



DERBY CITY COUNCIL

NEIGHBOURHOODS COMMISSION 27 JANUARY 2011

Report of the Strategic Director of
Neighbourhoods

ITEM 9

DERBY LOCAL TRANSPORT PLAN 3

SUMMARY

- 1.1 Members will be aware that Derby's third Local Transport Plan, covering the period 2011-26, needs to be in place by 31 March 2011. A draft Plan was published for comment in November 2010 and it is proposed to report final changes to the Plan to 15 February 2011 Cabinet, prior to seeking Council approval in March. The input of the Commission on the draft Plan is sought in the light of the comments that have been made during the recent public consultation.
- 1.2 The Draft LTP3 is available on the Council website at www.derby.gov.uk/ltp3. Preparation of the LTP3 has included several rounds of consultation.
- February 2010: Consultation on Vision and Goals for the Plan
 - July – September 2010: Public consultation on the proposed long term strategy
 - November 2010 – January 2011: public consultation on the Draft LTP3
- The Commission received reports on the above first two stages of the LTP3, and all councillors were emailed a link to the draft LTP document on 5th November 2010 at the start of consultation.
- 1.3 Appendix 2 (to follow) contains a summary of the comments received during consultation on the Draft LTP3, and the proposed response by officers to these comments.

RECOMMENDATION

- 2.1 To make any further comments on, or propose any additional changes to the Draft LTP3, for consideration by Cabinet and Council in due course.

3.1 The Draft LTP3 proposes that the key priority areas for local transport in Derby are:

Asset management: maintaining what we have

- Replacement of London Road Rail Bridge
- Delivering significant planned maintenance

Network Management: managing traffic flows

- using technology to make best use of the existing network
- targeting road safety and casualty reduction

Supporting 'Active Travel' and Public Transport: supporting and encouraging travel choice

- Providing information on all the travel alternatives available through promotion and training
- Delivering and promoting walking and cycling schemes and initiatives
- Working in partnership with Public Transport providers to improve services

3.2 The Draft implementation plan indicates possible levels of funding for different areas of the transportation remit, in order of priority:

1. Asset management (maintenance of highways and transportation infrastructure)
2. Network management (management of traffic flows and pricing)
3. Active Travel (walking, cycling, and the promotion of sustainable transport)
4. Public Transport

Consultation

3.3 Consultation on the Draft LTP3 was held between 8 November 2010 and 7 January 2011. The consultation was made available on the Derby City Council website, and copies were available at local and central library locations, and Council office receptions. Some 60 individuals and organisations submitted comments and suggestions, including members of the public, statutory consultees and other stakeholders.

3.4 The majority of comments received supported the long term strategy and key priorities for Derby. A number of comments made suggestions for projects and schemes that could benefit Derby's transportation system, that have been considered in the LTP and require no alteration to the document. A small number of omissions were pointed out by statutory consultees and other respondents, which are proposed to be included in the final LTP (see Appendix 2). Responses on the allocation of funds were received both in support of and suggesting amendments to the proposed order of priority for the two year implementation plan.

Monitoring

- 3.5 The final LTP3 will include a monitoring schedule showing how we will monitor progress against the LTP3 Goals over the period covered by the Plan. We are no longer required to report progress on the LTP to DfT, so the monitoring proposals put forward will be developed to be most appropriate for the Council and local communities. Some indicators from the superseded National Indicator Set are included as they are in the Single Data List produced by the national government for continued reporting. Other indicators will show how we are performing against the 5 Derby local transport goals.

Implementation Plan

- 3.6 The implementation plan sets out the detailed delivery of schemes over the next two years. Allocation of funds from Integrated Transport and Maintenance Block funds; S106, and other grants and funds will be detailed in the implementation plan in the final LTP3 as appropriate.

