



DERBY CITY COUNCIL

**Council Cabinet**  
**26 October 2010**

Report of the Strategic Director of  
Neighbourhoods

# ITEM 10

## **Local Transport Plan 3 – Draft for public consultation**

### **SUMMARY**

- 1.1 This report sets out the proposed long term transport strategy and two year implementation plan for Derby, to be included in the Draft Local Transport Plan 3, LTP3, for public consultation. Consultation on the Draft LTP3 will be accompanied by the Draft Environmental Report as part of Strategic Environmental Assessment of the Plan.
- 1.2 We propose a balanced transport strategy, underpinned by making best use of our existing transport assets. In the short term our priority will be maintaining our transport assets.
- 1.3 We are seeking approval of the strategy and implementation plan from Cabinet, and approval to delegate authority to approve the Draft Local Transport Plan 3 and the Draft Environmental Report for public consultation.

### **RECOMMENDATION**

- 2.1 To approve the long term transport strategy and summary of the implementation plan set out in Appendices 2 and 3.
- 2.2 To delegate authority to the Strategic Director of Neighbourhoods in consultation with the Cabinet Member for Planning and Environment to approve the Draft Local Transport Plan 3 document and the Draft Environmental Report for public consultation.

### **REASONS FOR RECOMMENDATION**

- 3.1 To enable consultation on the Draft LTP3, to ensure it is approved in line with statutory requirements by April 2011.

### **SUPPORTING INFORMATION**

## **Background**

- 4.1 Derby is required to have an updated Local Transport Plan adopted by April 2011. We must consult statutory stakeholders during the preparation of the plan. European legislation requires that as a part of the Strategic Environmental Assessment we consult on the Draft Plan alongside a Draft Environmental Report assessing the potential environmental impacts of the Plan.
- 4.2 We are seeking approval from Cabinet of the long term transport strategy and a two year implementation plan. The proposed 15 year strategy and summary of the implementation plan are included respectively at Appendices 2 and 3 of this report. The non-technical summary of the Draft Environmental Report is included as a background document.
- 4.3 We are seeking approval to delegate authority to the Strategic Director for Neighbourhoods in consultation with the Cabinet Member for Planning and Environment to approve the Draft LTP3 and Draft Environmental Report for public consultation.

## **Development of the Draft LTP3 and Consultation Messages**

- 4.4 Over the past year we have analysed the main transport issues and established a revised transport vision for Derby from LTP2. We have developed five Goals for Derby. These were based on the national goals, which particularly emphasise economic growth and tackling climate change, as well as Derby's local issues. To deliver these goals we have set nine Challenges that we propose to address through investment in different areas of transport.
- 4.5 Consultation on vision, goals and challenges took place in February 2010. We asked the public and our key stakeholders to prioritise the Goals, and comment on our Challenges for the city. The consultation revealed no clear priority from the goals, although tackling climate change emerged as a slightly higher priority than other areas. We have taken comments on the Challenges into account in the Draft LTP3 along with the recommendations of the SEA. The resulting vision, goals and challenges for Derby are set out in Appendix 2.
- 4.6 In developing the long term strategy to deliver the goals, we considered transport over five themes:
  - Land Use Policies – which will consider the design and delivery of development across and adjacent to the city.
  - Asset Management – maintenance of everything within the highway, including roads, pavements, signs and lines, traffic signals, bridges, culverts, bus shelters
  - Network Management – Intelligent Transport Systems, strategic and local traffic management, including road safety, car and freight access and parking management
  - Active Travel – walking, cycling, smarter choices and related safety and security
  - Public Transport – Bus and community transport, rail, taxi and related safety and security

