

## Appendix D: Joint working arrangements

### Sheffield City Region

The Sheffield City Region includes four of Derbyshire's District or Borough Council areas (Chesterfield, North East Derbyshire, Bolsover and Derbyshire Dales), reflecting the close relationship between South Yorkshire, north Nottinghamshire and north Derbyshire. It has structures designed to ensure effective working across administrative boundaries on areas of work including transport, including a Joint Issues Board dealing with transport. The City Region Transport Strategy covers the whole area and sets out the goals and challenges identified. Its four transport goals are supporting economic growth, reducing greenhouse gas emissions, maximising health and quality of life and making transport safe and secure, each of which is associated with challenges, for example 'making public transport more attractive'. All of these are relevant to Derbyshire to a greater or lesser extent, and will influence plans for delivery within the north of the County. Implementation of measures on the ground will be through each of the South Yorkshire, Nottinghamshire and Derbyshire LTPs. More information on the City Region Transport Strategy can be found on the City Region's website, <http://www.sheffieldcityregion.org.uk/>.

Collaboration is ongoing on specific areas of work, an example being that carried out into understanding the implications of high-speed rail for the City Region, its economy and its connectivity with other areas. Relevant reports can be found via the above link.

### Local Enterprise Partnerships

In September 2010, proposals were put to Government for the creation of two Local Enterprise Partnerships (LEPs) directly impacting upon Derbyshire. Each is intended to bring together public and private sector organisations to drive job creation and assist economic recovery and growth. A Sheffield City Region LEP covers the same area as the Transport Strategy discussed above and the County Council, whilst not represented on its board, is committed to work closely with partners to deliver its objectives. The Derbyshire and Nottinghamshire (or "D2N2") LEP brings together Derby and Nottingham City Councils, Derbyshire and Nottinghamshire County Councils and private sector organisations. It will aim, amongst its identified priorities, to take a role in influencing the delivery of strategic transport infrastructure such as enhancement of the rail network. In developing the new LTP the County Council has already outlined areas of joint interest with Derby City Council and separately with Nottingham City and Nottinghamshire County Councils, and discussions will continue on the extent to which LEP should serve as the focus of this work; it might deal, for example, with the sharing of resources, the identification of cross-boundary projects such as Greenways and a joint lobbying position on rail franchises. Although the arrangements are less formal, and not directly associated with LEPs, the County Council maintains regular dialogue with all of its other neighbouring highways and transport authorities to ensure that issues of joint interest are identified and dealt with.

### 3 Counties Alliance and Midlands Highway Alliance

The 3 Counties Alliance (3CAP), from 2007 until 2011, brought together Leicestershire, Nottinghamshire and Derbyshire County Councils with service provider Scott Wilson. This allowed more flexible use of resources and led to areas of work extending well beyond the core partnership; a project on the harmonisation of design standards initiated through 3CAP was expanded to cover the 14 highway and transport authorities of the Midlands Highway Alliance. The Alliance has adopted a framework contract for highway and municipal works which is now operational and replaces 3CAP for the relevant authorities including Derbyshire. For Derbyshire this will bring about minimum change, as the contractor is URS Scott Wilson. The County Council will, through this contract, be able to take advantage of further efficiencies in procurement and in the specification of work.

### Derby and Derbyshire Road Safety Partnership

The Partnership has been in place since 2007, taking the place of the Derbyshire Safety Camera Partnership. It has dealt with the operation of fixed and mobile cameras but has also taken on a much broader range of work to target casualty reduction through defined priority areas. Each of these has a dedicated officer working group, supported by data and intelligence and reporting to an overseeing managing group. The ability this has brought about to align

resources on road safety education, engineering and enforcement had been hugely beneficial to casualty reduction over recent years. The discontinuation of the Specific Road Safety Grant, which has supported the work of the Partnership, means that it is having to review the scope of its work and the way in which it is organised. The County Council, though, is committed to the continuation of the Partnership and to the road safety work which it helps to put in place.

### **Accessibility and Community Rail Partnerships**

The County Council has in recent years been providing support to two local accessibility partnerships, one covering Derbyshire Dales and High Peak and the other South Derbyshire. They have helped to provide mapping, publicity and information on transport services work, which it is intended to continue, but the Authority has concluded that the administration of the partnerships themselves can not be justified with reduced levels of resources available. It will, instead, follow the model employed successfully in the north-east of the County of working directly with service providers and community groups to understand accessibility problems and seek solutions.

Three Community Rail Partnerships are in place covering parts of Derbyshire, receiving support from the County Council but also from train operators, and can certainly be viewed as having contributed to increased rail patronage and to service improvements. It is intended to retain support for these and also to encourage the community rail approach to those stations within Derbyshire which have not been covered to date (with the single exception of Chesterfield, the County's busiest station which has seen significant recent investment).