
REPORT TO:	Environmental and Development Services Committee	AGENDA ITEM: 8
DATE OF MEETING:	27 January 2011	CATEGORY: DELEGATED
REPORT FROM:	Director of Community Services	OPEN PARAGRAPH NO:
MEMBERS' CONTACT POINT:	Richard Groves (01283) 595738 richard.groves@south-derbys.gov.uk	DOC: u:/Richard/Committees/EDS23
SUBJECT:	Derbyshire Local Transport Plan 3 (LTP3):Consultation Draft	REF:
WARD(S) AFFECTED:	All Wards	TERMS OF REFERENCE: EDS

1.0 Recommendations

1.1 That the comments set out in Section 8 of this report, "Conclusions", be forwarded to the County Council as the District Council's response Draft Local Transport Plan 3 (LTP3).

2.0 Purpose of Report

2.1 To inform Members of the main points in Derbyshire County Council's Draft LTP 3 and seek approval of a response to the consultation.

3.0 Executive Summary

3.1 The report sets out the main points of the Draft LTP3 long-term strategy. It highlights the aspects of particular relevance to South Derbyshire, with reference to possible infrastructure schemes and matters raised by the Council at the previous stage of consultation.

4.0 Detail

4.1 Local highway authorities have a statutory duty to produce LTPs, which set out strategies for the development of local integrated transport, supported by a programme of transport improvements and initiatives. Whilst the current LTPs cover a five-year period (2006-2011), the new LTPs will comprise a long term Strategy, covering the period 2011-2026, and a short term Implementation Plan, to be reviewed at three-year intervals. The Draft LTP long-term strategy has been made available for consultation.

4.2 Members will recall that a report on the previous stage of consultation was brought before this Committee on 10 June 2010 where it was resolved that completion of a consultation questionnaire be delegated to Councillors Bladen and Taylor (minute EDS/6 refers). The submitted questionnaire is reproduced at Appendix A for information.

4.3 The County Council reports that the responses received showed a high level of support for reducing the carbon footprint, influencing spatial planning, routine

maintenance of roads and pavements, improvements to public transport services, and encouraging the use of local facilities and local businesses. The selection of behavioural change measures to persuade people to adopt healthier and more environmentally friendly travel habits was classed as important by over 90% of respondents.

4.4 Analysis of this feedback and of transport and related evidence has culminated in the production of the Draft LTP, which is being made available for comment alongside the associated 'Strategic Environmental Assessment (SEA): Environmental Report', and 'Habitats Regulations Assessment Statement'. All may be viewed at: http://www.derbyshire.gov.uk/council/have_your_say/consultation_search/Consultation_search_index/draft_local_transport_plan_3_ltp3.asp

4.5 The County Council's existing long-term transport strategy is based on two key principles and a transport vision. The key principles are:

- *"To adopt sustainable development as the common purpose of our transport strategy"* and
- *"To take a holistic approach in all we do, integrating economic, social and environmental needs."*

4.6 The transport vision is as follows:

"At the heart of our vision is a transport system that is both fair and efficient. Healthier lifestyles, safer communities and better access to jobs will be the result. To get there, we will improve the choice and accessibility of transport whilst integrating the economic, social and environmental needs of everyone."

4.7 All areas of work must help to deliver the County Council's transport goals:

- *"Supporting a resilient local economy*
- *Tackling climate change*
- *Contributing to better safety, security and health*
- *Promoting equality of opportunity*
- *Improving quality of life and promoting a healthy natural environment."*

4.8 Among the strategic options devised in developing the plan, as referred to in the questionnaire at Annexe A, the most popular was Option 1. This has therefore been identified as the preferred option for the long term strategy, but incorporating additional 'climate change' and 'equality of opportunity' elements:

"the preferred strategy is to give emphasis to supporting a resilient local economy, better safety, security and health, improving quality of life and promoting a healthy natural environment. The preferred strategy would also aim to achieve longer term benefits for climate change, and measures to help people under the equality of opportunity goal."

4.9 Priorities for investment over the LTP3 strategy period (2011-2026) are as follows:

- *"Well maintained roads and rights of way*

- *Efficient transport network management*
- *Improving local accessibility and achieving healthier travel habits*
- *Better safety and security*
- *A considered approach to new infrastructure”*

4.10 The priorities for investment and measures that can be used to deliver them are set out at Appendix B. In developing a more specific programme of measures, consideration will be given to affordability, deliverability and risk.

4.11 The transport strategy considers sustainability of travel habits in terms of tackling climate change and the prospect of ‘Peak Oil.’ This is the point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production enters terminal decline because geological limitations are reached. The Draft LTP therefore includes a ‘Carbon Reduction Strategy’ to address the need for the transport system to be resilient to such pressures.