- 4.7 The Draft LTP3 has been informed by analysis work carried out using the Derby Area Transport Model; analysis through Strategic Environmental Appraisal; and consultation with the public and key stakeholders. We have considered the issues facing Derby today and in the future when deciding which of the transport themes will receive priority investment over the long term and short term plan.
- 4.8 Consultation with the public and key stakeholders on strategic options for the long term transport strategy was carried out from July to September. Neighbourhoods Commission were consulted during this period and expressed support for a balanced and flexible strategy. A significant proportion of public comments received related to public transport and active travel schemes. Many comments related to aspects of the operation of public transport services, which the Council can only indirectly influence through continued partnership working with operators. The consultation has indicated support for all areas of transport across the city and a summary of the results received to date is included at Appendix 4.
- 4.9 Early feedback from consultation on the emerging Sustainable Communities Strategy '3 Wishes' campaign indicates that condition of the built environment is the issue of highest concern for people in Derby. Specific highways and transportation issues were the second highest concern – road condition, safety and public transport were most frequently mentioned.
- 4.10 The National Highways and Transport Survey is a nation-wide random sample survey which allows us to benchmark peoples' general levels of satisfaction with the transport network in Derby with other authorities. Results from 2009 and 2010 indicate 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 indicated slightly falling satisfaction with ease of access to services (although it remains high) and management of road-works (which received median scoring); and improving satisfaction with highway enforcement, street lighting, cycle routes and road safety education.
- 4.11 The outcome of all the consultation shows a wide range of concerns relating to transport and other issues directly affected by transportation, such as the condition of the built environment and design principles for new developments. An efficient network must be underpinned by a well maintained and managed network. Where there is the opportunity to provide additional services or facilities the consultation indicates where this should be targeted.

### **Proposed Long Term Transport Strategy**

- 4.12 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, whilst continuing to invest in other areas such as measures to improve and encourage walking and cycling.

4.13 The strategy for LTP3 differs from that presented in LTP2. We have delivered several large infrastructure projects over the last 5 years, such as Connecting Derby and the new bus station. In a new climate of financial constraint and uncertain future funding the LTP3 strategy will concentrate on making best use of our existing assets, supported by additional measures to encourage the use of alternative modes of travel to the private car. As the city develops further the strategy will support the development and provision of park and ride on key corridors.

4.14 The strategy 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

4.15 An outline of the emerging long term transport strategy and short term implementation plan was presented to Neighbourhoods Commission on 20 September. The Commission resolved to support the objectives of the strategy, with the focus being on the maintenance of the existing road infrastructure, and to recommend that the replacement of the London Road Bridge be a major priority in the plan.

### **Proposed Implementation Plan**

4.16 We are proposing to include a two year implementation plan in LTP3 to be updated annually to maintain a two year forward programme of work. Schemes will be included in the work programme through the use of a prioritisation process.

4.17 The proposed short term priority is to maintain the road network, with a significant proportion of funding being allocated towards planned maintenance in the next two years.

4.18 A summary of the implementation plan is included at Appendix 3.

### **Next Steps**

4.19 Consultation on the Draft LTP3 and Draft Environmental Report will run from 8 November 2010 to 7 January 2011. As a result of the consultation we will seek Cabinet's approval for any amendments to the Plan on 15 February 2011. We will seek approval for the final LTP3 by Full Council on 2 March 2011.

- 4.20 The full draft LTP3 and Environmental reports will be available online, and in hard copy in all libraries, housing offices and on receptions at Council House, Roman House and Albion Street. The consultation period will be publicised in various ways including online, a press release and an information item in various newsletters across the city including neighbourhood forum papers and Derby City Partnership weekly bulletin. We will directly contact our statutory stakeholders, the LTP Steering Group and people who have asked to be kept on our file for LTP consultation purposes.

## OTHER OPTIONS CONSIDERED

- 5.1 A range of strategic options for the LTP3 were considered. Details will be included in the Draft LTP3 and Draft Environmental Report.

**This report has been approved by the following officers:**

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Service Director(s)</b> <b>Other(s)</b>	Stuart Leslie Toni Heathcote  Christine Durrant
<b>For more information contact:</b>  <b>Background papers:</b> <b>List of appendices:</b>	Catherine Martin 01332 641759 e-mail <a href="mailto:catherine.martin@derby.gov.uk">catherine.martin@derby.gov.uk</a> or Rachel Harvey 641771 email <a href="mailto:rachel.harvey@derby.gov.uk">rachel.harvey@derby.gov.uk</a> Draft Environmental Report Non-technical Summary Appendix 1 – Implications Appendix 2 – Summary of proposed long term transport strategy Appendix 3 – Summary of proposed implementation plan Appendix 4 – Summary of July – September consultation responses

<b>IMPLICATIONS</b>
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**Financial**

- 1.1 The LTP strategy is delivered through a number of different funding streams and through partnership working with other organisations. However the key funding stream is the Local Transport Capital Expenditure allocation which historically has been awarded to Local Authorities on an annual basis, split between maintenance and integrated transport blocks of funding. This may change following the Governments Comprehensive Spending Review in October.
- 1.2 The proposed two year implementation plan focuses on how this capital funding could be allocated across the different delivery strategy areas, whilst also noting the other potential streams of funding.
- 1,3 The proposed implementation plan has been prepared assuming a similar level of this capital funding to the reduced settlement for 2010/11.

