



DERBY CITY COUNCIL

# **Derby Local Transport Plan, LTP3**

## **2011-2026**

# **Executive Summary**

April 2011

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## Foreword

### Welcome to the third Derby Local Transport Plan, LTP3. This plan sets out our long term transport strategy and proposals for the transport system in and around Derby up to 2026

Over the last two years we have conducted a major review and study of transportation in Derby. We have considered the performance of our services and the condition of our streets; we have worked with partners, contractors and service providers to gather an understanding of the transport-related problems in the city, and how these will change over the next fifteen years. We have undertaken extensive consultation with the public and stakeholders with an interest in transportation, to inform the plan and its implementation.

We need to be realistic when considering how we manage transport in Derby in the future. At the time of writing we are working in an uncertain economic climate, and Derby is no exception to the budget cuts that are being implemented across the UK to reduce the national financial deficit. Connectivity through transportation is key to securing successful economic growth. It is of key importance that we work to support the growth of our economy: both nationally, and in the interests of local businesses. We must work to improve the value added to Derby's economy by bringing people into the city with the skills and knowledge to keep Derby vibrant, thriving, and accessible. Faced with significant restrictions to the budget available to implement transport improvements, LTP3 shows how we will manage our budget efficiently, whilst retaining our aspirations and demonstrating how we will respond to the challenges facing the city.

There are difficult decisions being made and more ahead as we try to balance the needs of the city against long term aspirations. Taking a realistic approach in the current financial climate we will invest to support the growth of the economy and reduce the carbon emissions from our transport network and travel. We need to be ready to maximise the benefits to be gained from any opportunities that arise in the future, and have the mechanisms in place to respond quickly to the changes.

Considering the significant investment of the last decade and the successes of schemes implemented through LTP1 and 2, the strategy for LTP3 has a different focus. We will make the best use of the assets that we have, and continue to invest in the infrastructure we already have to support all modes of transport. We will give ongoing support for low cost and low carbon alternatives to the car, whilst delivering and maintaining essential infrastructure. We can encourage more people to change the way they travel and use the car less, especially when their car trips are having an adverse effect on the economy and the environment. Improving health and quality of life are also important issues and we will work to improve safety, air quality and the level of satisfaction with transport services and travelling conditions during the LTP period.

The long term strategy will be delivered through a series of shorter term implementation plans that direct where money is invested across the city. Our annual programme of works is heavily influenced by local people and local needs. We have engaged extensively with local communities, Neighbourhood Forums and diversity groups across the city during the preparation of LTP3. LTP3 is based on people's views and aspirations, and has secured local support during consultation. We believe that the Derby Local Transport Plan, LTP3, will help to ensure the best transport possible for the city into the future.



**Councillor Matthew Holmes**  
Deputy Leader and Cabinet  
Member for Planning and  
Environment



**Councillor Chris Poulter**  
Cabinet Member for  
Neighbourhoods

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The Local Transport Plan is a vital tool to help councils, their partners and their local communities plan for transport in a way that best meets the needs of the local area. It is a statutory requirement of the Local Transport Act 2008 to have one. This document, LTP3, is about planning for Derby's transport for the next 15 years, from April 2010 up to 2026. It updates the second Local Transport Plan (LTP2) which ran out in March 2011. LTP3 is in three parts.

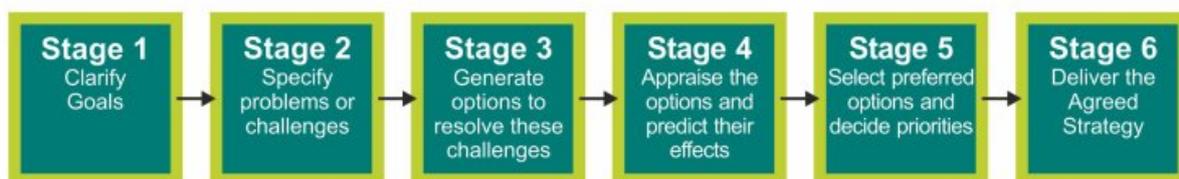
- part 1: The strategy - describes our vision for Derby in 2026, the long term transport strategy for Derby, and how we will achieve it. It also describes the process we have gone through to develop the long term strategy, including consultation exercises across the city, technical analysis and assessment of the impact of transport schemes on health, economic prosperity and the environment.
- part 2: The implementation plan - describes our short term priorities for the city, and sets out plans for funding and implementing schemes over the next two years.
- part 3: Supporting information - contains a glossary and appendices.

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. Consultation, research and analysis in our transport model and through Strategic Environmental Assessment have been used to write this document. Health and Equalities Impact Assessments have also been carried out to determine the potential impact of LTP3 schemes and strategy on people's health, and ensure there is no discrimination between different sectors of the population or areas of the city.

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.

### Developing LTP3

In order to develop an effective strategy and decide priorities for implementation we have followed a process proposed in the Department for Transport's LTP guidance, shown below.



Over the past year we have analysed the main transport issues and established a new 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.

