
REPORT TO:	FINANCE AND MANAGEMENT COMMITTEE	AGENDA ITEM: 7
DATE OF MEETING:	13 OCTOBER 2005	CATEGORY: DELEGATED
REPORT FROM:	DEPUTY CHIEF EXECUTIVE	OPEN/ PARAGRAPH NO:
MEMBERS' CONTACT POINT:	RICHARD GROVES (EXTN. 5738)	DOC:
SUBJECT:	DERBYSHIRE PROVISIONAL LOCAL TRANSPORT PLAN AND DERBY JOINT PROVISIONAL LOCAL TRANSPORT PLAN CONSULTATION	REF: u:/Richard/committees/FM12
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE:FM14

1.0 Recommendations

1.1 That the following comments be forwarded to Derby City and Derbyshire County Councils as this Council's response to the consultation exercise:

1.2 In relation to the Derby Joint Provisional Local Transport Plan:

- (i) Whilst recognising the relevance to South Derbyshire residents of transport issues affecting Derby it is considered that the document focuses far too closely on the city and that greater attention should be paid to the surrounding rural area including the impacts of proposed city-based measures on transport within this district.
- (ii) The proposals to tackle congestion through a combination of car restraint and improved public transport provision, including park and ride facilities, are supported. However in introducing the park and ride facilities the highway authorities are strongly urged to take full account of the need to avoid encouraging car travel by those who would otherwise use existing rural bus services as this could undermine viability and thus lead to a reduction in those services. Such an outcome would particularly impact upon the disadvantaged and could have the effect of increasing the overall distance travelled by car.
- (iii) It is disappointing that the Draft Public Transport Strategy concentrates almost exclusively on bus and rail services within the city and says very little about the surrounding rural area. In particular, the document proposes the establishment of further bus quality partnerships but is not explicit about the potential for further cross-boundary arrangements. Although a bus quality partnership is already in place on the route between Derby and Melbourne it is considered that other services in the northern parishes of South Derbyshire could benefit from such arrangements and that this should be addressed in the document. In addition the role of Willington railway station and any opportunities to increase rail patronage should be afforded more consideration.

- (iv) The proposal to increase the hours of operation of the airport bus service to and from Derby is welcomed insofar as it may help to discourage private car travel through villages and assist in addressing congestion on the major highways serving the airport.
- (v) The proposed enhancement of access, security and safety in neighbourhood, district and village centres is welcomed as a means of encouraging the use of sustainable modes of transport and enhancing the viability of local facilities. It is considered that the document should also refer to the need for measures to address access, safety and amenity problems caused by excessive levels of on-street parking in villages such as Melbourne.
- (vi) The growing volume of traffic using Swarkestone Causeway is a cause for concern in terms of safety, highway congestion and damage to this Scheduled Ancient Monument. Whilst it is recognised that current DfT guidance discourages new road building in all but the most exceptional circumstances it is considered that the current problems should be acknowledged in the LTP and that reference should be made to any relief that may be offered through other measures such as further public transport improvements along the route.

1.3 In relation to the Derbyshire Provisional Local Transport Plan:

- (i) The document sets out a comprehensive and sustainable framework for tackling the transport issues affecting Derbyshire and is supported.
- (ii) The Burton and Swadlincote Joint Transport Strategy is supported, but the Council would like to comment on a number of specific issues as set out below.
- (iii) In relation to the proposal to review existing parking policies with a view to reducing car usage it is requested that the exercise should take full account of the need to maintain the vitality and viability of Swadlincote town centre and that specific reference be made to this in the Joint Transport Strategy.
- (iv) The proposal to consider options for bringing rail passenger and freight schemes forward on the Burton to Leicester line and to protect the existing infrastructure is strongly supported. It is requested that all efforts be made to secure the implementation of this proposal at the earliest opportunity.
- (v) The reference to the feasibility study underway to identify costs and constraints in relation to Phase 2 of the Swadlincote Regeneration Route is welcomed. The scheme is vital to the economic regeneration of Swadlincote and will help to address the amenity, safety and air quality problems caused by traffic congestion on the A511 through Woodville. The Council therefore urges the County Council to accord a high priority to the implementation of this scheme.
- (vi) It is considered that the reference to a potential A38 to A511 route should be amended to more accurately reflect the wording of the reference contained in the East to West Midlands Multi-Modal Study, which suggested that the proposal should be the subject of a feasibility study. Proposed amended wording is as follows:

"investigation into the feasibility of a link road between the A38 at Drakelow and the Ashby Bypass, including strategic cross-boundary, funding and environmental implications".