Additions and modifications to text

- 3.7 It is proposed to make no fundamental change to the long term transport strategy, but to update the order of priority for allocation of funds to rank Active Travel and Public Transport as joint third, after Asset Management and Network Management (previously Public Transport was ranked fourth).
- 3.8 A number of additions were proposed to the text which do not impact upon the Plan, but are proposed to be included in order to clarify and increase the justification for the strategy and implementation plan. Specific alterations and amendments are included in Appendix 2. It is proposed to make the following additions/alterations to the final LTP prior to adoption:
- To include a monitoring schedule of indicators and transport targets, in line with corporate and national requirements
 - To clarify the wording of and justification for the long term strategy and implementation plan
 - To make additional references to funding streams, specific topics and national policies that have been updated or have emerged since the Draft LTP3 was published.

Strategic Environmental Assessment

- 3.9 A Draft Environmental Report was formally consulted on alongside the Draft LTP3. Several comments were received from statutory consultees on this report. Comments have been considered by officers, who feel that there are no significant alterations required to the strategy and implementation plan as a result. A full response to the comments received will be available in the Environmental Report to be published with the LTP by April 2011.

This report has been approved by the following officers:

Legal officer	n/a
Financial officer	n/a
Human Resources officer	n/a
Service Director(s)	Christine Durrant
Other(s)	Rob Salmon

For more information contact:	Name 01332 641759 e-mail Catherine.martin@derby.gov.uk or rachel.harvey@derby.gov.uk
Background papers:	None
List of appendices:	Appendix 1 – Implications Appendix 2 – Summary of responses to the Draft LTP3 consultation, and officer response (to follow)

IMPLICATIONS

Financial

- 1.1 None in this report.

Legal

- 2.1 None in this report

Personnel

- 3.1 None in this report. Implementation plan alterations may have implications for personnel for the delivery of schemes.

Equalities Impact

- 4.1 Extensive consultation with Derby diversity forums has been considered during preparation of this report and throughout preparation of LTP3

