



DERBY CITY COUNCIL

Derby Local Transport Plan, LTP3

2011-2026

Appendices

April 2011

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A List of consultation contacts

Appendix A List of consultation contacts

A.1 Statutory

Amber Valley Borough Council
 Arriva Derby
 Derbyshire County Council
 East Midlands Trains
 Erewash Borough Council
 Government Office for the East Midlands
 Highways Agency
 Network Rail
 South Derbyshire District Council
 trent barton

A.2 Others

The Automobile Association
 Age Concern
 Alliance SSP
 BRAKE
 British Motorcyclists' Federation
 Campaign for the Protection of Rural England
 City Centre Management Derby - Derby City Council
 Climate Change Team - Derby City Council
 Confederation of Passenger Transport
 Connexions
 Cycling England
 Cyclists' Touring Club
 Darley Abbey Society
 Derby Community Safety Partnership
 Derby Cycling Group
 Derby CVS
 Derby Primary Care Trust
 Derby and Derbyshire Local Access Forum
 Derbyshire Campaign for Better Transport
 Derbyshire Constabulary
 Derbyshire Fire Service
 Derbyshire and Nottinghamshire Chamber of Commerce
 Derwent Community Team
 Disability Direct Derby
 Disabled Persons Advisory Committee – Derby City Council
 East Midlands Airport
 East Midlands Ambulance NHS Trust
 East Midlands Travelwatch
 English Heritage
 Environment Agency
 Environmental Protection UK
 Fifty Plus Forum - Derby City Council
 Freight Transport Association

List of consultation contacts A

Friends of the Earth, East Midlands
Gender and Sexuality Forum - Derby City Council
Institute of Directors
Institute of Highways and Transportation
Institution of Civil Engineers
Jobcentre Plus
Living Streets
Marketing Derby
Minority Communities Forum - Derby City Council
Mobilise
National Car Parks
Natural England
Neighbourhoods - Derby City Council
Parksafe
Partnership for Better Businesses
RAC
RAC Foundation
Royal Institute of Chartered Surveyors
Royal National Institute for the Blind
Royal National Institute for the Deaf
Road Haulage Association
RoSPA
Shopmobility Derby
Sustrans
The AA Motoring Trust
Transition Towns
Transport Planning Society
University of Derby
Westfield Derby
Wheels for All

B Consultation process and responses

Appendix B Consultation process and responses

Consultation process

B.1 This appendix provides a summary of the consultation process. We had a statutory duty to consult on the draft LTP3 alongside the draft Environmental Report. In addition to this statutory requirement we have consulted with several targeted groups of people throughout the development of LTP3 including:

- the public – through public events advertised across the city and held during September 2010 at several venues, and at Neighbourhood Forums
- stakeholders – through the LTP Steering Group and wider reference group,
- Council Members - at overview and scrutiny commission and cabinet member meetings
- specific user groups – such as the Derby Cycle Group
- Derby's Equality and Diversity Forums
- colleagues – seeking the advice and expert views of officers across the council
- partners – from other councils and across other sectors of public service such as health, education and economic regeneration, to achieve fully joined up and peer-reviewed policies that meet the needs of the city.

B.2 We have followed Derby City Council consultation guidance and DfT guidance to ensure our LTP consultation is inclusive and robust. Table B.1 describes each stage of consultation in more detail, and how it has informed the development of LTP3.

Table B.1 Consultation schedule for preparation of LTP3

| Consultation | Details | What the consultation informed |
|--|---|---|
| December 2008 LTP2 Progress Review | Identifies delivered schemes and progress towards LTP2 targets at the half way point in the LTP2 period | Problems and opportunities Option Generation |
| January - February 2010 Vision, Goals and Challenges Consultation Paper | Helping to prioritise the goals and showed how problems and opportunities facing Derby relate to our transport challenges | Development of Strategic Alternatives |
| February - March 2010 Strategic Environmental Assessment Scoping Report | Consultation to develop the Health and Environmental issues to be considered in the LTP, and the methodology of the SEA | Draft Environmental Report Draft LTP3 |

Consultation process and responses B

| Consultation | Details | What the consultation informed |
|--|--|---|
| June - July 2010 Internal Officer Workshops | Several workshops carried out internally to develop the long term transport strategy and priorities | Development of Strategic Alternatives The Long Term Transport Strategy |
| July - September 2010 Strategic Alternatives consultation events | Consultation on the Strategic Alternatives with the public, elected members and stakeholders | Draft LTP3 Strategy |
| November 2010 - January 2011 Draft LTP3 | Deposit of Draft LTP3 documents and circulation to members, key stakeholders and wider reference group | LTP3 |
| November 2010-January 2011 Draft Environmental Report | Deposit of document concurrent with Draft LTP3 | LTP3 Environmental Statement |
| Internal Officer briefings | Engagement throughout the production of LTP3 | |
| Cabinet member | | |
| LTP Steering Group | | |
| Neighbourhoods Commission | | |

- B.3** Consultation is an important part of strategy development, but the most effective participation occurs when people engage, inform and work with us over time to shape and inform council policies and delivery. Derby has a number of community and diversity groups, local neighbourhood and transport user and provider forums to allow continual engagement and consultation to take place. The general public have also been consulted throughout the preparation of LTP3 so people who are not regularly involved in the existing communication network have had the opportunity to input to the strategy and delivery plans.
- B.4** In February 2010 we consulted on Derby's Transport Vision, Goals and Challenges. Overall the responses were positive with only a few minor suggestions for changes to the wording of the Challenges. Some of these amendments were made before we drew up a selection of strategic alternatives.
- B.5** During July-September 2010 we engaged with the public at Neighbourhood Forums and held several events at public locations across the city. The aim of the consultation was to gain an understanding of people's long term transport priorities to inform the development of the long term transport strategy. The feedback we received was used to inform the final LTP3.

B Consultation process and responses

B.6 From November 2010-January 2011 we consulted on the draft LTP3. Some 60 individuals and organisations submitted comments and suggestions, including members of the public, statutory consultees and other stakeholders. The majority of comments supported the long term strategy and key priorities. A number of amendments were suggested and some changes were made before publication of this final LTP.

September consultation summary

B.7 Public consultation on the strategic alternatives for the long term transport strategy closed on 30 September 2010. Consideration was given to all the responses received during the September consultation and material considerations raised during this time were accounted for in draft LTP3. Some responses required more detailed and considered responses that could not be completed in time for consideration within the draft LTP3. These were carried forward alongside comments made on the draft, and considered for the final LTP3.

B.8 As part of our LTP3 consultation the transport planning team attended Neighbourhood Forums, diversity forums and consultation events held in various locations across the city. This section provides details of what we asked and summarises the responses we received from the public and from specific focus groups.

B.9 Table B.2 summarises the consultation questions and number of responses received:

Table B.2 Consultation Question Responses

| 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 | 84 |
| Ranking Transport Themes - We asked people to rank the four transport themes in order of preference | 73 |
| General Responses - A space was provided for comments on any transport related issues | 213 individual comments |

Response to public consultation: transport plan game

B.10 Our four transport themes are:

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

B.11 We asked respondents to create their own strategy by choosing how they would like to spend credits across the four transport themes over the next 15 years and how they would allocate any remaining credits.