**Legal**

- 2.1 Production of an up to date LTP3 is a statutory duty under the Transport Act 2008.

**Personnel**

- 3.1 The long term transport strategy and implementation plan indicate an increase in investment in Asset Management at the expense of other projects. The overall reduction in block allocation which is expected, along with this switch in emphasis, is likely to have staffing implications that will need to be addressed once the level of funding is confirmed.

**Equalities Impact**

- 4.1 LTP3 will include an Equalities Impact Assessment as a supporting document to the main Plan. LTP3 guidance strongly emphasises the need to address accessibility for all groups, and a statutory requirement to include provision of access for disabled people to all modes of transport, and to key services.

**Health and Safety**

- 5.1 Health Impact Assessment of the transport plan is included in the Draft Environmental Report (see Background Document non-technical summary).

**Carbon commitment**

- 6.1 Transport was responsible for 24% of Derby's carbon emissions in 2008. LTP3 contains policies and measures to mitigate and adapt to the impacts on and of climate change through reductions in carbon emissions.

## **Value for money**

- 7.1 LTP3 will provide the basis for sound decisions on the delivery of transport schemes, that will include consideration for value for money.

## **Corporate objectives and priorities for change**

- 8.1 Corporate Plan objectives:
  - 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

## Proposed LTP3 Long Term Transport Strategy, 2011-2026

We have developed the Draft LTP3 following guidance from the Department for Transport and consultation with stakeholders. We have updated Derby's transport vision from LTP2 to reflect the new political and economic climate. Local Goals have been developed which take into account the national emphasis on supporting economic growth and tackling climate change. To achieve these goals we have determined that we need to meet a set of challenges that relate to the problems and issues facing Derby now and in the future.

### Vision

**To provide people living and travelling within Derby with an effective and sustainable travel network**

### Goals and Challenges

Derby's proposed LTP3 long-term transport strategy 2011-2026 is based around the achievement of the following five goals that have been agreed for Derby:

**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 environment and sense of place

**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 multifunctional space, promoting greater social interaction and natural surveillance.



## Derby's Long Term Transport Strategy 2011 - 2026

The proposed long term transport strategy for consultation in the Draft LTP3 aims 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 modes other than the private car. Priorities will change over the next 15 years, but it is our aim to ensure that all areas of transport receive a sustainable level of support in the long term.

To address our challenges and therefore meet the goals that we have set ourselves, we developed a series of interventions under five broad themes. These are:

- Land Use Policies
- Active Travel
- Public Transport
- Network Management
- Asset Management.

The proposed long term transport strategy for Derby 2011-2026 has emerged from a number of different sources, including:

- Evidence from modelling different alternative strategies in the Derby Area Transport Model
- Assessment of the environmental and health impacts of the alternative strategies
- Consultation with stakeholders, elected members, officers and the public throughout the development of the Draft LTP3.

The results of our testing and analysis to date indicate that the most appropriate strategy is a generally balanced approach to delivering in the key areas of land use policies, active travel, public transport, network management and asset management, with additional cost effective active travel measures such as increased targeted travel planning and smarter choices marketing, as well as additional network management. Land use policies to support efficient allocation of space to every transport user will be developed as a part of the emerging Core Strategy. As the city develops and grows we will continue to support the development and provision of park and ride around the city on key corridors. This forms a part of the long term transport strategy deliverables.

Our key priority areas for local transport 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

In the short term there are immediate priorities and specific areas of transport that need investment. Our current proposed order of priority for the allocation of limited resources within our emerging preferred long term transport strategy is:

1. Asset management
2. Network management, associate with using Intelligent Transport Systems to make the existing transport network as safe and efficient as possible
3. Active travel
4. Public transport

The implementation plan shows how we propose to distribute money across schemes in the city over the next 2 years.

There are wider transport issues and opportunities that would have a significant influence on the growth of the City. These include the A38(T) Derby Junctions Grade Separation scheme, which was identified as a future transport priority under the Regional Funding Allocation.

We will continue to support for the electrification of the Midland Main Line, and High Speed Rail in the East Midlands, particularly if the alignment and an interchange were located in close proximity to Derby. These major rail schemes would significantly improve connectivity to Derby and provide wider economic benefits.

It is proposed that network management measures to lock in any benefits of increased efficiencies on the network will focus on using tools such as Intelligent Transport Systems to manage access into the city and minimise the impacts of congestion on the economy and environment. Regular reviews of the efficiency of the network to ensure effective network management should allow us to realise any benefits provided on the transport network, especially in peak hours, without the economic, social and environmental benefits being eroded by induced traffic throughout the day.