Health and Safety

- 5.1 None in this report

Carbon commitment

- 6.1 None in this report

Value for money

- 7.1 None in this report

Corporate objectives and priorities for change

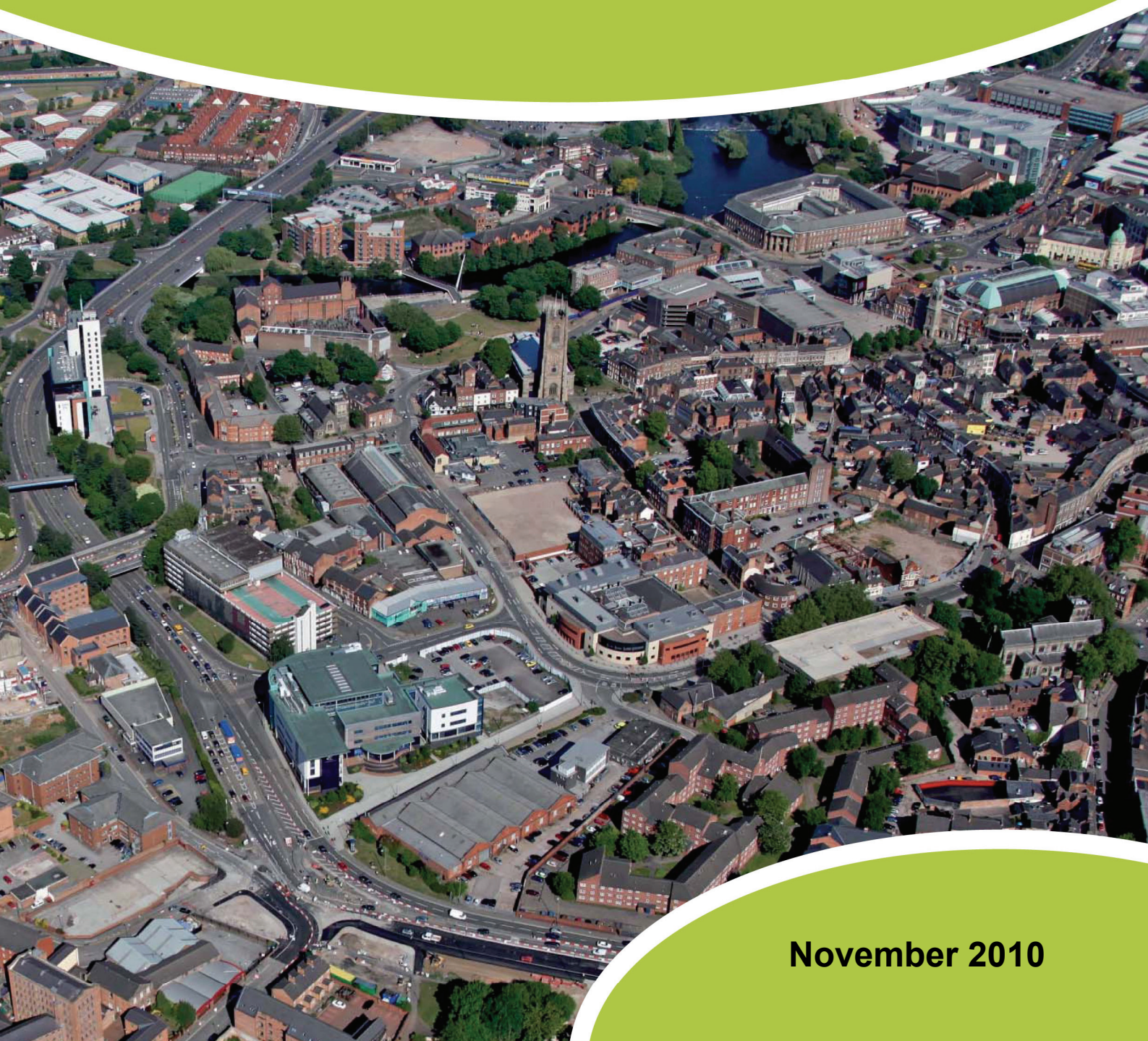
- 8.1 The Corporate Plan:
 CG2 To continue to develop and deliver integrated land use and transport strategies for the city (Complete a local transport plan by March 2011)
 CG5 To contribute to reducing the effects of climate change in Derby
 COD 5 To continuously improve services across the council to facilitate the delivery of excellent customer focused services



DERBY CITY COUNCIL

Consultation Document

Draft Local Transport Plan 3 **Executive summary**



November 2010

Executive Summary

Executive Summary

Executive Summary

This draft document is about planning for Derby's transport for the next 15 years. The second Local Transport Plan (LTP2) runs out in March 2011, and Derby City Council must provide an updated plan to replace it. The draft Local Transport Plan Three (LTP3) is in three parts.

The first part describes the proposed long term transport strategy for Derby, that is, our vision for Derby in 2026 and how we will achieve it. It also describes the process we have gone through to create the proposed long term strategy, including previous consultation exercises across the city, technical analysis and assessment of the impact of transport schemes on health, economic prosperity and the environment.

The second part describes our short term priorities for the city, and sets out plans for funding and implementing schemes over the next two years.

The third part contains all the appendices and supporting information to help you respond to this consultation. There are background documents available describing our evidence base. You can view these online at <http://www.derby.gov.uk/ltp3>, or contact us if you would like copies of the documents.

This document was written in a climate of uncertainty. The national transport policies of the coalition government are still emerging, and this document was written before the impacts of the Comprehensive Spending Review of October 2010 were fully understood. We have little certainty of the availability and reliability of funding for transport in the near future.

There may be future opportunities to bid for funds such as the proposed Regional Growth Fund and Local Sustainable Transport Fund. LTP3 is evidence based, so the long term transport strategy and implementation plan are robust and will stand the test of changes at local and national levels, and in finances. Research, consultation and analysis in our transport model and through Strategic Environmental Assessment have been used to write this document.