### Derby's Transport Goals

Derby's transport Goals are in line with those at a national level, each Goal has been adapted and clarified to give a specific emphasis to how these goals relate specifically to local needs and each Goal has a focus which indicates how we feel each goal will be best achieved locally. Derby's five transport goals are:

Goal 1 To support growth and economic competitiveness, **by delivering reliable and efficient transport networks**

Goal 2 To contribute to tackling climate change **by developing and promoting low-carbon travel choices**

Goal 3 To contribute to better safety, security and health for all people in Derby **by improving road safety, improving security on transport networks and promoting active travel**

Goal 4 To provide and promote greater choice and equality of opportunity for all **through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users**

Goal 5 To improve the quality of life for all people living, working in or visiting Derby **by promoting investment in transport that enhances the urban and natural environment and sense of place**

### **Derby's Transport Challenges**

We took each of our local transport Goals and identified the locally specific issues, problems and opportunities and this led to the development of nine key challenges that if tackled holistically would help us to achieve our goals and long term vision. Derby's nine transport challenges are:

**Challenge 1: Provide network efficiency, reduce unnecessary delays and facilitate economic activity**

**Challenge 2: Maintain and improve transport infrastructure to address existing and future needs**

**Challenge 3: Minimise the effects of any unpredictable events on the transport network, and enhance adaptation to the effects of climate change**

**Challenge 4: Minimise the negative effects of travel and existing and new transport infrastructure on local communities, air quality and the wider environment**

**Challenge 5: Minimise transport's contribution to climate change and improve energy efficiency**

**Challenge 6: Provide safer travel opportunities and reduce road casualties**

**Challenge 7: Provide good access to employment opportunities, key facilities and services for all residents and visitors to the Derby Local Transport Plan area**

**Challenge 8: Encourage and enable all people and businesses to use sustainable travel options**

**Challenge 9: Enhance the integration of transport in the urban environment to provide safe, secure and multi-functional space, promoting greater social interaction and natural surveillance**

Following this stage, options (transport schemes and initiatives) to meet the challenges were developed and were assessed, to understand the impact they would have and the contribution they could make to delivering our Goals. Strategy options (combinations of transport schemes and initiatives) were tested using the Derby Area Transport Model (DATM) and the Strategic Environmental Assessment and were consulted on with key stakeholders and the public. We combined the findings of all of these processes to define our draft long term transport strategy.

LTP guidance highlights that even the most carefully prepared plan and strategy will not meet its goals unless it is delivered effectively and arrangements are in place to oversee delivery, manage risks and monitor outcomes so these elements were pulled together, along with our proposed short term priorities for investment within the draft Implementation Plan.

This resulted in the publication of the Draft LTP3 for final consultation with statutory consultees, the public and key stakeholders in November 2010, the findings of which refined this document, LTP3.

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### Derby's long term transport strategy

In summary our long term strategy is a balanced approach for all areas of transport. We aim to make best use of our existing transport asset by maintaining the roads, managing traffic using the roads, and investing further in measures to support people who choose to travel by sustainable transport modes other than the private car. We need to invest in all these areas to make the most of opportunities for economic growth, and help the city minimise carbon emissions and adapt to climate change.

Maintenance is a high priority for Derby, and we will also continue to encourage and support the use of sustainable transport modes. We must make sure that we do not lose momentum in other initiatives such as Cycle Derby, preparation for major schemes, and local and active sustainable travel measures, which are essential to meet our national and local goals, and address the challenges facing the city in the future.

Safety must continue to be an extremely high priority for Derby. Although we have low actual casualty rates we have not reduced accident rates across the city as much as we intended to over the last five years and there are still too many casualties on the transport network. We will continue to invest in measures that make Derby a safer place for all people who use or are affected by the transport network.

Land use and the design of developments will continue to have a fundamental influence on the way people travel or choose to travel. Land use policies to support efficient allocation of space to every transport user will be developed as a part of the emerging Local Development Framework.

#### Key Priorities

**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

#### Wider considerations

A number of major schemes have also been identified as important for Derby:

- the strategy development process clearly highlighted the high level of priority that needs to be given to the replacement of London Road rail bridge. DATM testing highlighted the major negative effects that could occur in terms of congestion and delays if the bridge was closed to traffic. In addition a significant amount of inward investment into Derby's economy could be at risk if the bridge is not kept in a fully serviceable condition
- as the city develops further the strategy will support transport infrastructure that mitigates the impacts, for example the development and provision of park and ride on key corridors
- A38 junction improvements will release land for development in and around the city. The scheme is proposed by the Highways Agency for the period after 2015
- rail improvements will reduce journey times from Derby to other cities including London and Birmingham. Rail improvement schemes would forward in the longer term, outside the period covered by LTP3.

## Implementation plan

Our first LTP3 implementation plan covers the period 2011/12 and 2012/13. Our short term priority is to maintain the road network. An increased proportion of available funds will be used for maintenance in the next two years. LTP3 includes a two year implementation plan which underpins the highways and transport works programme. Schemes have been included in the work programme depending on their priority. The 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 and public transport.

Towards the end of this period it will be necessary to develop a future implementation plan for the period beyond 2012/13. It will be necessary to monitor, review and reflect on progress towards achieving targets established within this initial period and the contribution made towards delivering our long term transport strategy. A new implementation plan will be published, and the current aim is to move towards developing a slightly longer term implementation plan, up to 5 years, but this will be dependent upon an understanding of the financial situation at that time. We will continue to consult widely on the development of our annual highways and transport programme of works, approved each year by the Council Cabinet.

## Supporting documents

There are a number of supporting and related documents to LTP3. Much greater detail, particularly on the evidence base upon which LTP3 is based, accompany this document. There are also a number of related documents that are available now or that are in development that will become available during the lifetime of LTP3 that will provide greater clarity and detail on specific policy areas or provide specific action plans.

## Contact Us

If you wish to find out more about LTP3 and how it affects you and your area, the full document is available on our website [www.derby.gov.uk/ltp3](http://www.derby.gov.uk/ltp3), with additional background documents describing our evidence base. If you would like copies of the documents you can contact us using the details on the front cover.