Yes	A – Bollards and cycle parking to be implemented this financial year	No – scheme should be completed 2008/09

Location	Issue/Problem	Board Priority 2008/09 Yes/No	Included in the 2008/09 H&T Work Programme Yes/No	Current Status / * Reason Not Included in Work Programme	Recommended for 2009/10 Work Programme Yes/No
				to help reduce footway parking.	
Derwent Street / Exeter Street and Nottingham Road	Walking improvements – changes to the junction including providing a splitter / refuge	No	Yes	One part of the scheme - Derwent Street / Exeter Street is being designed and implemented this financial year.	Yes – second part of the scheme Nottingham Road implementation – (in Darley Ward)

*** Reasons Issue Not Included in Work Programme**

- A To be delivered, investigated/consulted or designed in 2008/09**
- B Would be considered, but no funds available in 2008/09 to progress**
- C Not considered a priority in 2008/09**

Appendix 2

Highways and Transport Issues or Problems Identified So Far for Possible Inclusion in the 2009/10 Highways and Transport Work Programme

Location	Issue / Problem Description	Origin	Highways and Transport Officer Comment	Recommended for 2009/10 Work Programme Yes/No
St Mary's Gate/Bold Lane	Left turn facility for cyclists	Member of public	Initial investigation identified a scheme to take forward	Yes – for detailed design and possible implementation
Madeley Street	Request for removal of kerb build outs to allow more parking opportunities for residents	Councillor	Not prioritised by Neighbourhood Board last year, therefore no work undertaken	No
St Michael's Lane	Scheme to allow walking improvements and address rat running issue	Officers/ Residents	Changes to St Michaels' Lane have been approved as part of Connecting Derby. This includes one-way Northbound from Sowter Rd up to the narrow section; with two way access from Queen Street to allow access to car parks. This should improve the situation for pedestrians crossing the road and walking along St Michaels Lane.	No – scheme already part of Connecting Derby
Bateman Street	Alterations to existing Traffic Regulation Orders	Resident	Not prioritised by Neighbourhood Board last year, therefore no work undertaken	No
Coronation Street	Request for residents parking	Residents	No initial investigation or consultation yet undertaken	No – initial assessment not yet undertaken
Arboretum Primary School	Safer Routes to school	Concerns raised via travel plan process & local PCSO's	Initial assessment undertaken and potential scheme identified: extending footways, improvements to cycle routes in the area.	Yes – for detailed design and possible implementation

Normanton Road District Centre	Continue work to investigate expanding areas under pay and display control at district / neighbourhood centres	Officer	There are benefits identified in reducing long stay parking and giving greater opportunities for short term parking to access local facilities	Yes – for detailed design and possible implementation
Normanton Road	Traffic Management Studies on the Main road network has identified as a priority location Normanton Road particularly	Officer	Further Investigation required and summary report of main road study to identify schemes for next year	Yes – for further investigatory works
Whittaker Street/ Corden street	More parking opportunities for residents	Resident/ Councillor	Identified proposal to reduce existing Traffic Regulation Order	Yes – for detailed design and implementation