A summary of the proposed long-term strategy, based upon the five broad themes is provided in Table 1.

**Table 1 Proposed LTP3 Long Term Transport Strategy, 2011-2026**

Long term transport strategy theme	Potential headline activity
<p><b>Land Use Policies</b> – We will focus on getting developments located in the right places to support the economic growth of the city whilst minimising the need to travel and reducing the negative impacts of additional development traffic.</p>	<ul style="list-style-type: none"> <li>▪ Ensure the LTP plans and delivery proposals align with the Core Strategy</li> <li>▪ pursue mechanisms such as S106 agreements to ensure developers negate the impacts of their developments</li> <li>▪ ensure that transport needs are appropriately integrated into infrastructure delivery</li> </ul>
<p><b>Active Travel</b> – We will support and promote measures to encourage more people to walk and cycle within the city, more safely and more often. In addition we will also support and promote the use of targeted smarter choices and travel planning measures to encourage the use of more sustainable travel modes.</p>	<ul style="list-style-type: none"> <li>▪ cycling remains a high priority for Derby City Council</li> <li>▪ promote transport information, publicity and travel choices</li> <li>▪ work with businesses and developers on their travel plans</li> <li>▪ consider and encourage the appropriate use of new technologies including electric charging points for a range of vehicles</li> </ul>
<p><b>Public Transport</b> – We recognise the significant role that public transport has in Derby in helping us to address congestion problems and reducing carbon emissions. We will continue to work in partnership with our bus operators to improve service delivery to encourage more people to use buses for travel within Derby. We will also recognise the important role that taxis and community transport have for specific accessibility issues.</p>	<ul style="list-style-type: none"> <li>▪ continue to ensure availability of a comprehensive network of high quality and reliable bus services</li> <li>▪ maintain our provision of accessible and high quality bus stops, shelters and real time information.</li> <li>▪ Continue to develop and promote our bus and rail interchanges</li> <li>▪ continue to work in partnership with public transport operators across the city.</li> </ul>
<p><b>Network Management</b> – Derby's network of roads, pavements, cycle routes and footpaths are an essential asset which enables the movement of people, goods and services through and across the city. The network has to be managed safely and efficiently to reduce unnecessary delays, facilitate economic activity and minimise disruption from incidents or planned events.</p>	<ul style="list-style-type: none"> <li>▪ introduce schemes to address strategic and local traffic management and safety issues where appropriate</li> <li>▪ expand the usage of 'Intelligent Transport Systems' to enable active/real time management of the network</li> <li>▪ manage and enforce the usage of on and off street parking provision, including support for park and ride</li> <li>▪ ensure that neighbourhood priorities are addressed effectively</li> <li>▪ control the use of road space by utilities and other contractors to minimise the impact on other road</li> </ul>

Long term transport strategy theme	Potential headline activity
	<p>users</p> <ul style="list-style-type: none"> <li>▪ endeavour to reduce the effect of traffic in environmentally sensitive areas.</li> </ul>
<p><b>Asset Management</b> – We recognise the importance of maintaining the transport assets - that we have to keep them in a condition that is appropriate for their designation and usage. Our developing asset management plan identifies the need to increase the level of planned maintenance work if we are to maintain our assets to an appropriate level and we will work to address this during the strategy period to 2026. During the short term this is likely to mean an increased focus on maintenance activities. A key priority will be to secure funding to enable us to replace London Road Railway Bridge.</p>	<ul style="list-style-type: none"> <li>▪ deliver an effective planned maintenance programme for all transport assets</li> <li>▪ ensure a high level of access is retained on London Road and the surrounding area by replacing London Road Rail Bridge</li> </ul>

## Proposed Implementation Plan and Funding Allocation

### A Two Year Implementation Plan

Previous LTPs were required to cover a fixed 5 year period but there is now increased flexibility over timescales. This creates an opportunity for us to consider how we might want to handle strategy and implementation plans.

It is therefore proposed that we work towards a rolling 5 year implementation plan that is updated every year to maintain a 5 year forward programme of work. It is likely that at any point in time, the first 2 to 3 years of the plan will contain more detail than the later years. This will help us to plan and prioritise work programmes and ensure we are working towards short term goals.

However it is difficult for us to develop a 5 year Implementation plan when funding is so uncertain. It is therefore proposed that we develop an initial 2 year implementation plan to submit with LTP3 for adoption by April 2011, but that we move to a 5 year plan when the funding picture becomes clearer.