Consultation process and responses B

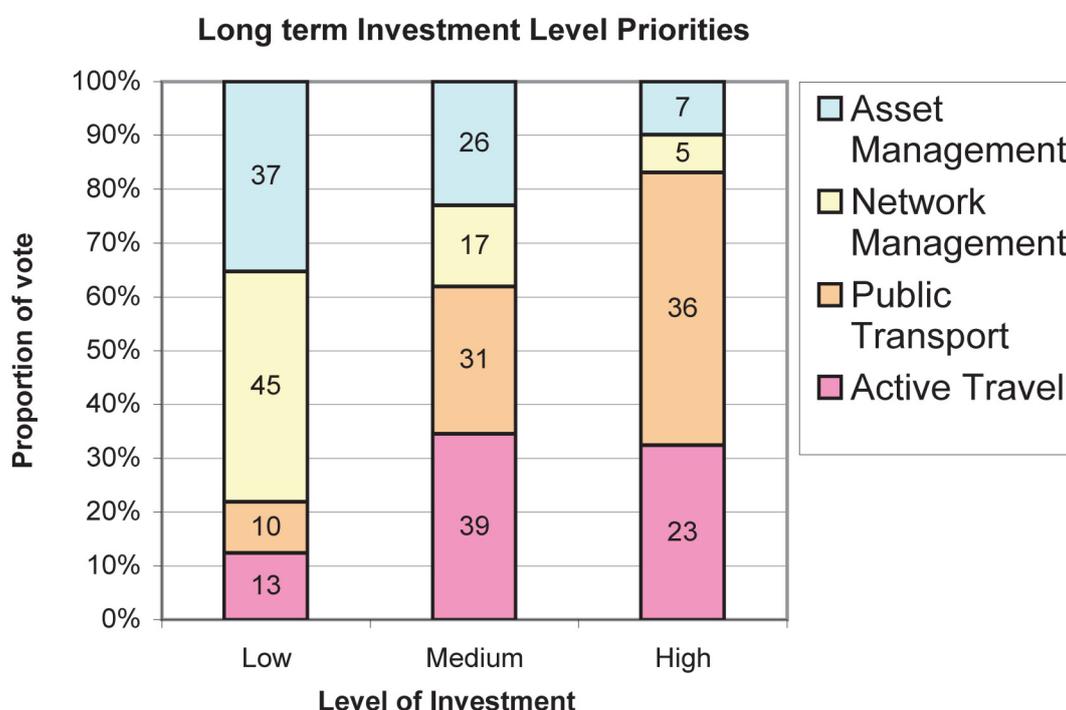
The rules of the game:

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 |

Results

Figure 1 Transport Game Priorities



B.12 The results showed that the majority of people placed their credits in the Public Transport and Active Travel themes and lower levels of credits within Asset Management and Network Management (Figure 1).

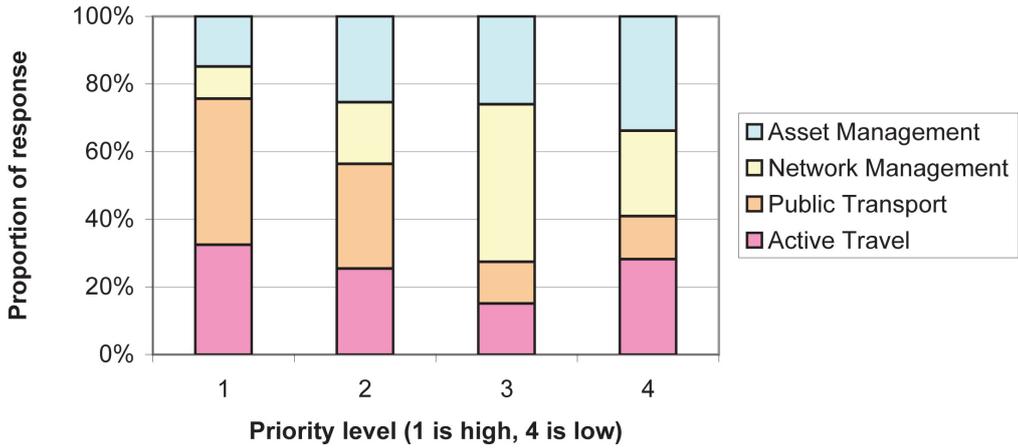
B Consultation process and responses

Ranking transport themes

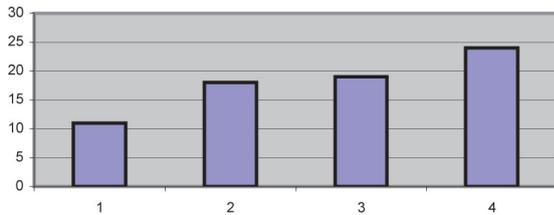
B.13 We asked respondents to rank the four transport themes in order of preference, 1 – 4, where 1 was the highest priority, and 4 the lowest priority. Figure 2 shows the proportion of responses that ranked each theme as first, second, third or fourth priority.

Results

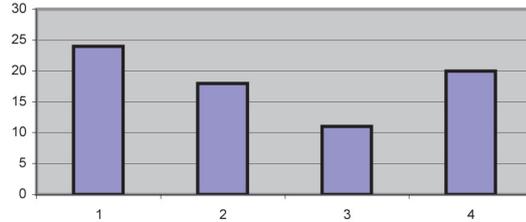
Figure 2 Priorities given to transport themes



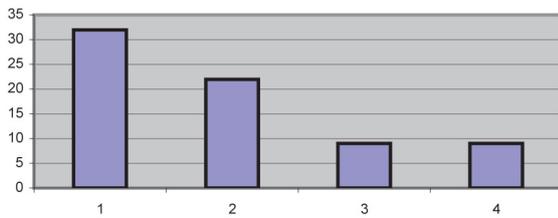
Asset Management



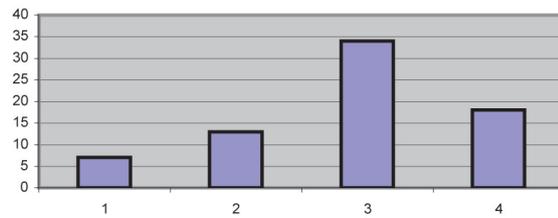
Active Travel



Public Transport



Network Management



Consultation process and responses B

B.14 Figures 3a-d show the proportion of responses ranking the four areas in order of priority; 1-4. The results show that Public Transport and Active Travel were most often ranked top; and Network Management was most regularly ranked as third priority and Asset Management most regularly ranked fourth.

B Consultation process and responses

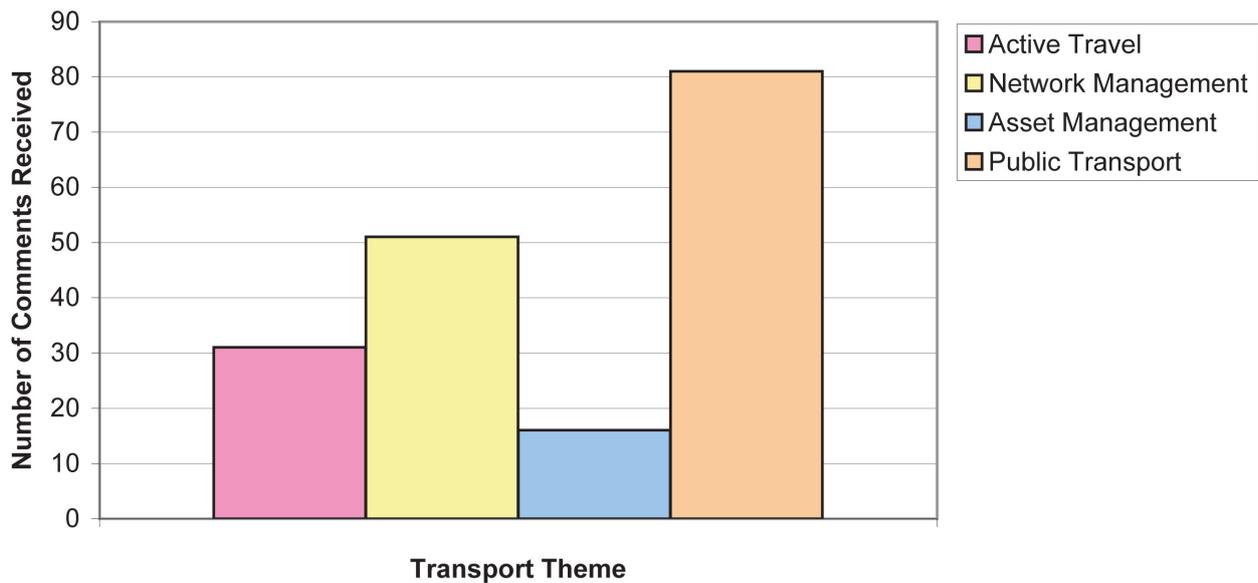
General Comments

B.15 Respondents were encouraged to leave any other general comments they had on transport related matters. We categorised all of the comments by the four transport themes to summarise the findings. We received a total of 213 individual comments. The highest number of and fullest detail of comments provided were about public transport. The number of comments (in brackets) relating to the four transport themes was as follows; shown in Figure 4.