This is a local document, designed to show what we aspire to achieve in Derby over the next 15 years. We will continue to deliver locally prioritised highways and transport schemes, helping to deliver economic and physical regeneration and growth and adapt to and reduce our contribution to climate change.

Consultation carried out earlier this year, including on strategic options, has informed the draft LTP3. We have considered all points raised through consultation in drawing up the strategy and the implementation plan. We will provide a summary of all the comments received on this draft in the final LTP3.

European legislation requires that a Strategic Environmental Assessment is undertaken as part of the process of preparing LTP3. We are therefore consulting on a draft Environmental Report, which assesses the potential environmental impacts of the Plan, alongside the Draft LTP3 itself.

Development of the draft LTP3

Over the past year we have analysed the main transport issues and established a revised transport vision for Derby. We have developed five goals for Derby based on local issues and national priorities to support economic growth and tackle climate change, and a set of nine challenges that we propose to address through investment in different areas of transport.

Derby's Transport Vision 2026

Our aim is to provide people living and travelling within Derby with viable travel choices and effective and sustainable transport networks.

Five transport themes have been considered in the draft LTP3:

- Land Use Policies
- Asset Management – maintenance
- Network Management – the management of traffic, road safety, parking and infrastructure
- Active Travel – cycling, walking, promotion of alternative modes to the private car, and related safety and security
- Public Transport – including community transport and taxis

The Draft LTP3 has been informed by assessment in the Derby Area Transport Model, analysis through Strategic Environmental Appraisal, and consultation with the public and key stake-holders. We have considered the issues facing Derby today and in the future when deciding which areas of transport will receive priority investment over the long term and short term plan.

Consultation

We have engaged and consulted with key stakeholders and the public throughout the development of this plan. Early feedback from consultation on the emerging new Sustainable Communities Strategy, SCS, indicates that highways and transportation issues are the second highest concern for residents of Derby.

Consultation with the public and key stake-holders on the long term transport strategy showed support for all areas of transport across the city. A large share of the comments were about public transport and active travel schemes.

The National Highways and Transportation Surveys for 2009 and 2010 indicated that in Derby there is high satisfaction with ease of access to services, local bus services, and street lighting. There is poor satisfaction with the condition of the road network, traffic levels, congestion, road safety education and highway enforcement. The results across the two years showed falling satisfaction with ease of access to services (although it remains high) and management of roadworks, and improving satisfaction with highway enforcement, street lighting, cycle routes and road safety education.

Executive Summary

Proposed long term transport strategy

At a national level the emphasis has shifted towards sustainable/active travel modes, away from demand restraint. We propose a balanced long term transport strategy underpinned by making best use of the existing transport asset. We will achieve this through investment in maintenance, but keep a sustainable level of investment in other areas such as measures to improve and encourage walking, cycling and public transport use. As the city develops further the strategy will support the development and provision of park and ride on key corridors. The long term transport strategy is summarised below.

Summary of Derby's long term transport strategy

Asset Management: maintaining what we have

- replacement of London Road rail bridge
- delivering significant planned maintenance

Network Management: managing traffic flows

- using technology to make best use of the existing network
- targeting road safety and casualty reduction

Supporting '**Active Travel**' and **Public Transport**: supporting and encouraging travel choice

- providing information on all the travel alternatives available through promotion and training
- delivering and promoting walking and cycling schemes and initiatives
- working in partnership with public transport providers to improve services

Proposed implementation plan

Our short term priority is to maintain the road network. It is proposed that an increased proportion of available funds are used for maintenance in the next two years. We are proposing to include a two year implementation plan in LTP3 and we would aim to increase this to a two year programme when future funding becomes clearer. Schemes will be included in the work programme depending on their priority. Our current proposed order of priority for the allocation of limited resources is:

1. asset management
2. network management, associated with using Intelligent Transport Systems to make the existing transport network as safe and efficient as possible
3. active travel
4. public transport.