### Revised Strategy Delivery Areas

Our current proposed order of priority for the allocation of limited resources within our emerging preferred long term transport strategy is:

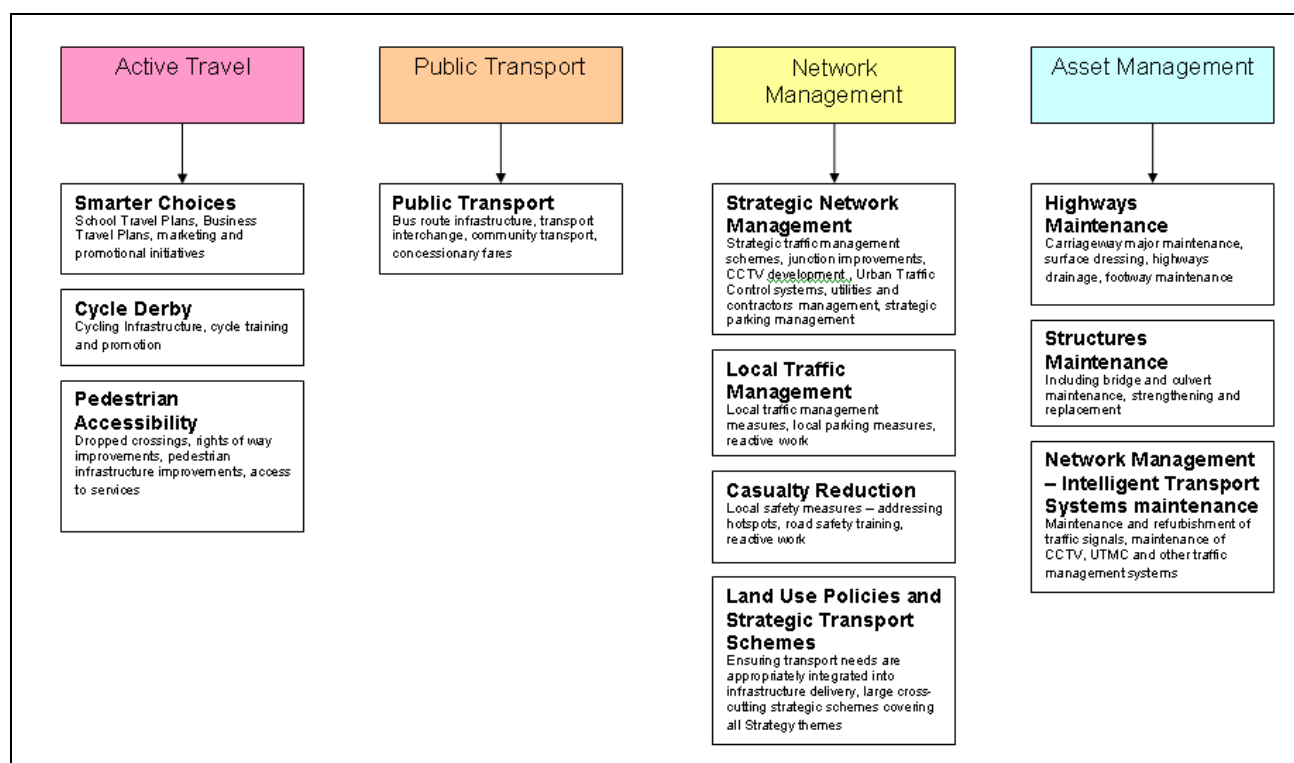
1. asset management
2. network management, associated with using Intelligent Transport Systems to make the existing transport network as safe and efficient as possible
3. active travel
4. public transport.

To organise and assist day to day delivery of transport within the authority, we have developed Strategy Areas. Figure 1 shows how the themes listed above correspond to delivery on the ground via these Strategy Areas. It is proposed that the Strategy Areas are slightly revised from our previous Strategy Areas under LTP2 to better align with our revised long term transport strategy within LTP3. The main amendment is that it removes the previous 'Local Safety and Accessibility' (LS+AI) Strategy Area, and replaces it with three new Strategy Areas of:

- Pedestrian Accessibility (under the Active Travel Strategy theme)
- Local Traffic Management (under Network Management)
- Casualty reduction (also under Network Management)

It also places the maintenance of intelligent transport systems under the 'Asset Management' theme.