- Active Travel (31)
- Public Transport (91)
- Network Management (69)
- Asset Management (18)

Figure 4

General Responses Relating to Transport Themes



Active Travel (31)

B.16 The majority of responses respecting active travel related to cycling. No specific comments on smarter choices issues or travel planning were received. Responses relating to active travel included:

- cycling issues
 - cycle routes through the city centre (10)
 - cycle lane issues (10)

Consultation process and responses B

- cycle safety concerns (4)
- cycling initiatives suggestions including cycling promotion (4)
- Pedestrian crossings - specific location requests (2)

Public Transport (91)

B.17 The majority of public transport comments related to 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 raised were as follows:

- route improvements suggestions (25) – including the need for link to railway station, new routes to villages and increase frequency of services
- suggestion to introduce tram system (9) – suggested routes included using old Northern Railway line, and the need for a link between bus and railway station
- Bus Station related comments (9) - including queueing system not effective, location too far from city attractions
- suggestion to introduce integrated ticketing (8)
- prices (6) – need for lower prices and to retain free travel for elderly
- bus punctuality (4) - including lateness, complaints that some buses reach capacity and turn away customers

Network Management (69)

B.18 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:

- bus lane opposition (7)
- speeding issues (6)
- cycle route improvements (cyclist priority) (4)*
- congestion (4)
- suggestions for Park and Ride (2)

*Cycling is included within Network Management as there were comments relating to the cycling network in its broadest sense. Comments relating to more specific cycling issues have been placed under the theme of Active Travel.

Asset Management (18)

B.19 The number of comments relating to Asset Management was relatively low as a proportion of the whole response. Comments received related to the need for a well maintained network in general, and specific local problems requiring attention. Issues relating to Asset Management included:

B Consultation process and responses

- 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)

Responses of specific groups

LTP Steering Group

B.20 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 (DDLAF)

B.21 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 support or opposition regarding bus lanes, and a general level of support for active travel and network management.

Derby Cycle Group Seminar

B.22 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 senior officers from Derby City Council.

B.23 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.'

B.24 A high proportion of comments received from the seminar addressed cycle lanes, either in support, opposing or with specific locational 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.

Strategic Environmental Assessment (SEA) consultation

B.25 We carried out the SEA consultation in two stages. The first was to produce a report to establish the scope of, and the methodology for, the SEA and to identify appropriate data of relevance to the study. This second stage of consultation was on the Draft Statutory Environmental Report. This second stage of consultation is with the public and three statutory consultation bodies, which are:

- The Environment Agency
- English Heritage
- Natural England.

Consultation process and responses B

B.26 As part of the SEA we also undertook a Health Impact Assessment (HIA). This is designed to identify and inform health issues in our LTP3. The HIA gives us the opportunity to assess the potential health impacts of the proposed LTP3 plans and then minimise any harmful effects on health as the process developed. We initially consulted with organisations such as the East Midlands Public Health Observatory, the regional Health Protection Unit and the local Environmental Health Officer.

November Draft LTP Consultation Summary

B.27 Consultation on the draft LTP3 was conducted between November 2010 and January 2011. The document was made available on the Derby City website, at local and central libraries and Council office receptions.

B.28 We received over 60 comments for each we provided an officer response. A number of comments made suggestions for projects that could benefit Derby's transport system, that have been considered in the LTP and required no change to the document. A small number of omissions were pointed out by statutory consultees and other respondents, which included in the final LTP. Responses generally fell under the following seven headings:

- comments showing support for LTP3
- comments that a certain transport area theme was not given enough priority in the strategy e.g. active travel, public transport
- numerous comments saying that something specific has not received enough priority. e.g cycling network, integrated ticketing.
- specific issues surrounding specific schemes, locations, sites or transport routes, potential solutions or problems or operational issues
- comments relating to opportunities for co-operative working and increased engagement
- comments relating to a lack of detail on a particular issue/ theme. e.g. the naming of specific schemes or sites, or travel beyond Derby
- formatting and points of accuracy relating to grammar and semantics.

B.29 A detailed summary of the comments we received along with officer responses was taken to Neighbourhoods Commission and Council Cabinet, for approval before LTP3 was finalised. These detailed comments and responses are available in the council meeting documents for January and February 2011, or from the Transport Planning team.

Other sources of feedback

National Highways and Transportation Survey

B.30 The National Highways and Transport Public Satisfaction Survey is a postal survey, carried out by Ipsos MORI on behalf of many councils. It helps us benchmark our performance and satisfaction with our services against other councils across the country. The standard sample size is 4500 with an average response rate of 18.7%. Derby participated in the survey in 2009 and 2010.

B Consultation process and responses

B.31 Table B.3 shows some of the key responses, the areas that scored most highly and most poorly for Derby in both the 2009 and 2010 surveys.

Table B.3 NHT summary of survey results 2009 and 2010

| Areas of High Satisfaction | Areas of Poor Satisfaction |
|---|--|
| Ease of access to key services (all people) | Overall satisfaction with traffic levels and congestion, that is queues |
| Ease of access to key services (people with disabilities) | Satisfaction with road safety education |
| Ease of access to key services (no car households) | Overall satisfaction with the condition of highways, that is roads and pavements |
| Overall satisfaction with local bus services | |
| Satisfaction with local taxi (or mini-cab) services | |
| Overall satisfaction with street lightning | |

B.32 Derby has consistently high satisfaction with public transport and street lighting, and access to key services is perceived to be good. Satisfaction with traffic levels, congestion, the condition of the highway, and road safety education is perceived as poor.

B.33 Derby scored poorly for satisfaction with highways enforcement/obstructions in 2009, but showed an improvement in this area in 2010. Derby ranked in the bottom ten councils surveyed for ease of access to key services in 2010, showing a marked decline in satisfaction from 2009. It is not clear what this reduction in satisfaction is due to, but may be related to the relocation of the city hospital to a non-central location. The actual scores for access to services remain high.

Sustainable Communities Strategy (SCS), The Derby Plan

B.34 The SCS is under review and will be published by April 2011. A major consultation exercise was carried out in June and July 2010. The 'Three Wishes' campaign was sent to every resident and employee in Derby, asking for one wish for the city, one for the local neighbourhood, and one for the individual. Over 3000 responses were received.

B.35 Early feedback from consultation on the 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.

Consultation process and responses B

Core Strategy

B.36 Consultation on the Core Strategy has been ongoing since 2008 and responses have been received from the public and interested stakeholders relating to both the city administrative area, and the wider Housing Market Area. Three major consultations have taken place with feedback on transport issues that has been considered during the preparation of the LTP3.