Next steps

Consultation on the draft LTP3 and draft Environmental Report runs from 8 November 2010 to 7 January 2011. We are seeking your support for the long term strategy and short term priorities set out in the implementation plan. We will ask Cabinet for approval for changes to the Plan in the light of the consultation on 15 February 2011. We seek approval for the final LTP3 from Full Council on 2 March 2011.

You can contact us with comments at

Transport Planning team
C337 Celtic House
Friar Gate
Derby
DE1 1XB

Via email at transportplanning@derby.gov.uk

Or by phone at 01332 641759

Appendix 2

Summary of LTP3 consultation comments and proposed officer response

Officer proposed alterations and additions to the document		
On 19 th January 2011 DfT published a White Paper on coalition policy for transport. The document contains policy proposals and commitments on funding for local transport.	There is no material effect on LTP as the goals and challenges within LTP3 are specifically relevant to Derby and are in alignment with wider national transport goals. A minor text insertion to the strategy text will update LTP3 as appropriate.	
On 19 th January 2011 DfT published guidance on bidding for the Local Sustainable Transport Fund.	A minor amendment will be added to LTP3 to reflect guidance on the LSTF. We now have the opportunity to bid to the DfT for the local Sustainable Transport fund to deliver schemes that would contribute additional benefits over and above those already planned within the LTP delivery plan, subject to Cabinet approval.	
A monitoring schedule is required in the LTP3, this was not finalised at draft stage.	A schedule of monitoring indicators and targets will be included in the final LTP3. There were 58 indicators within LTP2 when published in 2006, since then these have been refined. It proposed that the number of indicators and targets is reduced further within LTP3 to provide 8-10 headline indicators and targets. We will continue to monitor indicators required by DfT, and some additional indicators that are locally relevant, to assess our progress towards the LTP3 Goals. It is proposed that specific area strategies and plans will contain more detailed lists of the data collected and reported on.	
A detailed delivery plan is required in the LTP3, this was not finalised at draft stage.	The draft implementation plan will be finalised to reflect additional information received regarding the annual settlement to be made to Derby. The detail on the level of funding will be dependent on Council budget allocations across corporate departments, to be decided in March 2011. The implementation plan will also describe the allocation of other sources of funding, such as S106, and any potential grants such as the Local Sustainable Transport Fund.	
A detailed risk assessment is required in the LTP3, this was not finalised at draft stage.	We will be reviewing the risk management section with the view to include more detail.	
Additional detail in relation to the Highways Asset Management Plan	Minor additions to strategy text will be inserted to provide additional detail from the Highways Asset Management Plan to refer more fully to the evidence base and support the long term transport strategy.	
Summary of Consultation Questions survey responses:		
Q1 Do you agree with Derby's proposed balanced long term transport strategy?	Officers Response	Proposed Amendment to LTP3
64% Agree or Strongly agree with the proposed long term strategy. 10 % of respondents disagreed with the proposed strategy.	The high level of support shows a balanced approach to the long term transport strategy is generally acceptable to the consultees. Suggested amendments to the long term strategy are discussed below.	No proposed change.