Figure 1 Proposed revision to strategy delivery areas



We would continue to manage programme development and delivery under the existing processes, via the Highways and Transport Programme Board, maintaining the role of Strategy Manager and using the consistent project management process across the Programme.

## Budget assumptions and key direction for next 2 years

Whilst awaiting the budget announcements in October 2010, we have developed proposed budget split for **Integrated Block and maintenance block funding** that will help us to develop implementation plans in the interim period and for publication for consultation within the draft LTP in November 2010.

In developing the proposed implementation plan we considered the impact our decisions to prioritise maintenance improvements may have on other strategy areas. Although maintenance is our priority in the short term, strategic modelling assessment indicates serious issues impacting on economic growth if no attention is paid to other strategy areas. Early public and statutory consultation responses are indicating support across all the strategy areas and we have statutory duties to deliver. Therefore we need to determine what level of investment from our total capital allocation we would seek to make to maintenance, before then developing our implementation plans further for the other strategy areas.

**The proposed implementation plan is based on the working assumption that there will be no change to maintenance block but a 30% reduction in ITB funding from the original 10/11 allocation:**

**Table 1 2010/11 Original and Current Funding and Future Funding Assumptions**

	<b>Original 2010/11 allocation (£000's)</b>	<b>Current 2010/11 allocation following in year ITB reductions (£000's)</b>	<b>Assumed 30% ITB reduction from original 2010/11 allocation (£000's)</b>
Maintenance block	1698	1698	1698
ITB Block	4519	3806	3163
<b>Total</b>	<b>6217</b>	<b>5504</b>	<b>4861</b>

Table 2 demonstrates what this could mean in terms of budget splits between strategy areas and shows a comparison of this against current 2010/11 budget splits.

**Table 2 What these decisions *could* mean in terms of strategy budget splits (Integrated Block funding and maintenance block only)**

	Current 2010/11 budget splits^	Current 2010/11 budget splits (%) *	Budget splits under proposed implementation plan	Budget splits under proposed implementation plan %*
Total maintenance block and LTP Integrated block	5504		4861	
Major Projects (Connecting Derby)	524	10%		
AM - Network Management Intelligent Transport Systems Maintenance	170	3%	160	3%
AM – Maintenance Highways	1964	36%	2290	47%
AM – Maintenance Structures	640	11%	750	15%
<b>Asset Management Total</b>	<b>2774</b>	<b>50%</b>	<b>3200</b>	<b>65%</b>
NM - Strategic Network Management	484	8%	431	10%
NM - Local Traffic Management	407	7%	360	7%
NM - Casualty Reduction	260	5%	260	5%
NM - LUP and Strategic Transport Schemes	250	5%	50	1%
<b>Network Management Total</b>	<b>1401</b>	<b>25%</b>	<b>1101</b>	<b>23%</b>
AT - Smarter Choices	20	1%	20	1%
AT - Cycle Derby	4**	0%	100	2%
AT – Pedestrian Accessibility	57***	1%	110	2%
<b>Active Travel Total</b>	<b>81</b>	<b>2%</b>	<b>230</b>	<b>5%</b>
PT - Public Transport	550	10%	330	7%
<b>Public Transport Total</b>	<b>550</b>	<b>10%</b>	<b>330</b>	<b>7%</b>
Unallocated	174	3%	0	0%
Integrated Transport Block Total	2556	47%	1610	35%
Maintenance Block Total	2774	50%	3200	65%
<b>Total</b>	<b>5504</b>	<b>100%</b>	<b>4861</b>	<b>100%</b>

\* percentages have been rounded to the nearest whole percent.

\*\* to note – Cycle Derby had significant investment in 2010/11 from other funding sources including Cycling England capital and revenue funding and s106 funding



\*\*\*Many pedestrian improvements are delivered as part of Local Traffic Management schemes and casualty reduction schemes so this budget figure is not truly reflective of all the pedestrian improvements implemented. The budgets outlined in future years budget scenarios for pedestrian accessibility improvements may therefore seem quite high – but in practice, these may be merged with casualty reduction or traffic management scheme implementation.

^ to note 341k of the original capital allocation included above has now been reclassified as revenue (per Council Cabinet 07/07/10 and the funding has been switched with the Surface Car Park resurfacing revenue reserve

## Summary of July - September Consultation Responses

As part of our LTP3 consultation the transport planning team attended neighbourhood forums, diversity forums and held consultation events in various locations throughout the City.

This paper provides details of what we asked and summarises the responses we received. Section 1 summarises the responses from public consultation. Section 2 summarises the responses from specific focus groups.