- in early 2009 consultation on Issues and Ideas for future growth in and around the city took place in the form of several workshops engaging with neighbourhood forums and local community representatives
- consultation on the Core Strategy Options paper ran from January - May 2010. Feedback has been compiled on the options for transport in the HMA
- workshops on the Core Strategy Options were held in July 2010. Several transport-related comments were received.

Issues and Ideas feedback

B.37 During consultation on issues and ideas for the Core Strategy in 2009 several workshops were held and many of the comments and issues raised were related to transportation. Of these, it is not surprising that over 40% related to land use planning and the need to locate and design new and existing developed areas to optimise transport efficiency. Locating services, employment and residential areas within easy access of each other by modes other than the private car was seen to be a fundamental principle.

B.38 Other issues raised concerned the need to ensure the road network provided safe access by all modes. Specific issues were discussed including:

- the need for improved links between the rail station and city centre
- the future use of and access to the Derby Royal Infirmary site
- The need for the protection of and access to public open spaces
- the use of the canal network for leisure including the reinstatement of the Derby and Sandiacre canal system

B Consultation process and responses

HMA feedback

B.39 Consultees were given four options for transport and asked to prioritise them. The options are shown below in the order of priority indicated by the consultation responses:

1. accommodate existing and new travel demand by **providing alternatives to the private car**
2. **reduce travel demand** by focusing on measures to reduce reliance on motorised travel
3. **maintenance of the existing transport asset** with no provision to influence mode of travel
4. accommodate existing and new travel demand by **improving road infrastructure**

B.40 The response implies that the highest priority for the consultees was improving options for alternatives to the car, such as walking, cycling and public transport. These to be followed by measures to reduce the general demand for travel; maintaining the infrastructure we have, and finally providing for increased demand by creating new infrastructure.

B.41 The comments received are representative of how local schemes to improve infrastructure could benefit the network. For example, relatively small improvements to junctions and crossings, or maintenance responding to emergency or unplanned situations such as extreme weather events. It is acknowledged that in reality a combination of measures will be required to address transport in and around Derby.

Core Strategy Options paper feedback

B.42 Consultees raised several issues relating to specific and general transport problems within and in relation to the city, which are summarised in Table B.4.

Consultation process and responses B

Table B.4 Transport consultation feedback from the Core Strategy Options Paper

| Problems | Suggested Solutions |
|--|---|
| Parking | |
| <ul style="list-style-type: none"> ● inadequate parking in residential areas and around public buildings such as schools and the hospital, leading to overspill in adjacent areas ● high cost of parking creating a barrier to use of some areas | <ul style="list-style-type: none"> ● regulate parking by providing adequate parking at developments, or through residents parking schemes ● making parking free ● introduce long stay parking ● encourage more use of front gardens for parking |
| Public Transport | |
| <ul style="list-style-type: none"> ● high cost, unreliability, inappropriate routes and infrequency of buses deter their use | <ul style="list-style-type: none"> ● introduce a flat fee across the city ● reintroduce an orbital bus route ● introduce more park and ride sites |
| Congestion | |
| <ul style="list-style-type: none"> ● congestion is a general problem, in particular along key corridors and at public buildings such as schools and hospitals ● the ability for the road network to accommodate growth is limited | <ul style="list-style-type: none"> ● encourage use of alternative modes to the private car ● provide new infrastructure to relieve congestion |
| Accessibility | |
| <ul style="list-style-type: none"> ● access to the hospital is a problem ● more bridges may be needed over the river outside the city ● on street parking limits access for emergency vehicles | <ul style="list-style-type: none"> ● provide cycle routes ● enforce cycle routes and cycle access areas ● design new development appropriately |
| Cycling and Walking | |
| <ul style="list-style-type: none"> ● safety cycle routes are needed, to and through the city centre ● access from developments to existing facilities and services should be easy on foot and by cycle | |
| Environmental | |

B Consultation process and responses

| Problems | Suggested Solutions |
|---|--|
| <ul style="list-style-type: none">• pollution arising from congestion• access to open space and between spaces and green corridors | |
| Speeding | |
| <ul style="list-style-type: none">• speeding is a problem in several areas in the city | <ul style="list-style-type: none">• introduce and enforce speed limits |

Appendix C Bus Information Strategy update

Background

- C.1** The Transport Act 2000 requires councils to produce a bus information strategy to 'determine what local bus information should be made available to the public and the way it should be made available'.
- C.2** For the purposes of the Act, 'local bus information' means:
- information about routes and timetables for local services to, from and within the county
 - information about fares for journeys on such services
 - information on facilities for disabled people, travel concessions, connections with other public passenger transport services or other relevant subjects that the authority consider appropriate in relation to their area.
- C.3** In 2004 following consultation with interested parties Derby City and Derbyshire County Councils adopted a joint bus information strategy to mirror the joint LTP which was then in place. The objectives of the strategy were to:
- increase the availability and accessibility of bus information to people in Derby and Derbyshire, allowing people to adopt sustainable travel habits
 - promote the overall bus network in Derby and Derbyshire to residents and visitors
 - raise the degree of satisfaction with public transport information amongst residents who have seen or received such information
 - help to achieve LTP objectives by raising awareness and influencing mode choice, see Table C.1
 - clarify the responsibilities and roles of bus operators and the City and County Councils for the provision of bus information
 - improve information to promote social inclusion
 - increase the use of public transport
 - promote the economic well being of the local community.
- C.4** To achieve the objectives of the strategy we set out a detailed implementation plan. This consisted of nine strands with implementation taking place in three phases. The strands of the strategy were:
- general activities
 - printed information
 - roadside information
 - electronic information systems including journey planner and internet
 - Traveline
 - fares and ticketing
 - facilities for disabled people
 - service disruptions
 - interchange.

C Bus Information Strategy update

C.5 The phases of the strategy are:

- short term – April 2004 to March 2005
- medium term - April 2005 to March 2007
- long term - April 2007 onwards

Progress to date

C.6 There has been considerable progress over the last six years in achieving the objectives we set ourselves. For example, virtually all bus stops in Derby now have printed timetable information available at them. There has also been a considerable increase in the number of bus routes covered by Real Time Information system. Full details of the implementation plan and the work undertaken on it are shown in Table C.1.

The future strategy

C.7 Following feedback from the main stakeholders, it has been decided that the broad objectives of the strategy and the means to achieve them should remain the same. With our partners we will, funding permitting, look to further develop the quality and availability of the information provided. The City Council plans to continue to follow the main strands of the bus information strategy. However due to certain technical and financial constraints it may not be possible to undertake work in all the areas. Table C.2 shows potential items which we would like to implement during this LTP period.