Q2 Do you agree or disagree with our order of priorities?		
38% Agree with the proposed order of priority for allocating funds over the next 2 years. 42% disagree with the proposed order.	There is a wide difference of opinion amongst respondents respecting the areas which require priority spending over the next 2 years. We have taken on board the high support for public transport and have decided to give these equal weighting in the priority list as Active Travel.	Active travel and public transport to receive equal level of priority within the short term implementation plan.
Consultation Responses: General comments raised by a number of respondents		
Summary of points	Officers Response	Proposed Amendment to LTP3
1. Comments showing overall support for LTP3 strategy.	Support acknowledged.	No proposed change.
2. Comments indicating a preference for a different strategic alternative as the basis of the long term transport strategy	All sources of evidence, including strategic transportation modelling, the results of the public consultation, the outcomes of the draft Strategic Environmental Assessment and the draft environmental report have informed the development of the LTP3 at all stages. The resulting balanced approach to the long term transport strategy provides the best long term outcome for achieving all the goals and challenges identified for Derby. Full justification of the response to the outcomes of the SEA will be inserted into the final document.	Full justification taking into account the outcomes of the public consultation (as detailed in below) and the results of the SEA will be inserted into the final document.
3. Comments that a certain transport area/theme is not given enough emphasis within the strategy.	The evidence base shows that a balanced approach to our long term strategy gives the best long term outcome for achieving our goals and challenges.	No proposed change.
4. Comments saying that something specific within the Implementation Plan has not received enough priority / disagreement with order of priorities.	We have recognised an urgent need to invest in maintaining our transport assets and that giving priority to funding this area will benefit all users and contribute to achieving all of the transport goals and challenges. However, we have taken on board the high support for public transport expressed through the consultation and have decided to give this equal weighting in the priority list as Active Travel.	Active travel and public transport to receive equal level of priority within the implementation plan.
5. Comments relating to opportunities for cooperative working and increased engagement.	Noted. We recognise that local transport needs to be delivered through a variety of partnerships and welcome opportunities to improve upon this.	Minor text strategy text insertions will update the position since the draft was published regarding partnership working, for example, the establishment of the Local Enterprise

		Partnership and the changes around responsibilities for public health.	
6. Comments relating to the level of detail provided (too much /too little) on a particular issue or theme. E.g. the naming of specific schemes or sites, or travel beyond Derby, or emphasis and reference to the strategy evidence base.	The LTP is a high level strategy document which is supported by a range of detailed background evidence papers and more detailed operational strategies and programmes. However there are areas within the document where we could refer more specifically to the evidence base.	Minor additions to strategy text to refer more fully to the evidence base.	
7. Formatting, points of accuracy or clarification or additions to the glossary.	All noted and reviewed.	Corrections made to final LTP3 and glossary to be expanded.	
8. Specific issues surrounding specific schemes, locations, sites or transport routes, potential solutions or problems or operational issues.	Due to the specific nature of these proposals they have been grouped into themes and responded to in more detail below.	These are addressed in detail in the rows below.	
Consultation Responses: Specific issues grouped by themes			
Theme	Sub Theme	Officers Response	Proposed Amendment
Active Travel			
Cycling	Support for development of a cycling strategy.	We intend to update our cycling strategy following adoption of LTP3.	Minor text insertion to reference the update of the cycling strategy.
	Suggestion to include reference to multi event arena.	Noted. There are important linkages between the LTP and the Councils Leisure Strategy.	Minor text insertion to include a reference to strategic Active Travel schemes such as the multi event arena within the final LTP3.
	Concern expressed over the safety of cyclists in Derby.	Noted. Safety of all users is a core element of Goal 3	No proposed change
	Suggestion to increase the integration of cycling into other areas.	The transport themes were developed to simplify the assessment of the transport plan. Many elements that are described as belonging to a specific scheme have links and interdependencies across many other themes. The links are described in Chapter 4 under the ‘Derby Goals’.	Minor text insertion at start of section 4.2 to highlight that the transport themes are cross cutting.
	Suggestion to make more reference to cycling in the document.	The LTP is a high level strategy document which is supported by a range of detailed background evidence papers and more detailed operational strategies and programmes. We intend to update our cycling strategy following adoption of LTP3	No proposed change
	It would help the integration of cycling into the highways maintenance mindset if it cycling maintenance were included in the maintenance contract	Noted. The maintenance contract covers maintenance of the whole of the highways asset, including cycling infrastructure. The maintenance of the highways asset is prioritised according to need.	No proposed change
	Support should be shown for the creation	Noted. The Cycle strategy acknowledges the need to	No proposed change

