



DERBY CITY COUNCIL

COUNCIL CABINET
27 APRIL 2004

Report of the Director of Development and Cultural Services

Derby Joint Local Transport Plan 2006- 2011, LTP2 Draft Policy and Delivery Frameworks

RECOMMENDATION

- 1.1 To approve the draft policy and delivery frameworks for the second Derby Joint Local Transport Plan, LTP2, for the purpose of consultation.
- 1.2 To authorise the Director of Development and Cultural Services, in consultation with the Cabinet Member for Planning, Transportation and Environment, to approve a range of delivery frameworks for the purpose of consultation as part of the requirements of Strategic Environmental Assessment.
- 1.3 To seek the views of the Planning and Prosperity Overview and Scrutiny Commission on the draft policy and delivery frameworks.

REASON FOR RECOMMENDATIONS

2. The LTP is a statutory document, and as part of the Council's Key Policy Framework, consultation must be undertaken in advance of its final approval by Council and submission to government. LTP2 will also need to be assessed against the requirements for Strategic Environmental Assessment, SEA, as laid down by European legislation.

SUPPORTING INFORMATION

Introduction

- 3.1 Derby City Council and Derbyshire County Council are required by government to produce a Local Transport Plan for the Joint LTP area, which covers Derby and the surrounding rural area. The LTP area is shown in Appendix 2.
- 3.2 The current LTP covers the period 2001 to 2006 and forms the Councils' transport policy and strategy for the area. A new LTP for the period 2006 to 2011, LTP2, must be submitted to government by 31 July 2005. As the LTP forms a part of City Council's Key Policy Framework, we are required to develop a broad policy and consult upon it well in advance of its submission.
- 3.3 European legislation states that certain statutory documents published after 21 July 2004, such as LTP2, will also be subject to a Strategic Environmental Assessment, SEA. This is a process that seeks to minimise the adverse impact

of strategic policies, like those contained in an LTP, upon the environment. The SEA process also requires us to consult upon alternative delivery frameworks during the summer of 2004. These frameworks are still to be finalised, because officers are awaiting further guidance from the government on the range of factors to consider in developing options for appraisal. Approval is therefore sought for the Director of Development and Cultural Services to agree with the Cabinet Member for Planning, Transportation and Environment, the range of delivery frameworks that will be used for the purpose of consultation.

- 3.4 This report sets out the proposed broad structure of LTP2. The structure comprises a policy framework and a delivery framework, and links it to non-transport policies, such as those in the Council’s Corporate Plan, the Derby City Partnership Community Strategy, and policies for the rural parts of the LTP area such as those contained in the districts’ local strategic partnership documents. This report also sets out a broad programme for the preparation of LTP2, and two annual progress reports on the current LTP. LTP2 will include a bid to government for capital funds to implement a programme of transport measures. This broad five year programme will be finalised following further public consultation and the conclusions of the Derby Area Transport Study, DATS, which has now started.
- 3.5 The draft key policy framework for the LTP comprises a transport vision and a series of broad objectives. These are then related to actions through a delivery framework, which whilst not part of the LTP’s central policy, is a crucial link between policy and schemes’ implementation. These links between the policy and delivery frameworks are summarised diagrammatically in Figure 1 below.