Table 1 summarises the consultation questions and number of responses received:

**Table 1:**

Consultation Question	Number of responses
A Transport Plan Game in which people were asked to assign credits across four transport themes; Active Travel, Public Transport, Network Management and Asset Management.	78
Ranking Transport Themes – We asked people to rank the four transport themes in order of preference.	66
General Responses – A space was provided for comments on any transport related issues.	195 individual comments

The questions will be explained in more detail below before we present the results.

### **Section 1: Response to public consultation**

#### **Transport Plan Game**

*Our four transport themes are:*

- *Active Travel*
- *Public Transport*
- *Network Management*
- *Asset Management.*

*We want your thoughts on how you would like us to spend money on these themes over the next 15 years, by taking part in our game.*

#### ***The rules:***

- 1. You have 14 credits to spend on the four transport themes.*
- 2. Each box contains the number of credits you would have to spend to achieve that level of investment.*
- 3. Spend your credits by circling a number under each theme in the boxes above.*
- 4. You can not spend more than 14 credits in total.*
- 5. If you spend less than 14 credits, what would you like any leftover credits to be spent on? Please write in the comments box.*

	Active Travel	Public Transport	Network Management	Asset Management
Low Investment	1	1	2	3
Medium Investment	2	3	5	5
High Investment	5	7	9	10

**Comments:**

*How many credits do you have left over? (if any)*

*Which Theme area(s) would you like to allocate these credits to?*

**Results**

The results showed that the majority of people asked would like to see high investment in Public Transport and Active travel and lower levels of investment within Asset Management and Network Management.

We noted that some people stated on the form that they had not invested in Asset and Network management because they did not fully understand what these meant.

**Ranking Transport Themes**

*The four transport themes were ranked in order of preference, 1 – 4 where 1 was the highest priority, and 4 the lowest priority.*

**Results**

Figure 1

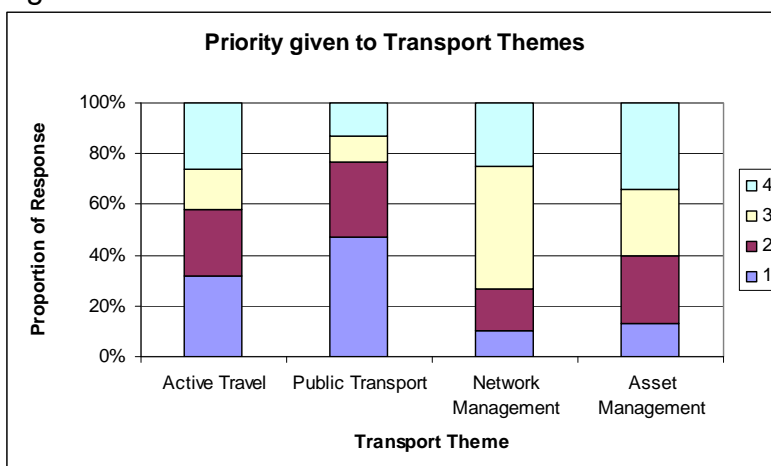


Figure 2a

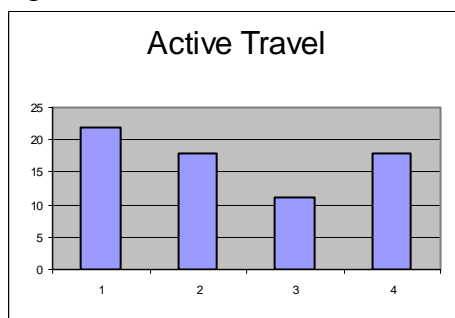


Figure 2b

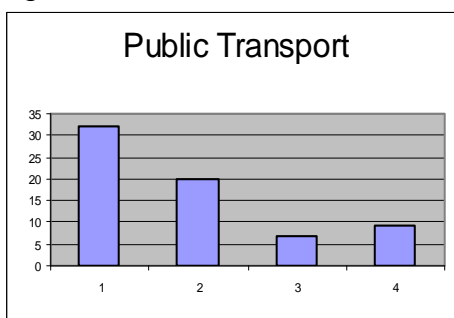


Figure 2c

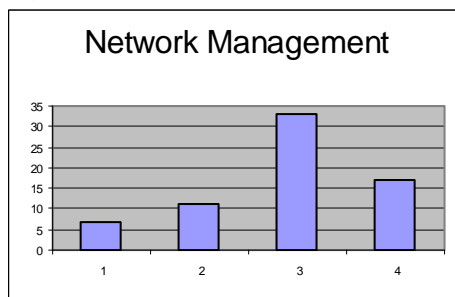
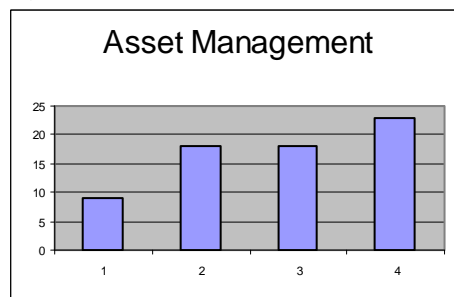