	of a fully integrated cycling network.	provide a fully integrated network but resources to achieve this are limited.	
Walking	Support expressed for a more connected rights of way network.	The Rights of Way Improvement Plan is closely associated with the LTP and will support this aim.	No proposed change
	Suggestion to increase community officer presence and improve street lighting to enhance road safety.	Noted. The police provide community support officers and we will continue to work in partnership with them to improve road safety. There is a significant ongoing programme of investment in, and improvement to, the street lighting asset under the private finance initiative.	No proposed change
General Active Travel Comments	General support and desire to see increased priority / funding for Active Travel and Smarter Choices.	We have recognised an urgent need to invest in maintaining our transport assets and that giving priority to funding this area will benefit all users and contribute to achieving all of the transport goals and challenges. We now have the opportunity to bid to the DfT for the local Sustainable Transport fund to deliver schemes that would contribute to active travel and additional benefits over and above those already planned within the LTP delivery plan	Minor text insertion to update LTP on the bidding process for the Local Sustainable Transport Fund.
	Suggestion that the council establish an adequate share of the transport budget for all elements of Active travel to remove the dependency on external funding.	Active travel is an important part of the LTP and receives a share of the transport budget, there have also been and continue to be, external funding opportunities available to provide additional benefits to those in the LTP delivery plan. Given the current financial climate it is important to investigate and utilise whatever sources of funding become available, either through grants or partnership working. We need to continue to maximise these opportunities.	No proposed change
Green Infrastructure and natural environment	Suggestion to take more positive steps in relating enhancements to biodiversity through net gains to the green infrastructure network. Recommend that the LTP3 should include coverage of the link between transport and delivering green infrastructure and policies that improve environmentally sustainable access to the natural environment.	We acknowledged that parts of the transport network, in particular walking and cycling routes may also be part of the Green Infrastructure network	Minor text insertion. We will take opportunities to enhance the green infrastructure network as we develop our walking and cycling networks including through measures in the ROWIP.
Public Transport			
Buses	General comments expressing dissatisfaction with bus services and routes in Derby.	We shall continue working with the public transport operators with the view to improve services across the city.	No proposed change

	Comment stating dissatisfaction with the holding arrangements at the new bus station.	This comment has been passed to the passenger transport team. There are currently no plans to change the current bus waiting arrangements now the bus station is complete.	No proposed change
	Support for Integrated Ticketing and Real Time Information	Noted. Both integrated ticketing and real time information are included as part of the long term transport strategy.	No proposed change
	Comments in favour of and opposing bus lanes.	A review is under way that considers the location, benefits and dis-benefits, enforcement and the use of bus lanes across the city, this will inform the delivery of future years programmes through the implementation plan.	No proposed change
	Support for lowering fares	Bus prices and routes are decided by the operators. We will continue to work with the public transport operators with the view to delivering value for money services across the city..	No proposed change
Trams	Suggestion to give consideration to a tramway.	The Derby area transport study undertaken in 2004 looked at the potential for a tram system in Derby. The study conclusion was unequivocal, and concluded that Derby is too small to be able to generate the critical mass of passenger numbers, to make a tram system financially viable. It is unlikely that funding, particularly the level needed to build a tram system and it is highly unlikely that it would be financially viable to operate without significant ongoing public subsidy.	No proposed change
Community Transport	Comment that further detail should be included of the support given to community transport and transport for elderly and disabled.	Noted.	Minor text insertion to clarify the current provision of support for these services.
	Suggestion to improve cross boundary working to negate some of the consequences of reduced community transport.	Noted. The council endeavours to work in partnership and seeks to maximise opportunities to tackle cross boundary issues and secure value for money.	No proposed change
Rail	Comment that the rail service from Derby to London has deteriorated since the relocation of local services platforms at St Pancras	Strategic rail services are outside the scope of LTP3	No proposed change
Park and Ride	Suggestion to specify other potential Park and Ride sites as well as Boulton Moor	The Boulton Moor site is the most progressed, and is linked specifically to the delivery of housing growth, and for this reason the only site mentioned specifically by name. Park and ride is part of our long term strategy but sites and delivery mechanisms other than Boulton Moor are less certain.	No proposed change
General Public Transport	Suggestion to increase the priority / funding given to public transport	We have recognised an urgent need to invest in maintaining our transport assets and that giving priority to	Officers suggest that it will better support the balanced strategy, to joint rank Public Transport