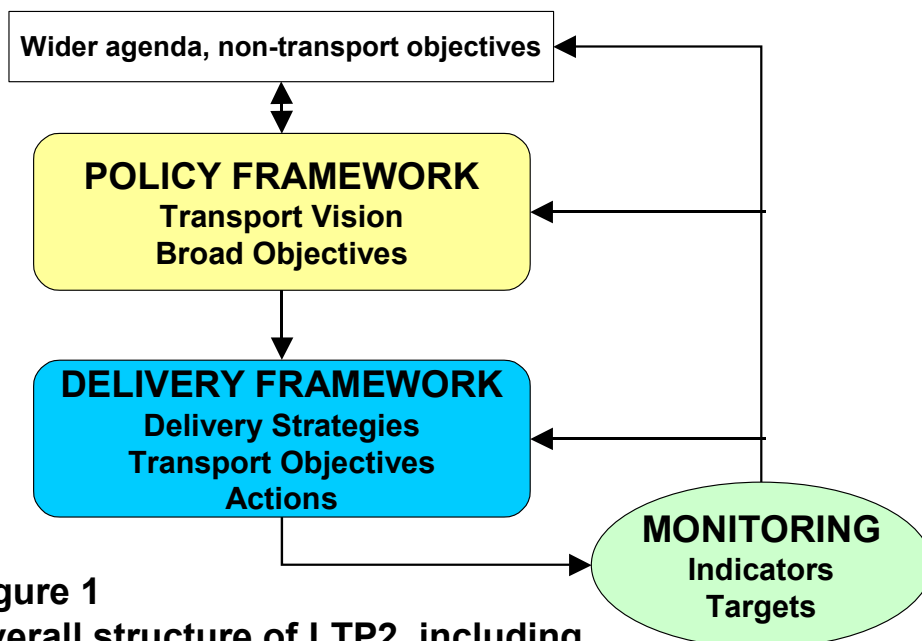


Figure 1
Overall structure of LTP2, including
links between LTP2 Policy and Delivery Frameworks

Policy Framework

3.6 Transport is a means to an end. It provides people with access to key facilities and services such as places of work, education, healthcare and shops. LTP2 therefore must focus its key objectives on those transport outcomes which support the wider non-transport objectives of the City and County Council and other key stakeholders. The City Council's Vision 2004-05 contains a series of broad objectives related to:

- job opportunities
- strong and positive neighbourhoods
- education
- protecting and supporting people
- a healthy environment
- shops commercial and leisure activities
- integrated cost-effective services.

The Derby Community Strategy also includes many objectives within each of the five strategic areas of Learning, Opportunity, Culture, Environment and Prosperity. Transport has a major role to play in achieving these objectives, and so the proposed policy framework for LTP2 takes account of them.

Transport Vision

3.7 The central focus of the policy for LTP2 is the Transport Vision. This statement relates the importance of a good transport system to the broader government objective of sustainability, as well as the regional and local policies, including those set by the Councils in their corporate plans and by the relevant local strategic partnerships that cover the LTP area.

The proposed Transport Vision is ...

To develop and maintain a transport network that is integrated, safe and sustainable and which contributes positively to creating a better quality of life for people living in, working in or visiting the LTP area.

Broad Objectives

3.8 The degree of success we have in achieving the Transport Vision will be measured by our ability to fulfil LTP2's broad objectives. The existing LTP already has five broad objectives based on the Government's over-arching national transport objectives. These objectives are still fundamentally sound and therefore as part of LTP2 it is proposed that they are simply updated to take account of the progress that has been made since the preparation of the current LTP in 2000. This also recognises that government support our current broad objectives, and it allows continuity between the two LTPs.

The draft revised broad objectives are:

- Environment – To protect and enhance the quality of the built and natural environment and minimise the damage to health and air quality by reducing the adverse effects of transport.
- Safety and Security - To make travel safer for all by improving road and community safety.
- Economy - To develop and maintain an integrated transport network that contributes to the development of a vibrant and successful economy.
- Accessibility – To maintain the transport network and improve accessibility to facilities and services for all people, especially for work, education, healthcare and shopping.
- Integration – To deliver and promote integration between transport modes and between transport and land use planning.

The Policy Framework is summarised diagrammatically in Figure 2.