Bus Information Strategy update C

Table C.1 Bus Information Plan progress

| Information About | Proposed Action | Reasoning | Timescale |
|---------------------|--|--|---|
| Short Term | | | |
| General | Identify the resources necessary to implement the strategy and address any shortfalls. | The Best Value Review of the County Councils Public Transport Unit being undertaken at the moment presents an opportunity to ensure the resources are made available to carry out this strategy. | By June 2004 Review Completed |
| | Undertake a review of existing research on passengers' attitudes to various forms of information provision. | To see what lessons we can learn. | By March 2005 Completed |
| | Undertake customer satisfaction surveys of existing information provision. | To ensure that people are happy with what is being produced at the moment. | By March 2005 Completed the DfT undertakes additional surveys every 3 years |
| Printed information | Introduce the Greater Peak District Visitors' Map. | To reduce the impact of leisure pursuits on the local environment and improve access for rural residents and visitors. | By July 2003 Completed |
| | Produce a guide detailing the feeder network associated with Transpeak, this to include information about facilities for disabled people, travel concessions and connections with other public transport services. | To maximise the potential impact of this major Rural Bus Challenge backed scheme. | By August 2004 This project was not taken forward |
| | Introduce the new county-wide bus map. | To provide a consistent level of information throughout the County and City. | Completed |

C Bus Information Strategy update

| Information About | Proposed Action | Reasoning | Timescale |
|----------------------|---|--|---|
| Short Term | Continue the introduction of the town and local area travel guides modifying updates in line with the results of research to include information about facilities for disabled people, travel concessions and connections with other public transport services. | To provide car users with attractive alternatives and to reduce the impact on our towns and villages of short trips to local facilities. | By October 2004 First round of guides completed |
| | Review the distribution outlets for printed materials and if necessary undertake market research to ensure the publications are being usefully deployed. | To ensure we are maximising the potential of our existing information provision by reaching as many customers as possible. | By October 2004 Completed |
| | Produce a new simple guide on how to use buses. | To make non-bus users aware of how easy it is to use bus services. | By October 2004 Completed |
| | Maintain production of the existing three area timetable books modifying them in line with the results of research, to include information about facilities for disabled people, travel concessions and connections with other public transport services. | To continue to provide information in a format which has proved popular, whilst further developing the product. | Ongoing Still ongoing |
| | Provide information in ethnic languages on an 'as required' basis. | Minority groups may require tailored public transport information. | Ongoing Still ongoing |
| Roadside information | Provide information regarding feeder bus network and interchange opportunities at key Transpeak hub stops. | To maximise the potential impact of this major Rural Bus Challenge backed scheme. | By August 2004 |

Bus Information Strategy update C

| Information About | Proposed Action | Reasoning | Timescale |
|--|--|--|---|
| Short Term | | | This project was not taken forward |
| | Develop a set of standards for information provision at bus stops including details on the bus stop flag and timetables | To provide a consistent level of information throughout the County and City | By August 2004 Completed |
| | Work with bus operators to implement bus stop names that tie in with the journey planner. | This allows for a consistent standard of information across the city, regardless of route or operator. Location names help make identifying destinations easier. | By November 2004 Ongoing |
| Electronic information systems, journey planner and the internet | Work with bus operators to install real time information displays complete with short message service, SMS and on bus automated announcement system on the Allestree route and the Rainbow 5 route between Chaddesden, Spondon by March 2004. The rest of the Rainbow 5 route in Borrowash and Long Eaton to be completed by May 2004. Further routes in Chaddesden, Oakwood, Spondon and Mickleover to be added during 2005 | This gives people a vivid idea of how long they have to wait for the next bus. It encourages increased bus use by reducing uncertainty over the waiting times and service operation. | Ongoing The routes identified were completed. RTI has also been introduced on the following routes- Rainbow 4, Arriva 38, Arriva 44 and 45, Skylink |
| | Trial installation of a journey planner console in a Derbyshire tourist information centre. | To ensure we are maximising the potential of our existing information provision by providing new means to access it. | By March 2005 This project was not taken forward |

C Bus Information Strategy update

| Information About | Proposed Action | Reasoning | Timescale |
|---------------------|---|--|---|
| Short Term | | | |
| | Investigate the provision of kiosk based journey planner, or timetable and fare table displays in the city. | This kind of service would provide people with very flexible, detailed information tailored to their needs. | By March 2005 Investigation undertaken. It was decided this would be developed once the bus station opened, funding permitting. |
| Traveline | As a minimum enforceable requirement, ensure that all operators of local bus services in the County contribute to the cost of providing the Traveline Service according to a schedule of charges set by the East Midlands Transport Information Service, EMTIS. Where an operator fails to do so, the Council's will meet these costs and recover them from the operator using the statutory powers provided in the Transport Act 2000. | The lack of advanced knowledge can deter people from using buses. The County and City Councils also need to ensure that all operators are meeting their legal requirement. | Ongoing Ongoing |
| | As part of East Midlands area consortium look to improve the quality of local information provided and further enhance the service provided, for example texting of information. | To ensure we are maximising the potential of out existing information provision by providing new means to access it. | Ongoing Ongoing |
| Fares and Ticketing | Work with bus operators to encourage a more open approach to publicising fare information. | The lack of advance knowledge of fares can deter people from using buses. Better information and opportunities to purchase tickets 'off-bus' will help make bus services more attractive to potential users. | Ongoing Ongoing |

Bus Information Strategy update C

| Information About | Proposed Action | Reasoning | Timescale |
|--------------------------------|---|--|---|
| Short Term | | | |
| Facilities for disabled people | Provide information in large print, Braille and on tape on an 'as required' basis. | Visually impaired people and those with hearing difficulties require adapted public transport information. | Ongoing Ongoing |
| | Investigate providing information displays at a height visible for disabled people. | This could improve access to bus information for a number of people | New installations will be assessed. Review of existing sites to be undertaken by May 2004 Review undertaken – new sites and upgraded sites have information provided at a suitable height |
| Service disruptions | Work with bus operators to establish what information is to be provided when services are disrupted. | A contingency plan is required so that accurate bus information can still be available, even when non-standard services are running. | Formalised process to be agreed by May 2004. Initial dissemination via Traveline Ongoing |
| Interchange | Provision of bus service frequency summaries and route maps at bus and railway stations and interchanges, including information about facilities for disabled people, and details on fares. | To encourage greater interchange between the different modes of public transport. | By September 2004 Project partially undertaken – fares information not included |
| Medium Term | | | |

C Bus Information Strategy update

| Information About | Proposed Action | Reasoning | Timescale |
|---------------------|---|---|---|
| Short Term | | | |
| General | Encourage tourist attractions in Derbyshire to include details in their publicity of how the reach the site by public transport. | To reduce the impact of leisure pursuits on the local environment. | By April 2005 Ongoing |
| | Ensure that timetable information for school transport services is included in school handbooks. | To provide parents with information on the available alternative to the private car for getting their children to school. | By September 2005 Partially completed |
| Printed information | Produce 'how to get there by bus' guides for major destinations. | Bus access to places such as East Midlands Airport, the hospitals and the railway station will be much easier for many people through a focussed information guide. It will also market bus services to those previously unaware of services to these destinations. | Produce guides for all identified destinations by end of 2004 Completed and ongoing |
| | Increase promotion, publicity and signage for the cities park and ride services. | To encourage more people to use the existing services. | By April 2005 Completed |
| | Ensure that a timetable information leaflet is available for every service provided on a route by any individual operator or group of operators, which should include information about facilities for disabled people, travel concessions and offers and connections with other public transport services. | Some routes already have this provision. By extending it to all services it will provide a consistent level of information throughout the County and City. | By April 2005 Partially completed fares information not included |
| | Production of maps and guides to explain the network of services available in the city. | These provide a user friendly guide to bus routes in the city, combined with approximate frequencies on routes. This forms a | By September 2005 Completed and ongoing |

Bus Information Strategy update C

| Information About | Proposed Action | Reasoning | Timescale |
|---|---|---|--|
| Short Term | | | |
| | | pocket-sized guide and is of benefit to residents and visitors. To be distributed twice yearly. | |
| | Timings should be given for all major intermediate stopping points along the route and an indication given of possible interchanges with other modes of transport such as at rail stations. A rolling programme will be initiated to achieve this policy starting in urban areas. | To make existing and potential passengers fully aware of the route served and the potential opportunities for interchange between services. | By mid 2006 Partially completed |
| Roadside information | Introduce a staffed bus passenger help and information kiosk on a trial basis in a location where there is no bus company presence but where there is a lot of interchange activity. Contributions will be sought from operators to provide this service. | To provide public transport information in a different format, improve the quality of customer care and encourage greater interchange between different bus routes. | By April 2005 Information office operated by City Council contract staff opened at bus station |
| | Work with bus operators to provide timetables at 95% of bus stops within the City. | This provides relevant information at places where people are likely to need it. Not all stops are relevant because some are 'set down' only and others work as that in practice. | By March 2006 Completed |
| | Bus stop flags to be provided at all locations where buses stop except on hail and ride sections of services. The flag and other information will follow the standards developed earlier. | To provide a consistent level of information throughout the County and City. | By March 2007 Completed |
| Electronic information systems, journey | If the trial installation of a journey planner console in a Derbyshire tourist information centre is successful they will be rolled out to other locations. | Providing the trial proves successful, look to extend the system as funding becomes available so more people have an opportunity to benefit from it. | By March 2007 Not yet taken forward |

