



Derby Joint Local Transport Plan 2006-2011, LTP2

RECOMMENDATION

- 1.1 To support the progress on the preparation of the Derby Joint Local Transport Plan for 2006-2011 and provide input to its development.

SUPPORTING INFORMATION

What is the LTP?

- 2.1 The current Derby Joint Local Transport Plan, LTP, provides the transport strategy for Derby and the surrounding area up to March 2006. A new LTP is required to be submitted to government, in provisional form by 29 July 2005 and as a final plan by 31 March 2006.
- 2.2 The new LTP is being prepared in line with government guidance, which requires us to:
- Set transport in a wider context, recognising its role as 'a means to an end'. So for example, we need to consider all the ways in which access to services can be enhanced, which may not just be about improving the provision of transport but could include relocating services so that they can be accessed more easily
 - Set locally relevant targets for outcome indicators. So for example, the LTP should include targets for things like accident reduction, and not just focus on outputs such as the number of pedestrian crossings that are installed to enhance safety
 - Identify the best value for money solutions to problems. So it should seek to deliver lower cost solutions where those options provide better returns per £ spent

Set trajectories for key targets. So we need to identify how we will work towards outcome targets during the life of the LTP to 2011 and beyond.

From strategy to action

- 2.3 The new LTP will contain a broad five year plan of measures that will help us achieve a range of overarching objectives, as outlined in Appendix 2. The transport improvements and other measures will be based on a transport strategy that is currently being determined through the Derby Area Transport Study, DATS, which is nearing completion.

- 2.4 The Government and Local Government Association agreed in July 2002 a series of seven shared priorities for local government. These priorities include one for transport, which focuses on improving accessibility and public transport and reducing the problems of congestion, air pollution and safety. A number of other quality of life issues are also related to transport, and these are addressed in a separate shared priority related to developing sustainable communities.
- 2.5 DATS will provide a transport strategy that aims to tackle the four 'overarching outcomes' identified in the government's 'Shared Priority' for Transport. These outcomes are:
- Tackling congestion
 - Delivering accessibility
 - Safer roads
 - Better air quality.
- 2.6 The overarching objectives listed in Appendix 2 provide the LTP with a vision for transport in 2011. From an analysis of current problems and opportunities, and also an analysis of future problems between now and 2021, four detailed strategies are being developed, to deliver each of the four outcomes listed above.
- 2.7 The LTP will include a programme for the five year period that relates to these four strategies and will indicate the amounts of money we intend to spend on various initiatives such as bus priorities, local safety schemes and maintenance.
- 2.8 A broad five year programme will be developed and consulted upon in the spring. Dependent upon funding, some of the more significant schemes that will be delivered during the five years may include:
- Connecting Derby, which will continue into the period of the second LTP
 - A range of strategic park and ride sites located on the main trunk road routes into Derby and with dedicated bus priority routes into the city centre
 - Other bus priority schemes on key radial corridors
 - Improvements to local and district centres, in particular to improve conditions for walking and cycling
 - Ongoing development of safety measures including physical work to make roads safer, plus education and training in road safety.

A brief presentation will be provided at the meeting to outline the current and future problems and the development of the overall transport strategy for the area.

Specific issues for women

- 2.9 The government's guidance for LTPs makes no specific reference to the needs of women and the transport network. However, there are many aspects of transport provision where advice has been given, especially in relation to security when using the transport network. Where it exists, such guidance is being built in the overall strategy and the development of the plan for the five year period.

3.0 Measures that are being considered include:

- The enhancement of security around bus use, for example greater use of cctv and improvements to bus stops and walking routes to them
- The new bus station, which will provide a state of the art facility that will feel many times more secure than the current site
- Improvement of walking and cycling routes, including careful design to ensure natural surveillance and improvement to lighting
- The need to consider the 'sense of place' in designing transport schemes, and in particular the need to minimise the adverse effects of transport in local communities.

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Background papers: None

List of appendices: Appendix 1 – Implications
Appendix 2 – LTP2 overarching objectives

IMPLICATIONS

Financial

- 1.1 The LTP is a statutory document that is required by government in order to secure capital funding for local transport improvements during the five year period to March 2011. Without it, the Council would not receive such funding.

Funding for this LTP will be different to that in the first LTP period up to 2006. Instead of being a bid document, government will allocate funding for both highway maintenance and integrated transport based on a 'formulaic allocation', the criteria for which are still being determined by government. Early indications are that funding will remain largely at current levels, so we can expect to receive £3-4m per year for integrated transport plus a further £1m for maintenance.

This level of funding is unlikely to enable us to deliver the larger schemes that may be required to tackle increasing congestion problems however. Other sources of funding are therefore being investigated.

- The Council is able to bid for major schemes which cost more than £5m, although the availability of funding will mean that such costly schemes are unlikely to be affordable during the life of the LTP
- The Council has also expressed interest in bidding for funds under the 'Transport Innovation Fund' initiative. This provides funding for congestion-related and innovative transport schemes that marry radical and innovative solutions to congestion with measures designed to restrain growth in car usage. Some ideas for schemes that may be funded through the TIF will be included in the presentation to the committee, in order to seek views.

Other funding sources are also considered in the provision of transport infrastructure. For example the Council secures funds from the private sector, when development proposals are required to enhance transport to mitigate their negative impacts on the transport network. We also use revenue budgets, for example to support non-commercial bus services and to provide concessionary bus travel for certain groups of people, and revenue money is also used to maintain roads and footways.

Legal

- 2.1 There are no direct legal implications arising from this report.

Personnel

- 3.1 There are no direct personnel implications arising from this report. However, preparation of the LTP is a time-consuming task that involves a number of transportation staff, and inevitably this impacts on their availability to undertake other work in the transportation field.

Equalities impact

- 4.1 As part of the consultation process for the new LTP, we are taking account of equalities issues, and meetings are being held with relevant organisations. By tackling accessibility problems cited during the current consultation process, the implementation of the LTP programme will enhance accessibility to services and facilities for women and other groups.

Corporate objectives and priorities for change

- 5.1 The LTP makes a contribution to the Council's objectives of:

- providing healthy, safe and independent communities
- a diverse, healthy and attractive environment
- a prosperous, vibrant and successful economy, and
- a shared commitment to regenerating our communities.

The LTP also helps the Council to work towards its priority of a more sustainable Derby through recycling more and better transport.

LTP2 OVERARCHING OBJECTIVES

- 1.To maintain and improve the integrity of the transport network.
- 2.To effectively manage the transport network to provide network efficiency, reduce unnecessary delays, and facilitate economic activity.
- 3.To maintain and improve accessibility for pedestrians cyclists and bus users, in particular for disadvantaged people.
- 4.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.
- 5.To reduce road 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 enhance air quality in the LTP area, particularly within air quality management areas.
- 8.To contribute towards reducing the UK's transport impact on climate change.
- 9.To promote and encourage healthier and more sustainable travel choices.
- 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.