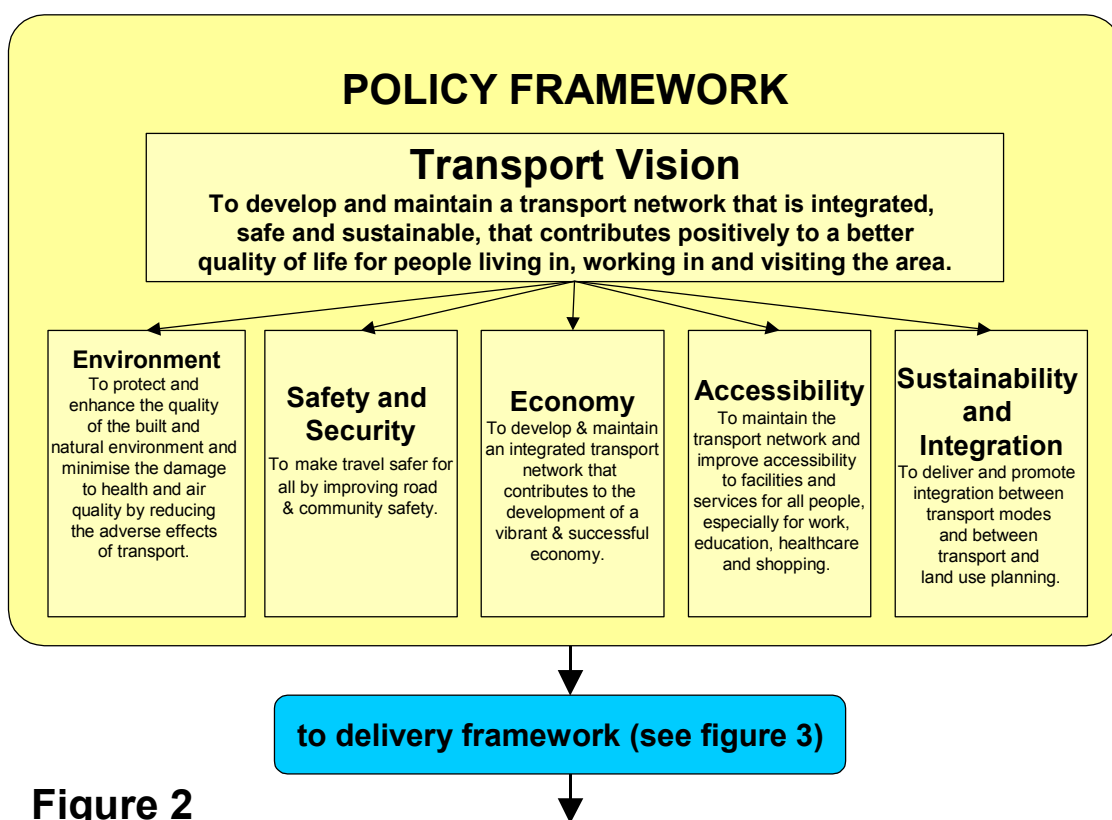


Figure 2
LTP2 Draft Policy Framework

Delivery Framework

3.9 To deliver the transport vision, and to achieve the five broad objectives, a delivery framework is proposed. This framework comprises four delivery strategies, which provide a mechanism for developing actions and schemes, as part of the LTP. A number of more specific transport objectives are also identified against each strategy, as listed below.

Delivery Strategy 1 – To maintain and improve the transport network

- Transport objectives to achieve strategy:
 - maintain and improve the integrity of the transport network
 - improve the co-ordination of works by different agencies affecting the transport network
 - ensure all members of the community are considered when designing schemes.

Delivery Strategy 2 – To improve road and community safety

- Transport objectives to achieve strategy:
 - reduce road accident casualties particularly for vulnerable road users
 - raise awareness of road safety issues and encourage safer travel
 - reduce crime and fear of crime.

Delivery Strategy 3 - To deliver and manage an integrated sustainable transport system to reduce congestion

- Transport objectives to achieve strategy:
 - Influence and manage transport demand
 - Develop a more sustainable freight distribution system
 - Improve access and facilities for public transport users
 - Improve access and facilities for pedestrians
 - Improve access and facilities for cyclists.

Delivery Strategy 4 – To deliver and promote healthy and sustainable travel choices

- Transport objectives to achieve strategy:
 - to promote healthier and more sustainable travel choices
 - raise awareness of sustainable freight issues
 - encourage and educate private car users to consider more sustainable modes of transport.

3.10 The four delivery strategies contribute to the achievement of the government’s priorities as recently outlined in the draft Shared Priority Delivery Plan, published by the DfT. These are to:

- Reduce congestion
- Secure improvements to the accessibility, punctuality and reliability of local public transport
- Reduce the number of people killed or seriously injured
- Improve air quality.

3.11 The delivery strategies will be subjected to the SEA process and may change as a result. The delivery framework is summarised diagrammatically in Figure 3.