Figure 2d



Figures 1 and 2a-2b show that the most popular ranking for Public Transport and Active Travel was 1; for Network management it was 3 and Asset Management 4.

## General Comments

*A blank space was left for people to write any comments they had regarding transport issues.*

## Results

All of the comments were categorized in accordance to the four transport themes. We received a total of 198 individual comments. The number of comments relating to each theme was as follows:

Total Number 198

Active Travel (31)

Network Man (53)

Asset Man (17)

Public Transport (83)

\*Please note the number of respondents for each theme is in brackets

## Public Transport (83)

The majority of comments related to public transport routing, pricing and bus frequency which are issues we work in partnership with the public transport providers to address. Trams and the new bus station were raised several times. The most frequent public transport issues that were reported were as follows:

- Suggestion to introduce tram system (10) – Suggested routes included using old Northern Railway line, and the need for a link between bus and railway station
- Bus
  - Punctuality (5) - Lateness, Complaints that some buses reach capacity and turn away customers
  - Prices (4) – Lower prices, Retain free travel for elderly
  - Route Improvements (20) – Need for link to railway station, New Routes to villages and increase frequency of services
- Bus Station related comments (6) Queuing system not effective, location too far from city attractions

## **Network Management (53)**

A wide range of issues were raised by individual respondents that related to transport issues across the city. Parking, speed, and the priorities given to different modes of transport (for example buses and cyclists over cars) were frequently raised, although with different preferences for which mode should have first priority. Verbal comments respecting congestion in local areas across the city were made during the public consultation events. The most frequent Network Management related responses included the following:

- Suggestion for Park and Ride off the A38 (1)
- Cycle Route Improvements (cyclist priority) (4)
- Speeding Issues (7)
- Bus lane opposition (6)
- Congestion (4)
- Stop cyclists using pavements (1)

## **Asset Management (17)**

The number of comments relating to asset management was relatively low as a proportion of the whole response. Comments related to the need for a well maintained network in general, and specific local problems requiring attention. Issues relating to Asset Management included:

- Maintenance should be a priority (7)
- Specific areas mentioned in need of repair included –London Rd, Nottingham Rd, Stenson Rd
- Need for cycle markings (2) – Kenilworth Av, Cavendish Island
- Footpaths need repairing (2)

## **Active Travel (31)**

The majority of responses respecting active travel related to cycling. No comments on smarter choices issues or travel planning were received. Responses relating to active travel included:

- Cycling Issues
  - Cycle Safety concerns (4)
  - Cycle routes through the city centre (10), and cycle lanes suggested (5),
  - Cycling Initiatives suggestions including cycling promotion (4)
- Pedestrian Crossing Requests (2)

## **Section 2: responses of Specific Groups**

### **LTP Steering Group**

The LTP Steering Group were consulted in July 2010. The group produced a compiled response on the Transport Game that indicated a balanced approach to investment in all the transport themes, with a slight emphasis on Active Travel and Asset Management.

### **Derby and Derbyshire Local Access Forum**

The DDLAF was consulted in September 2010. The forum's compiled response on the Transport Game indicated a higher level of support for Active Travel, compared with a balanced approach to support for the other three transport themes. Comments from the group indicated concerns respecting bus lanes, and a general level of support for active travel and network management.

### **Derby Cycle Seminar**

The Derby Cycling Group met in May 2010 at a public seminar organised by the group and attended by members of the group, the public, elected members and officers from Derby City Council.

Feedback from the seminar included a petition of 50 signatures stating: 'We the undersigned, like the DCG vision for making Derby into a Cycling City by 2023. We urge Derby City Council to create a city designed for cycling.'

A high proportion of comments received from the seminar addressed cycle lanes, either in support, opposing or with specific location issues. Other comments encouraged continued business support for cyclists and better provision of facilities such as parking, lockers and kit for cyclists in the city.