C Bus Information Strategy update

| Information About | Proposed Action | Reasoning | Timescale |
|--------------------------|---|--|--|
| Short Term | | | |
| planner and the internet | Trial the provision of Real Time Information (RTI) on the web site using data provided as a result of roadside real time information. | To ensure we are maximising the potential of our existing information provision by providing new means to access it. | By March 2007 Partially completed |
| | Work with operators to implement announcement systems on buses, at stops or at interchanges – automated or manned alongside real time information. Allestree and Rainbow 5 route RTI being installed by May 04 will have on bus announcements. | This makes Real Time Information accessible for the visually impaired, as well as bringing attention to the location of the bus to all passengers. | To be developed following initial system introduction Trial of on bus system undertaken as part of RTI system on certain routes eg Allestree, Mickelover, Rainbow 5 and the 22, 24 and 26. This proved to be unpopular with certain passengers so no more routes have received this equipment. |
| Fares and Ticketing | Increase promotion of b-line service for young people. | To encourage young people at an early stage to use public transport for journeys other than to school. | By June 2005 Completed and ongoing |
| Long Term | | | |
| General | Pilot personalised travel planning project. | To provide people with information on the alternatives available to the private car. | By mid 2007 This project was not taken forward |

Bus Information Strategy update C

| Information About | Proposed Action | Reasoning | Timescale |
|--|--|--|---|
| Short Term | | | |
| Roadside Information | All stops with the exception of those in deep rural locations with little patronage and those primarily or solely set-down only, should be provided with a timetable case. A rolling programme will be initiated to achieve this policy with approximately 500 new cases being provided per year. Priority will be given to major interchanges, large passenger boarding points such as shopping centres and tourist attractions, 'quality' routes and town and village centres. The information provided in the timetable case must be legible, up to date, meet the ATCO standards, and be specific to the stop in question for all services which use it. It will also meet the standards developed earlier. Contributions will be sought from operators to keep this information up to date. | To provide a consistent level of information throughout the County and City. | By 2010 Ongoing |
| Electronic information systems, journey planner, internet | Working with bus operators and the developer, to provide screen based information at new city bus station. | This will be used to direct passengers to the correct boarding points and give a clear indication of which services are departing and when they are due to leave. | Completed. New bus station has individual electronic departure screens at all of the bus and coach bays with larger summary screens in the main concourse and the information office |
| | Work with bus operators to investigate the use of WAP and other electronic delivery mechanisms for bus information. | Information about many other services are available through the latest electronic media. It is important that bus information is not left behind, in order to maintain the widest audience possible. | Ongoing Ongoing |

C Bus Information Strategy update

| Information About | Proposed Action | Reasoning | Timescale |
|--------------------|---|---|---|
| Short Term | | | |
| Interchange | Work with developer to investigate signing within and around the city bus station and interchange points. | Both for the Derby temporary bus station and when the new bus station is completed, it is important to check that signing is helpful and functional, both within and around the bus stop, to ensure maximum benefits for users. | In line with the use of the temporary and permanent bus station facilities. Signing within the bus station completed includes information on bus and rail services and city centre maps. Improved roadside signing to be provided as part of Morledge scheme. |

Table C.2 The Future

| Information about | Proposed action | Reasoning |
|---------------------|--|---|
| General | Continue to encourage tourist attractions, theatres, cinemas etc to include details in their publicity of how to reach the site by public transport. | To reduce the impact of leisure pursuits on the local environment. |
| Printed information | Continue to produce 'how to get there by bus' guides for major destinations. | Bus access to places such as East Midlands Airport, the hospitals and the railway station will be much easier for many people through a focussed information guide. It will also market bus services to those previously unaware of services to these destinations. |

Bus Information Strategy update C

| Information about | Proposed action | Reasoning |
|--|---|--|
| | Continue to ensure that a timetable information leaflet is available for every service provided on a route by any individual operator or group of operators and for those services operated under contract for the Council. | Printed timetable leaflets remain an important source of information for many bus users |
| | Continue to produce city Bus Network Guide to explain the network of services available in the city. | These provide a user friendly guide to bus routes in the city, combined with approximate frequencies on routes. This forms a pocket-sized guide and is of benefit to residents and visitors. To be distributed twice yearly. |
| Roadside information | Continue to work with bus operators to provide timetables at 95% of bus stops within the City. | This provides relevant information at places where people are likely to need it. Not all stops are relevant because some are 'set down' only and others work as that in practice. |
| | Continue to ensure bus stop flags are provided at all locations where buses stop except on hail and ride sections of services | To provide a consistent level of information throughout the County and City. |
| Electronic information systems, journey planner and the internet | To work with Leicester City Council and other suppliers to look at the potential for another Real Time Information system to replace the current Startrak system when it is withdrawn. | The current system has proved popular with bus users and we would like to provide something similar in the future. |
| Traveline | To continue to work with our partners in the East Midlands to develop and promote the Traveline system. | A lack of advanced knowledge can deter people from using the bus. |
| Fares and ticketing | Work with operators to encourage more use of smart ticketing and develop city wide joint tickets to lower the overall cost of travel | The high fares are often given as a reason why people do not use bus services |
| Facilities for disabled people | Continue to provide information in large print or tape as required | Visually impaired people and those with hearing difficulties require special adapted transport information. |

C Bus Information Strategy update

| Information about | Proposed action | Reasoning |
|-------------------|--|--|
| Interchange | To continue to develop the information facilities at the new bus station to provide the best possible service to bus passengers | The bus station acts as a shop window for bus services it is therefore important that it projects a positive image |
| | Continue to provide roadside information at other key bus interchange locations in the city including Allenton district centre, Pride Park and the rail station | Information at these local interchanges can assist people transfer between services more easily |
| | To work to ensure the new bus interchange at the rail station provides the best possibility facilities including electronic information screens and high quality printed information | The rail station interchange will act as an important gateway to bus services in the city. |

Appendix D ROWIP update

Introduction

- D.1** The requirement to produce a Rights of Way Improvement Plan (ROWIP) comes from Section 60 of the Countryside and Rights of Way Act 2000. The Council published its Improvement Plan for Derby in November 2007. The plan has a 5 year life span and will end in March 2012
- D.2** The Improvement Plan addresses: how the local path network can meet the present and likely future needs of the public; the opportunities provided by local path network for exercise and other forms of open-air recreation; how accessibility for people with mobility problems and visual impairment can be improved.
- D.3** As well as containing actions covering public rights of way recorded on the definitive map, the Improvement Plan also considers all adopted off-road paths not shown on the definitive map, cycleways and other public paths and important permissive paths such as the Riverside Path and two canal paths. The Improvement Plan does not cover the city's roadside footways, but does consider that they are also routes available to the city's path users.