5.0 Financial Implications

5.1 The process of preparing the LTP has no direct financial implications for the District Council. Once the LTP has been approved, the District Council may be approached for financial contributions toward particular proposals. Any such funding would be sought in the form of revenue growth items.

6.0 Corporate Implications

6.1 The LTP has implications for the following themes of the Corporate Plan:

- “Sustainable Growth and Opportunity”, insofar as the provision and maintenance of transport infrastructure and services can influence the attraction and retention of business investment. Community Transport provision can be influenced through the LTP. The LTP and Local Development Framework must complement and support each other and will therefore be prepared in parallel.
- “Safe and Secure” in that the LTP will include measures to address highway safety, parking and accessibility issues.
- “Lifestyle Choices” in that the LTP strategy will seek to reduce CO² emissions.

6.2 District Council staff will act as consultees in the preparation and implementation of the LTP, seeking the views of Elected Members where appropriate.

7. Community Implications

7.1 The LTP has implications for the following themes of the Sustainable Community Strategy:

- “Healthier Communities”, in that the LTP will provide for greater opportunities for walking and cycling, which can produce health benefits.
- “Safer Communities”, in terms of providing for road safety improvements.
- “Vibrant Communities”, in relation to the reduction in carbon emissions per person, toward which changes in travel behaviour may contribute.
- “Sustainable Development”, in terms of improving sustainable accessibility.
- “Children and Young People” in relation to reducing obesity through walking and cycling, road safety and improving access to education and training.

8.0 Conclusions

8.1 The content of the Draft LTP3 corresponds closely with the consultation response submitted by the Council earlier this year. The preferred strategy represents a

composite of all the alternative Options presented in the questionnaire, but gives emphasis to the priorities listed under Option 1, which was supported by the Council. *The preferred strategy is therefore supported.*

- 8.2 The individual potential measures set out in the consultation questionnaire that were most strongly supported by the Council appear in the Draft LTP (see Annexe B of this report). *Their inclusion is therefore supported.*
- 8.3 In addition to this, the Council expressed concern about the need for better promotion of established public transport services. This may be dealt with to an extent by Draft LTP3 proposals to bring together, in one place, information about all transport options including walking, cycling, public transport and volunteer services, including the possible development of an on-line facility.
- 8.4 The Council also identified a need for more advanced warning of timetable changes. However, Draft LTP3 does not include any specific reference to this. *The County Council is requested to address this point in the final version of the document.*
- 8.5 The section dealing with “A Considered Approach to New Infrastructure” contains a list of major infrastructure schemes currently identified as possibilities for investment. These include, in alphabetical order, the following:
- A514 Swarkestone Bypass
 - A511-A514 Woodville-Swadlincote Regeneration Route
- 8.6 These have both been identified as being of importance by consultees on the emerging Local Development Framework Core Strategy and, in the case of the latter scheme, the emerging Woodville to Swadlincote Town Centre Area Action Plan. *Their inclusion in the list of possible schemes is therefore supported.*
- 8.7 The document describes the work so far undertaken to determine how and where best to invest. In relation to Swarkestone Causeway, reference is made to the investigation of options for alternative highway route alignments carried out to establish whether a feasible scheme exists and to indicate likely costs (estimated at between £12m and £20m).
- 8.8 No specific reference is made to the investigative work carried out in respect of the proposed Swadlincote Regeneration Route, including geotechnical and ecological surveys and preliminary design work. No explanation is given for this omission. *The County Council is therefore requested to include reference to this work in the final version of the document.*
- 8.9 Although it does not appear on the list of schemes considered as possibilities for funding, reference is made to a feasibility study to review access arrangements for a major new production facility for an international company based at Hatton and to consider the degree to which improved access may shape further investment plans. The study looked at improvements to existing access arrangements and the potential alignment of any new route. It found it was possible to devise a new access to the site at an estimated cost of £3.5-3.8 million. The Draft LTP indicates that the work will be a valuable starting point should opportunities arise to deliver a solution.
- 8.10 The plan contains no reference to the proposed National Forest passenger rail service. The proposal was the subject of viability studies commissioned by Leicestershire local authorities, which showed that the service would need to be subsidised and that the cost of doing so would be prohibitive. Nevertheless it is

considered that the LTP should acknowledge the work which has taken place and to identify the establishment of such a service as an aspiration, to be considered further should more favourable rail regulation and funding conditions arise in future. *The County Council is therefore requested to include such a reference in the final version of the document.*

9.0 Background Papers

<p>“Derbyshire Local Transport Plan 2011-2026 Local Transport Futures: Challenges and Options Consultation”</p>	<p>Derbyshire County Council 2010</p>
<p>“Derbyshire Local Transport Plan - Questionnaire survey of transport goals for Derbyshire County Council’s area”</p>	<p>Derbyshire County Council 2010</p>
<p>Note and attachment on proposed Council withdrawal of bus services</p>	<p>Derbyshire County 2010</p>