



**Consultation on the 2007/08 highways and transport programme**

**SUPPORTING INFORMATION**

- 1.1 In March 2006, we submitted the Derby Joint Local Transport Plan 2006-2011, LTP2, to government, which sets out our long term transport strategy and a broad outline of the spending programme for the five year period. The spend programme is based on planning guideline figures provided by government, that set our likely levels of capital expenditure on local transport. This money is enhanced by other sources of funding, primarily Council revenue budgets, developer contributions where new developments are being built and funds from the private sector, in particular the bus companies.
- 1.2 Each year, we need to develop a detailed programme of investment to ensure we spend the LTP capital and other funding in the most cost-effective way, and LTP2 sets out a range of overarching and specific measurable objectives, with targets, against which we will be monitored by government. Future funding depends on our ability to progress towards our objectives and to meet our targets.
- 1.3 Our excellent progress during LTP1, covering 2001 to 2006, and the excellent quality of LTP2, has led to us securing the maximum reward funding in both 2006/07 and 2007/08, giving a 25% uplift to the planning guideline for integrated transport. Our capital funds for the five years of LTP2 are set out below.

All figures are in £'000s	Year 1 2006/07 final 125%	Year 2 2007/08 final 125%	Year 3 2008/09 assuming 100%	Year 4 2009/10 assuming 100%	Year 5 2010/11 assuming 100%	Total
Integrated transport	3844	3801	3242	3455	3681	<b>18023</b>
Highway maintenance	1376	1373	1473	1547	1625	<b>7394</b>
Total	5220	5174	4715	5002	5306	<b>25417</b>
Provisional planning guideline for integrated transport for Derby City, if we receive 125% for the remaining 3 years			4053	4319	4601	<b>20618</b>

- 1.4 There are inevitably far more demands for schemes than there are resources to deliver, and it is important to assess schemes' contributions to LTP2's objectives, to ensure we spend money in the most cost-effective way. Appendix 1 includes a summary of the main elements of the strategy, and the likely funding available within each area. The 2007/08 programme is at a well advanced stage of preparation, and a copy of the latest version is attached as Appendix 2. The programme sets out proposals within the six main elements of the long term transport strategy, which formed part of LTP2, which was adopted by the City Council as Key Policy Framework document in March 2006.

- 1.5 To manage expectations and deliver schemes that provide real value for money, all suggestions put forward for inclusion in the 2007/08 programme are being assessed for their relative contribution to the overarching objectives as set out in Appendix 1 of this report. In addition we will be:
- measuring their contribution to more specific objectives and targets related to delivering accessibility, providing safer roads, maintaining our assets, tackling congestion and achieving better air quality
  - considering schemes which provide a direct benefit to the quality of life in local communities, for example, promoting personal security and improving streetscapes
  - considering schemes that meet the corporate priorities and those outlined in the community strategy
  - taking into account those schemes which could be delivered by other sources of funding, such as developer contributions.

1.6 We have received a draft report from consultants on the results of public consultation with residents and traders on Normanton Road District Centre. They have made the following key recommendations:

- greater enforcement of waiting restrictions (although the consultation was carried out before the introduction of decriminalised parking enforcement)
- installing bollards on footways to deter illegal parking and allow traffic to flow more easily
- make Grove Street car park a short stay 'pay and display' car park to attract visitors and increase parking availability and introduce 'residents only parking' in nearby streets
- create a short stay 'pay and display' car park on the former Normanton Hotel site, together with some form of open festival market area

Officers are currently assessing these proposals. An element of capital funding and developer contributions has been included in the 2007/08 H+T programme to take this further.

1.7 We will be seeking final approval of the programme from Council Cabinet on 20 February 2007, but I am seeking your Forums views on the draft programme and priorities for future investment.

If you wish to provide comments, please forward them to us by **Friday 26 January** to:

Miss Kully Raju

Transportation Engineer (Policy)

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## PROPOSED ACTION

2.1 To note the report and the draft 2007/08 highways and transport programme of schemes that has been put forward for consideration and assessment against the overarching objectives of LTP2.

2.2 The final programme for 2007/08 highways and transport schemes will be presented to Cabinet for approval on 20 February 2007. Once the final programme is approved, we will provide a further report to this Forum to continue this consultation as we develop the programme for 2008/09.

**For more information contact:** Peter Price Tel: 01332 715034 e-mail: [peter.price@derby.gov.uk](mailto:peter.price@derby.gov.uk)

**Background papers:** The Derby Joint Local Transport Plan 2006-2011, LTP2, available at <http://www.derby.gov.uk/TransportStreets/TransportPlanning/DerbyLJT06-11/DJLTP-06-11.htm>

**List of appendices:** Appendix 1 - Derby Joint Local Transport Plan: 2006 – 2011, LTP2 - Overarching objectives and six main strategy areas

## Appendix 1

### Derby Joint Local Transport Plan: 2006 – 2011, LTP2 Overarching objectives and summary of main strategy areas

There are ten overarching objectives that set the context for LTP2:

- Obj 1 to manage the transport network effectively to provide network efficiency, reduce unnecessary delays, and facilitate economic activity
- Obj 2 to maintain and improve the transport infrastructure
- Obj 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
- Obj 4 to maintain and improve accessibility to facilities and services for pedestrians, cyclists and bus users, and particularly for disadvantaged people
- Obj 5 to reduce road accident casualties, particularly for vulnerable road users and disadvantaged communities
- Obj 6 to maintain and improve transport and community safety and security, including reducing perceived danger
- Obj 7 to promote and encourage healthier and more sustainable travel choices
- Obj 8 to enhance air quality in the Derby Joint LTP area, particularly within Air Quality Management Areas, AQMAs
- Obj 9 to contribute towards reducing the UK's transport impact on climate change
- Obj 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.

In order to work towards these objectives, LTP2 sets out a long term transport strategy that comprises six main strategy areas. The following four strategy areas cover the majority of the 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:
  - new pedestrian crossings
  - cycle routes
  - dropped crossings
  - improvements to neighbourhood and district centres
  - better parking management where parking problems occur
  - footways maintenance, approximately £500,000 of revenue funding.

Funding available for the city 2007/08 - **£770,000\***

\*Excludes footway maintenance, approximately £500,000 of revenue funding.

- **strategic public transport improvements** – primarily related to enhancing the role of the bus in delivery 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.

Funding available for the city 2007/08 - **£490,000**

- **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.

Funding available for the city 2007/08 - **£410,000**

- **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

Funding available for the city 2007/08 - **£1,375,000**

The Derby Joint Local Transport Plan: 2006 – 2011, LTP2, is available to view at:  
<http://www.derby.gov.uk/TransportStreets/TransportPlanning/DerbyLJT06-11/DJLTP-06-11.htm>