2.0 Purpose of Report

2.1 To obtain a Committee resolution in respect of the Provisional Derbyshire Local Transport Plan and the Provisional Derby Joint Local Transport Plan.

3.0 Executive Summary

3.1 This report sets out the details of the Local Transport Plans that are of relevance to South Derbyshire and makes recommendations for a Council response to each document.

4.0 Detail

- 4.1 The County Council has published the Derbyshire Local Transport Plan (DLTP) and the City and County Council have jointly published the Derby Joint Local Transport Plan (DJLTP) in provisional form for consultation. Copies of the plans have been placed in the Members' Room for reference. Both plans cover the period from April 2006 to March 2011 and follow on from the current equivalent plans, which covered the period 2001 to 2006. The DJLTP covers the city of Derby and its rural hinterland whilst the DLTP covers the remainder of the County. Thus the DJLTP covers most of the northern part of South Derbyshire, as illustrated in the plan at Annexe A, whilst the DLTP covers the rest of the District. It should be noted that whilst the current DJLTP encompassed the parishes of Barton Blount, Church Broughton and Foston and Scropton, these have been transferred to the DLTP area in the emerging LTPs as they are not considered to be particularly closely related to Derby. The preparation of the provisional plans has been undertaken in consultation with the general public and key stakeholders.
- 4.2 The plans set out the respective authorities' proposals for transport investment over the next five years. They represent bidding documents for capital funding from the Department for Transport (DfT), the level of funding awarded to the authorities being dependent upon the quality of the plans, as judged by the DfT, and the degree to which they reflect national transport objectives, known as "shared priorities". These are as follows:
- "Tackling congestion"
 - "Delivering accessibility"
 - "Safer roads"
 - "Better air quality"
- 4.3 In addition the DfT identifies "Quality of Life" issues as a priority. This heading encompasses amenity, economic, crime and security, health and environmental concerns. These issues cut across the four priorities set out above and cannot be considered in isolation.
- 4.4 The LTPs propose a series of inter-linked strategies, including performance indicators and targets, based on the shared priorities and outline the types of schemes and initiatives that have been developed to deliver these objectives.
- 4.5 In accordance with DfT requirements the LTPs are accompanied by Environmental Reports setting out the likely significant environmental effects of the plans. These effects will be monitored throughout the LTP period and corrective action undertaken where necessary.

4.6 Within the DfT's prescribed framework the two LTPs have taken different approaches to addressing the transport issues affecting their areas. The content of each has therefore been summarised separately, the DJLTP at Annexe B and the DLTP at Annexe C. The Burton and Swadlincote Area Transport Strategy covers that part of South Derbyshire that lies outside the DJLTP area, with the exception of the three parishes referred to in paragraph 4.1. The Strategy is incorporated in the DLTP and is included in this report at Annexe D. It should be noted that except for the more costly proposals the LTPs seek only to establish the principles and priorities for transport investment. Detailed investment decisions, for example in regard to such matters as the location of new pedestrian crossings, safe routes to school and traffic calming schemes, will be made by the highway authorities on an annual basis throughout the lifetime of the plans.

4.7 The DfT will announce its funding decisions in early December, based on its assessment of the provisional plans. The final versions of the documents, which will take account of the level of funding awarded and feedback from the current consultation exercise, will be adopted in March 2006.

5.0 Financial Implications

5.1 Because both Derbyshire County Council and Derby City Council are "excellent" authorities under the Comprehensive Performance Assessment regime a minimum level of DfT funding for the two LTP programmes, known as the "planning guideline", is guaranteed. This would equate to approximately £25 million and £96 million for the DJLTP and the DLTP respectively over the five year period. In addition to this, reward funding of up to 25% above the basic figures may be awarded based upon the DfT assessment of the quality of the LTPs. Authorities may also bid for "exceptional schemes" for integrated transport and maintenance. For integrated transport such schemes may fall within the cost range between £2.7 million and £5 million. For maintenance the cost range is £1.1 million to £5 million.