Comments		funding this area will benefit all users and contribute to achieving all of the transport goals and challenges. We have taken on board the high support expressed through the public consultation for public transport and have decided to give these equal weighting in the Implementation plan priority list as Active Travel.	and Active Travel as the 3rd in order of priority for spending.
	Suggestion that improved public transport could alleviate congestion in advance of the A38 Grade Separation Scheme	Noted	No change proposed
	Support for cooperative working with public transport operators.	The council endeavours to work closely with public transport operators to improve services and this will continue throughout LTP3.	No proposed changes
Network Management			
Parking	Support expressed for increased parking enforcement.	Noted	No proposed changes
Junction Management	Comment regarding Pentagon Island, suggestion that it is not safe.	Safety for all users is a core element of Goal 3. We regularly monitor accidents statistics and if we felt this to be the case in this location we would look to develop an approach to resolving the issue.	No proposed changes
Signage	Suggestion that a review of visibility, accessibility and effectiveness of signage ought to be conducted.	Noted. These have recently been reviewed through other related projects.	No proposed changes
Weather Conditions	The resilience of our transport network needs careful thought to mitigate the impact of adverse weather conditions.	Agreed. The development of our Highways Asset Management Plan and the Network Management Plan will both contribute to how we maintain and manage the network to respond to adverse weather conditions and unplanned events. Our long term strategy prioritises investment in maintenance of our highway assets.	No proposed changes
Congestion	Concern expressed that an increase in economic activity will cause an increase in traffic.	The challenge for Derby's transport system will be to accommodate growth associated with new housing and employment whilst reconciling the priorities of economic regeneration and combating climate change. The evidence base shows that a balanced approach to our long term strategy gives the best long term outcome for achieving our goals and challenges.	No proposed changes
	Support for traffic management and comment that traffic flow in the city needs some attention.	The management of traffic and transport across the city is a priority within the long term transport strategy.	No proposed changes

General Network Management Comments	Support for increased pedestrian priority at signalised crossings.	Noted. Priorities at signals are assessed on a site by site basis and aim to ensure we meet our duties for all users through the Network Management Duty.	No proposed changes
Asset Management			
London Road Bridge	Comments in favour of and opposing the replacement of London Road Bridge	The Council considers the replacement of London Road Rail bridge a significant priority and of strategic importance for Derby as this a key route into the city and linked to priority regeneration sites. We have investigated the effects of closing London Rd bridge and it was found that the effects on the network would be severe. Delays would be created on the whole network and that would have pronounced effects on the designated regeneration areas.	No proposed changes
	Clarification requested on the London Road Rail Bridge scheme.	Point noted detail in the document will be reviewed.	Minor text insertion to clarify the detail provided on London Road Rail bridge.
Other			
	Comment that mention should be given to how new technology could help to provide transport solutions.	Noted. We shall consider adding further text with regard to the scope for innovation and technology where opportunities arise and funding allows.	Minor text insertions
	Disagreement expressed with the prioritisation of one form of transport over another when funding is limited	There is a clear requirement in the guidance to identify priorities locally in order to deal with the challenges faced in your local area. Prioritisation to achieve the goals and meet the challenges for Derby and achieve value for money prioritise is essential, more so in a climate of limited funding.	No proposed changes
	Comment that the wording within LTP3 is too vague.	The LTP3 is an overarching policy document that sets out the general direction and allocation of funds to transportation schemes. Detailed schemes are mentioned only as they relate to current bids for funding. More detail will become available in strategies being prepared to address specific modes or transport topics such as cycling and parking.	No proposed changes
	Comment stating LTP3 should give consideration to Derby's Surface Water Management Plan.	Noted.	Minor text insertion to include reference to the plan in the final LTP.