The Statement of Action

- D.4** The most important part of the Improvement Plan is the Statement of Action. The Statement of Action lists the 43 specific actions that the Council needs to carry out in order to improve the local rights of way network in Derby up to the year 2012. These are grouped under five aims. They are:
- Aim 1: To make sure that the public rights of way network is easier to use
 - Aim 2: To provide an up to date and widely available Definitive Map and Statement
 - Aim 3: To provide a more connected network suitable for all users
 - Aim 4: To improve the provision of information about the public path network and access to the countryside
 - Aim 5: To provide greater opportunities for those groups who don't usually use public paths to use them more

Update on plan progress

Aim 1: To make sure that the public rights of way network is easier to use

- D.5** Since May 2010 the maintenance of the public rights of way network has been carried out by the Council's new Streetpride department, which is also responsible for the adopted highways network. Some of the long permissive paths, which are primary leisure routes, such as the Riverside Path, are maintained by the Council's parks service.
- D.6** Since 2007, the city's path network has been maintained in line with the specific actions on maintenance within the Improvement Plan. It was reported by the then Highways Maintenance section in June 2008 that 89% of the 45km of public rights of way recorded on the Definitive Map were easy to use. The percentage for the 2004/2005 year was

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81%. The majority of rights of way, which are not easy to use, have been lost accidentally to development or to overgrown vegetation because they were no longer being used by the public.

- D.7** In line with Improvement Plan actions, the Council also continues to work through the Derby Community Safety Partnership (CSP) to reduce problems and people's perceived fear of anti-social and criminal behaviour on paths. The CSP's Anti-Social Behaviour Team regularly works with local people and organisations on trying to address path related problems including misuse by groups of youths and unlawful motorcycling on footpaths. The Council has made more use of K barriers on paths, which restricts unlawful motorcycling whilst allowing legitimate use of paths. The Partnership has worked with organisations on the use of gating orders to prevent the misuse of some paths at certain times of the day. The Partnership has also provided advice to landowners and land managers, whose properties have been affected by the misuse of public paths, which cross or run adjacent to their land.

Aim 2: To provide an up to date and widely available Definitive Map and Statement

- D.8** The Council has started work on the production of a new Definitive Map for the whole of the city of Derby. The new map will cover the previously excluded former Derby County Borough area for the first time. It is considered that there are still a large number of unrecorded paths and routes in use by the public, which may need recording on the Definitive Map. Approximately 300 new potential public rights of way have been identified that could be included on the proposed Definitive Map for Derby. The next stage will be to carry out an internal consultation followed by a full rights of way survey. Once the Council has agreed which potential rights of way to take forward for further consideration, it will carry out additional consultations with landowners and land managers, rights of way user groups and the public. The target date for the publication of the draft Definitive Map for Derby is April 2012.

Aim 3: To provide a more connected network suitable for all users

- D.9** One of the actions under this aim is to provide a number of off road paths in the city. These paths can be constructed as stand-alone schemes or as a result of development.
- D.10** The Council has worked with developers to create paths that are more connected to the existing path network. Two new bridleways, connecting the bridge over the Alvaston Bypass (A6) and the Riverside Path, will soon be added to the Definitive Map.
- D.11** In addition, £15,000 of LPT2 funding was allocated to ROWIP schemes in 2007/2008. The funding was put towards the construction of a section of the Great Northern Greenway route. The route, which has been constructed in partnership with Derbyshire County Council, runs from the Racecourse Park to Breadsall village.
- D.12** There have also been a number of new off road cycle routes created in the city which have been funded by the Council.
- D.13** The Improvement Plan commits the Council to create at least one circular route for leisure purposes every year. The Council created three new circular walks within the city in early 2007. These walks were in addition to the four existing cross boundary

circular walks giving a total of seven circular walks. The Spondon Circular Walk was created in the 2008/09 year and officially launched in Spring 2009. All the walks have been published in paper format in the Derby Walks folder and can also be found in print friendly electronic format on the Council's website. A new Heatherton Circular Walk is intended to be made to make wheelchair and disabled scooter friendly should be created in time for a Spring 2011 launch.

- D.14** These walks add to the Council's existing portfolio of nature and tree trails. Details of all the walks and trails can be downloaded from the Council's website.
- D.15** The Improvement Plan contains 16 potential walking and/or cycle routes, which were originally contained within the Council's City of Derby Local Plan Review 2006, that the Council is committed to try and implement should the opportunity arise.

Aim 4: To improve the provision of information about the public path network and access to the countryside

- D.16** The Improvement Plan contains several actions designed to improve the amount of information that the Council provides about the city's public path network and access to the countryside.
- D.17** The continuing Let's Go Wild in Derby programme, which first began in 2004, is now an Improvement Plan action. The programme offers the public a series of free walks and activities led by local groups, which helps them enjoy local wildlife, the city's open spaces and surrounding countryside as well as get exercise at the same time. The programme is supported by a large number of partners ranging from small local groups to large organisations, including Derby City Partnership, b active, Derbyshire Wildlife Trust, Groundwork Derby and Derbyshire, BTCV, the University of Derby, the Derby City Primary Care Trust and BBC Breathing Places. The Council has organised three Let's Go Wild in Derby programmes within the life of the Improvement Plan for the years 2008, 2009 & 2010. A new programme will be created for 2011.
- D.18** The Council first published its Derby Walks folder in Spring 2007 and revised it in Spring 2009. The folder contains seven circular walks in and around Derby. The folder was produced in line with the proposed actions contained in the draft ROWIP, which was being prepared at the time and was published in May 2007. New leaflets for the Markeaton and Darley Tree Trails, have been created by Derby City Parks. These walks and trails have added to the Council's existing portfolio of nature and tree trails. Details of all the walks and trails can be downloaded from the Council's website. Several will soon be available on the Walk England's Walk4Life website.
- D.19** The Council has put several of its circular walks on the Walk4Life website, which is being supported by Walk England. Walk4Life is part of the government's Change4Life programme and aims to promote activities to remind people how easy, cheap, enjoyable and most importantly, healthy, walking is.

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- D.20** In response to the request for greater information about horse riding, the Council has worked with Derbyshire County Council to produce the new Horse Ride Derbyshire leaflet. The leaflet which was launched in May 2010, highlights the major horse riding routes in Derby and Derbyshire.
- D.21** The Council launched the first Derby Walking Festival in September 2010, which is intended to continue. The Council is also a partner in the Erewash and Amber Valley Walking Festival, which is organised by Erewash Borough Council, Amber Valley Borough Council and Derbyshire County Council. The Council helps to promote the festival.
- D.22** The Improvement Plan has the objective of increasing the amount of cycling within the city. The Council has its Cycle Derby website, which gives details of cycle routes, training and other relevant information. It also offers the Derby Cycle Map, which shows all the city's cycling paths, including the national routes, and a number of Cycle leisure route guides. The leaflets for the walks and cycle routes are available in paper and electronic form.
- D.23** The Council has also set up b-active initiative, which is designed to help young people and adults become more physically active. b-active has its own website which offers information on activities and local path routes for exercise.

Aim 5: To provide greater opportunities for those groups who don't usually use public paths to use them more

- D.24** The Council's Disabled People's Diversity Forum Project Group has been consulted on the wider issues affecting disabled people's use of public rights of way. Plans are being drawn up to consult with other disadvantaged and hard to reach groups in the city. The other groups identified in the Improvement Plan are groups with learning difficulties, minority ethnic groups, young people and parents with young children. It is intended to have consulted with these groups and drawn up an action plan by April 2012.