5.2 Further funding may be provided through the Transport Innovation Fund (TIF), which provides money to develop innovative transport projects. The DJLTP proposes the submission of a TIF bid as part of the final LTP to tackle congestion through bus service improvements including contributions toward the park and ride proposals, private car travel demand restraint measures and sustainable transport information campaigns. The DLTP has submitted a TIF bid to address visitor pressures in and around the Peak District National Park.

5.3 The DJLTP indicates that delivery of its long term strategy and the achievement of the LTP objectives will not be possible without funding beyond that which the planning guideline is likely to provide. If TIF funding is not provided the park and ride proposals may be developed at minimum cost through exception scheme funding but to a lower standard of quality.

5.4 In the DJLTP area the balance of spending between the City and the surrounding rural area will be determined through the annual capital programme. The general principle is that spending per head of population in the County part of the DJLTP area will not be less than that for the remainder of the County, subject to differences brought about by such factors as variations in funding, for example if the performance of the DJLTP is rated differently to that of the DLTP. Subsequent monitoring may also result in changes to spending priorities that could also affect the funding split.

5.5 The Council may be approached for financial contributions toward particular proposals during the LTP period. Any such funding will be sought in the form of revenue growth items.

6.0 Corporate Implications

6.1 The implementation of the LTP programmes will contribute toward the following key themes in the Corporate Strategy:

- Safeguard and enhance a sustainable environment
- Develop a vibrant and sustainable economy
- Reduce crime and disorder along with the fear of crime
- Improve access to leisure and cultural activities for all sections of the community
- Support the development of the National Forest and its enjoyment by residents and visitors

6.2 The Council's Planning Service will continue to be closely involved in the implementation of particular elements of the LTP programmes and the Environmental Health service may be consulted from time to time in relation to air quality issues.

7.0 Community Implications

7.1 See para. 6.1.

8.0 Conclusions

Derby Joint Local Transport Plan

8.1 In considering the DJLTP it is important to recognise the close relationship between many of the rural northern parishes of South Derbyshire and the City of Derby. Many local residents regularly enter the City to access jobs, shopping, leisure facilities and services such as hospitals and libraries. Thus highway congestion on radial routes leading into the city is an important issue for local residents. In areas such as Boulton Moor, Stenson Fields and the former Pastures Hospital access to district shopping centres at Alvaston, Sinfyn and Mickleover and safety and security within those centres is as much a concern for many South Derbyshire residents as it is for those living across the administrative boundary. Nevertheless it is considered that in overall terms the document focuses far too closely on the city and that greater attention should be paid to the transport issues affecting the surrounding rural area including the impacts of proposed city-based measures on transport within South Derbyshire.

8.2 The proposals to tackle congestion through a combination of car restraint and improved public transport provision are based upon thorough research and analysis and are worthy of support. Having said this it is considered that great care should be taken in introducing the park and ride facilities recognising that they may prove attractive to village residents who would otherwise use rural bus services. This could have the undesirable effect of undermining the viability of existing rural bus services, particularly those currently operating at the margins of viability, whilst increasing the overall distance travelled by car. Any reduction in bus services would particularly impact upon the disadvantaged and would lead to further growth in car travel. It is therefore considered that whilst the park and ride proposals should be supported in principle the highway authorities should be alerted to the Council's concerns and asked to take full account of the potential for such unintended consequences.

- 8.3 It is disappointing that the Draft Public Transport Strategy at Annexe F concentrates almost exclusively on bus and rail services within the city and says very little about the surrounding rural hinterland. The maintenance and enhancement of rural bus services is a matter of substantial interest to South Derbyshire residents. The Derby to Melbourne service is a Bus Quality Partnership route and will benefit from improved bus stops and shelters and real-time service information. The DJLTP proposes the establishment of further partnerships but is not explicit about the potential for further cross-boundary arrangements. It is considered that other parts of the northern parishes of South Derbyshire could benefit from such arrangements and that this should be addressed in the document. The role of Willington railway station and any opportunities to increase rail patronage should be also be afforded greater consideration.
- 8.4 This Council has on previous occasions expressed concern about the need for improved public transport surface access to Nottingham East Midlands Airport both to alleviate potential growth in highway congestion on the main routes serving the facility and to address the amenity and safety effects of journeys made by private car through South Derbyshire villages, most particularly Melbourne. The proposal to increase the hours of operation of the airport bus service to and from Derby from 10 to 20 hours per day is therefore to be welcomed.
- 8.5 The enhancement of access, security and safety in neighbourhood, district and village centres is to be welcomed both as a means of encouraging the use of sustainable modes of transport and enhancing the viability of local facilities. It is considered that the document should also refer to the need for measures to address access, safety and amenity problems caused by excessive levels of on-street parking in villages such as Melbourne.
- 8.6 The growing volume of traffic using Swarkestone Causeway is a cause for concern in terms of safety, highway congestion and damage to this Scheduled Ancient Monument. Proposals were made some years ago to develop a second causeway to relieve pressure on the original but were dropped due to financial constraints. Whilst it is recognised that current DfT guidance discourages new road building in all but the most exceptional circumstances it is considered that the current problems should be acknowledged in the DJLTP and that reference should be made to any relief that may be offered through other measures such as further public transport improvements along the route.