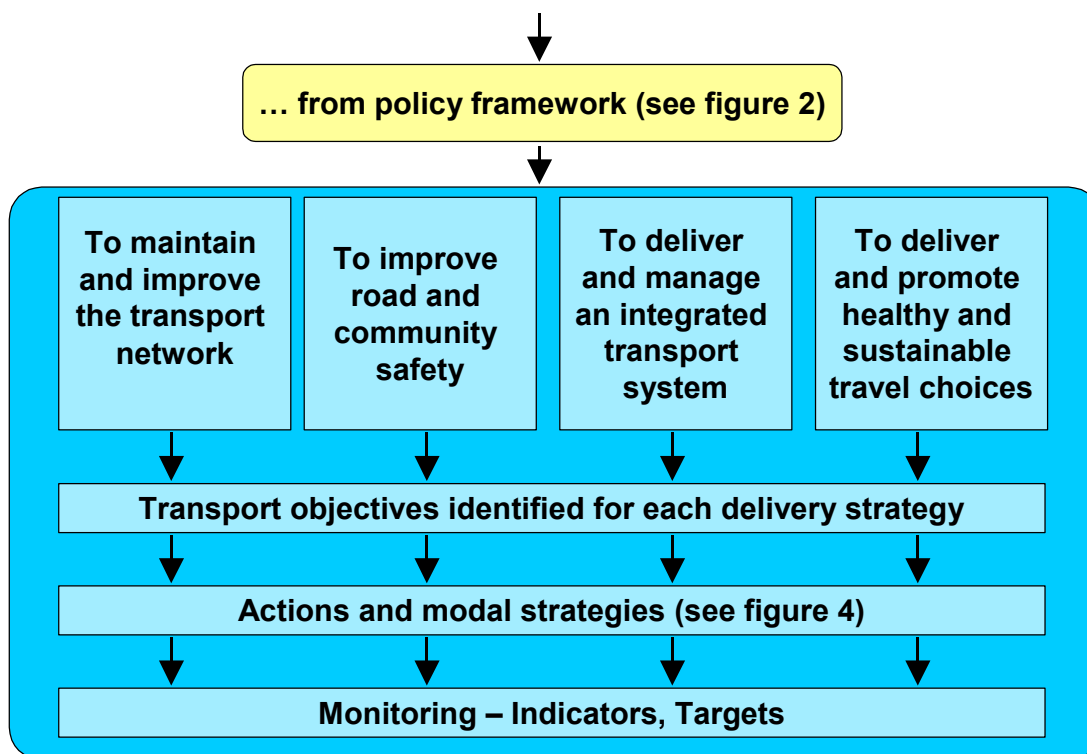


Figure 3
LTP2 Draft Delivery Framework

3.12 Each delivery strategy will be implemented through a range of actions that can be related to the various transport modes, such as walking and public transport. Consultation has shown that local people and transport stakeholders like to know what we are aiming to achieve for each transport mode, so the actions within each delivery strategy will be related to the modes through a matrix, which will show how we will achieve improvements for each mode. An example of how this delivery matrix might be developed is shown in figure 4, though it should be noted that the actions identified in this diagram are just ideas, and far from comprehensive. The final matrix will be based on the results of consultation and the SEA, which will help the prioritisation of actions.

Delivery strategies

		To maintain and improve the transport network	To improve road and community safety	To deliver and manage an integrated transport system	To promote healthy and sustainable travel choices
Modal Strategies	Private powered transport	Implement Asset Management Strategy	Local safety schemes	Complete UTMC system Develop new park and ride facilities	Implement business travel plans
	Public transport	Install access kerbs	Vehicle inspection on contracted services	Deliver quality bus network Introduce citywide day ticket	Implement proposals in bus information strategy
	Walking	Maintain footways	Enhance street lighting	Provide improved crossing facilities	School and business travel plans
	Cycling	Maintain strategic cycle network	Install safe crossing facilities for cyclists	Complete strategic cycle network	Campaigns to promote cycling

Figure 4 – Some examples of actions within a possible delivery matrix

- 3.13 Schemes will be developed against each action area, so for example, under the action of delivering the quality bus network, a scheme may be identified for a bus lane, costing £100,000, to be developed in 2006/07.
- 3.14 Measures, or indicators, will be set against many of the actions, and targets will be set where appropriate, to help demonstrate the performance of the LTP in delivering its aims and objectives.

Consultation

- 3.15 The Council's citywide consultation strategy will be used as the basis for developing a process to ensure LTP2 is developed with a clear understanding of what the public and stakeholders say are their priorities. A similar strategy will also be used to engage people in the rural parts of the LTP area.
- 3.16 The consultation exercise will provide local people with an opportunity to contribute to the development of the policy and delivery framework for LTP2, which will need to be finalised and approved by Cabinet in late 2004. As a result changes may occur to the current wording of both the policy and delivery frameworks outlined in this report.
- 3.17 The requirements of the Strategic Environmental Assessment also mean we will consult with statutory environmental groups including Countryside Agency, Environment Agency, English Nature and English Heritage.

3.18 The SEA process will also involve consultation on a range of realistic delivery frameworks. These might range from one that focuses on managing and limiting the demand for travel, through to a demand-led framework that aims to accommodate growth. We will therefore produce a range of delivery frameworks for assessment, although as explained in paragraph 3.3, we are awaiting government guidance on the factors to consider in developing options for appraisal.