Derbyshire Local Transport Plan

- 8.7 The DLTP sets out a comprehensive and sustainable framework for tackling the transport issues affecting Derbyshire outside the DJLTP area and is considered to be worthy of support.
- 8.8 How the LTP approach is to be applied in the South Derbyshire and East Staffordshire cross-border area is set out in the Burton and Swadlincote Joint Transport Strategy (JTS). Members will recall that the objectives and priorities proposed for inclusion in this document were considered in draft form by Finance and Management Committee on 28 April 2005 (minute FM/130 refers). The Committee resolved to express general support but to ask for a number of specific amendments. The latest version of the Draft Strategy rearranges the proposed measures to show how they will relate to the DLTP as a whole, but is unchanged in fundamental terms. It is therefore recommended that the Council continue to support the strategy, whilst commenting on a number of issues as set out below.

- 8.9 Members will recall that the draft version of the JTS indicated that "existing parking policies will be reviewed with a view to reducing car usage". In responding to this the Council considered that any re-evaluation of parking policies in relation to Swadlincote should acknowledge the need to maintain the vitality and viability of the town centre and suggested an appropriate form of words. The original wording remains unchanged in the latest version, but para. 1.7.15 expresses the importance of providing and maintaining local facilities. It states: "This policy not only relates to the shopping centres of Burton upon Trent and Swadlincote, but also to facilities such as local shops, libraries, schools and leisure attractions". This suggests that the Council's concerns have been taken on board, but it is nevertheless considered that the point should be reiterated and the County Council requested to make reference to maintaining vitality and viability of Swadlincote town centre specifically in relation to the proposed review of parking policy.
- 8.10 In considering the Draft JTS the Council requested the inclusion of a reference to the need to maintain the infrastructure of the Burton to Leicester railway to protect the potential to re-establish a passenger rail service. The latest version of the Strategy does not include the Council's suggested wording, but in para 1.9.6 states that "Options for bringing the rail passenger and freight schemes forward need to be considered during the plan period (2006-2011) and any suggestion of closure and removal of the line needs to be firmly resisted". This reference is considered to meet the Council's concerns and is to be welcomed. It may also be worthwhile to once again request that all efforts be made to seek implementation of this proposal at the earliest opportunity.
- 8.11 The LTPs emphasis on economic regeneration is particularly relevant to the urban area where the Council is seeking implementation of the Swadlincote Regeneration Route phase 2, linking Occupation Lane in Woodville to Derby Road. The identification of air quality monitoring on High Street Woodville in the "Air Quality and Environment" strategy section of the DLTP is pertinent and the reference, under the "Congestion and Economy" strategy heading, to the feasibility study underway to identify costs and constraints in relation to the new route is to be welcomed. The JTS also makes reference to the feasibility study and in para. 1.9.2 identifies traffic congestion on the A511 in Woodville as a cause for concern, especially at the Clock Island. At the April Committee meeting the Council requested more positive wording to indicate that the study would be followed by implementation of the proposal. The wording has not been changed and it is therefore considered that the Council should re-emphasise the importance of the scheme and request its implementation be accorded a high priority.
- 8.12 Reference is made to the suggested A38 to A511 link road, but the Council's request for wording to better reflect the East to West Midlands Multi-Modal Study, which recommended that the proposal be the subject of feasibility studies, has not been met. It is therefore considered that the previous request for amended wording should be reiterated.

9.0 Background Papers

Derbyshire Provisional Local Transport Plan 2
2006-2011

Derbyshire County
Council, 2005

Derby Joint Provisional Local Transport Plan 2
2006-2011

Derby City Council
and Derbyshire
County Council, 2005