3.19 Key stages in the consultation are:

- Summer 2004 – consultation on key policy and delivery frameworks, including consultation associated with the SEA process
- late 2004/early 2005 – consultation to enable the public and stakeholders to help prioritise the actions against each delivery strategy, taking account of the initial outputs and proposals from DATS
- Spring 2005 – consultation on the development of the LTP programme for 2006 to 2011, which will form the basis of a capital bid for LTP funds over the five year period. This programme will not provide details of all schemes to be implemented, but will include the larger schemes, including major schemes that cost more than £5 million, and will then identify broad spend levels within each delivery strategy area.

3.20 The consultation process will take a number of different forms including the use of public meetings, area panels, area committees in the rural areas, and the setting up of a wider reference group, comprising representatives from a wide range of interested parties. The internet will also be used extensively, to encourage online responses, and publicity leaflets will be distributed widely, including using key employers, places of education, healthcare facilities and a range of shops, all throughout the LTP area. The existing LTP Steering Group will also perform an important consultation role during the process, as well as performing its prime function as the management group for the preparation of LTP2.

Programme for development of LTP2

3.21 LTP2 will be published and submitted to government by the end of July 2005. Two annual progress reports, APRs, will also be submitted during this time. This will require a significant input of staff time and resources. Key stages in the process are:

- July 2004 - submission to government of the Annual Progress Report for 2003/04
- Summer 2004 – public and stakeholder consultation on the policy and delivery frameworks, including consultation associated with the SEA process
- Summer 2004 – initial output from DATS
- October 2004 – finalise policy and delivery frameworks following consultation and report to Cabinet
- December 2004 – government announcement of LTP capital settlement for 2005/06
- January to April 2005 – consultation on prioritisation of actions and development of LTP2 programme

- February 2005 – finalise LTP capital programme for 2005/06 and report to Cabinet
- July 2005 – LTP2 and the Annual Progress Report for 2004/05 submitted to government.

OTHER OPTIONS CONSIDERED

4. The LTP is a statutory document and has to be produced by 31 July 2005 for the period 2006 to 2011.

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Background papers: -
List of appendices: Appendix 1 – Implications
Appendix 2 – Map of Joint LTP area

IMPLICATIONS

Financial

1. The costs associated with preparing LTP2 are significant, in terms of staff resources and budgets, in particular to undertake the consultation. These costs will be met from existing resources or will form part of the existing commitment to employ consultants associated with DATS.

Legal

2. The Transport Act 2000 places a statutory duty upon local transport authorities to produce a local transport plan.

Personnel

3. The preparation of LTP2 will involve a number of key staff and is the major item in the Transportation Group's work programme over the next 15 months. The impact on other aspects of the work programme will be closely monitored. Additional resources may be required to deal with other areas of work, especially if there are pressures associated with managing the processing of transport assessments related to development proposals. LTP2 will also require extensive data collection and information provision by other groups within the department and in other departments, and will therefore need to feature in other service business plans during 2004/05.

Corporate Objectives and Priorities for Change

- 4.1 LTP2 will contribute to a number of corporate objectives both directly and through its links with wider strategy objectives:
 - job opportunities – through enhancing transport links to areas of employment
 - strong and positive neighbourhoods – for example through the improvement of transport links to encourage walking and cycling for local journeys
 - education – by allowing people to access education facilities and other opportunities for learning
 - protecting and supporting people – by helping to reduce health inequalities and help people to live independent lives
 - a healthy environment – by reducing pollution levels and encouraging people to use sustainable modes of transport
 - shops, commercial and leisure activities – by improving accessibility of such facilities, especially by sustainable modes

- integrated cost-effective services – by responding to customer and community needs through extensive and inclusive consultation.

4.2 The LTP also contributes to a number of Council's priorities:

- minimise increases in council tax and increase value for money from Council services – by enabling council funds to complement central government funding to achieve maximum benefit for local people
- promote the city as a major force for industry, culture and tourism – by enhancing accessibility
- continue plans to remove traffic from city centre streets – by encouraging use of sustainable means of transport and by restricting non-essential car traffic in city centre streets
- develop and integrated management system of the city and district centres to improve their attractiveness and viability – by enhancing accessibility to those areas.



Plan of existing Derby Joint Local Transport Plan Area