Monitoring and review

- D.25** At the end of every financial year an annual report is produced showing how much progress has been made on meeting each of the Rights of Way Improvement Plan aims. There have been three annual monitoring reports so far for 2007-08, 2008-09 and 2009-10. The annual reports state which of the targets have been completed within the financial year. If targets have not been met then we have explained why that is the case. It then sets either a new completion date for that action, or a full review of that action.
- D.26** The Derby and Derbyshire Local Access Forum (DADLAF) is the statutory advisory body, which advises Derby City Council and Derbyshire County Council on their respective ROWIPs. The annual monitoring report is put before the Local Access Forum at its June meeting, after the end of the financial year, for comment on how its members

believe the implementation of the plan is progressing. The Local Access Forum has set up a Derby ROWIP sub group who's task is to give more specific feedback about the progress of the actions within the Plan.

The future of the Rights of Way Improvement Plan

D.27 The Council at present (and subject to available resources at the time) intends to produce a new Improvement Plan after March 2012. The Plan would be a related document to the Derby LTP3 and take forward its overall aims. The overall aims, needs and the specific actions of the current Improvement Plan would be reassessed, after undertaking any resurvey work required to update the baseline evidence. The new Improvement Plan would be likely to have following objectives:

- Publishing the Definitive Map. The target date within the current Improvement Plan to complete the draft Definitive Map for Derby is April 2012. The next Improvement Plan will set the timetable for the publishing of the final Definitive Map.
- Creating a more connected path network. The next Improvement Plan would continue to identify key path routes and link routes within the city in order to provide a more connected network of well maintained and well signed paths.
- Identifying new path schemes. The next Improvement Plan would set out the criteria for the creation of new path schemes. This would include how to identify them.
- Promoting new and existing leisure routes. The next Improvement Plan would contain additional actions designed to promote walks, trails and cycle routes for leisure and exercise and encourage greater use of technology. This would include exploring the use of social networking websites and on site digital information systems.
- Providing greater opportunities for groups who don't usually use paths. The next Improvement Plan would build on the research being undertaken and contain actions to create new initiatives to provide new opportunities for those identified groups of people to use the city's path network more.

E Draft LTP3 testing results

Appendix E Draft LTP3 testing results

E.1 We tested the proposed long term transport strategy in DATM and through SEA in order to determine its impacts on Derby and the wider environment. We tested two different scenarios for the long term transport strategy representing different levels of investment. These are:

- **The most likely scenario** – based upon local transport investment being lower than during LTP2 reflecting the government's intention to curb public expenditure to address the deficit. This is a prudent scenario for the short and medium term, but may under estimate the investment that may be possible over the longer term.
- **The aspirational scenario** – based upon assumptions that public expenditure will not be severely constrained throughout the whole strategy period of up to 2026 and that enhanced levels of investment may be available in the medium to longer term. This strategy also assumes that additional funding mechanisms may become available together with larger private sector contributions to enable infrastructure enhancements to enable planned for growth in jobs and housing.

E.2 Table E.1 provides a summary of the measures that have been assumed in the test of the most likely scenario and the aspirational scenario.

Table E.1 LTP3 proposed long term transport strategy

| Theme | Most likely | Aspirational |
|--------------------|---|--|
| Public Transport | integrated smart card bus ticketing | integrated smart card bus ticketing |
| | bus service enhancements | bus service enhancements |
| | new park and ride: <ul style="list-style-type: none"> • Boulton Moor | new park and ride: <ul style="list-style-type: none"> • Boulton Moor • A61 to north of city centre • A52 to east of the city centre a • an expanded facility at the city hospital site |
| | bus priority measures (excluding new bus lanes) | bus priority measures (including new bus lanes where appropriate) |
| Network Management | replacement of London Road rail bridge | replacement of London Road rail bridge |
| | measures to manage access to city centre | measures to manage access to city centre |
| | traffic management measures to address localised issues | traffic management measures to address a greater number of localised issues |
| Active Travel | measures to encourage walking and cycling, including | measures to encourage walking and cycling, including |

Draft LTP3 testing results E

| Theme | Most likely | Aspirational |
|-------|--|--|
| | <ul style="list-style-type: none"> treating pedestrian and cycle safety hot spots together with other infrastructure improvements on major desire lines into city centre continued road safety training cycling and walking promotion | <ul style="list-style-type: none"> new cycle lanes and advanced stop line facilities investigation and resolution of accident problems provision of new and enhancement of existing cycle tracks and cycle track crossings continued road safety training cycling and walking promotion |
| | <p>A smarter choices package including:</p> <ul style="list-style-type: none"> travel awareness campaigns continued road safety training public transport information and marketing school travel planning provide increased support for corporate travel plan targeted workplace travel planning work place travel planning through planning applications low level smarter choices campaigns | <p>A smarter choices package including:</p> <ul style="list-style-type: none"> travel awareness campaigns continued road safety training public transport information and marketing school travel planning provide increased support for corporate travel plan citywide workplace travel planning work place travel planning through planning applications cycling and walking promotion development of a strong Smarter Choices brand identity |

E.3 When tested in DATM it was found that this long term transport strategy would have the effects shown in Table E.2 in 2026, when compared against the 2026 situation without the long term transport strategy (no future investment).

Table E.2 DATM assessment of proposed strategy

| Strategic Measures | Most likely scenario | Aspirational scenario | Commentary |
|---|----------------------|-----------------------|---|
| Accidents | | | |
| Change in total accident numbers | 0.0% | 0.0% | There is very little change in accidents and the strategy does not have a detrimental impact on safety. The model testing did not include specific accident reduction measures. |
| Change in numbers killed or seriously injured | 0.0% | 0.0% | |
| Air Quality | | | |
| Change in carbon monoxide (CO) emissions | -3.6% | -0.5% | Air quality will improve slightly. The improvement under the aspirational |

E Draft LTP3 testing results

| Strategic Measures | Most likely scenario | Aspirational scenario | Commentary |
|---|----------------------|-----------------------|---|
| Accidents | | | |
| Change in particulate (PM ₁₀) emissions | -2.7% | -0.8% | scenario is less because the number of trips increases across the city during the inter peak, supporting economic growth. |
| Change in nitrogen dioxide (NO ₂) emissions | -3.7% | -0.5% | |
| Change in carbon dioxide (CO ₂) Emissions | -3.2% | -0.4% | |
| Car Traffic | | | |
| Overall change in car kilometres | -1.4% | -1.6% | The length of car journeys and time spent in cars will slightly decrease. |
| Overall change in car hours | -0.9% | -1.2% | |
| Overall change in car speed | -0.5% | -0.4% | |
| Delays in the morning peak | | | |
| Total delay | -1.6% | -2.0% | Total delays on the network decrease but longer distance trips increase. Individuals' journeys are quicker. |
| Total vehicle kilometres | -0.1% | -0.1% | |
| Total delay per vehicle kilometre | -2.4% | -2.4% | |
| Change in commuter trips to the city centre | | | |
| Change in car trips | -1.8% | -2.5% | Trends in car use, public transport and walking and cycling trips are consistent across both scenarios. |
| Change in public transport trips | +12.5% | +31.0% | |
| Change in walking and cycling trips | +1.4% | +3.2% | |
| Total change in trips | 0.0% | +1.1% | |

E.4 The testing of the proposed long term transport strategy shows that the type of measures that we are planning to take forward as part of the long term strategy will have a positive overall effect. The most likely scenario has positive effects on air quality, levels of car traffic, delays and commuter trips. The aspirational scenario has better results in terms of reducing car traffic and encouraging the use of public transport walking and cycling.

E.5 The outcomes of SEA of the proposed long term transport strategy are set out in Table E.3.

Draft LTP3 testing results E

Table E.3 SEA of proposed strategy

| SEA Objectives | Scenarios | |
|---|--------------------------------|----------------------|
| | Aspirational | Most Likely Funding |
| Environmental | Scale / significance of effect | |
| 1. Air quality | Slight adverse | Slight adverse |
| 2. Greenhouse gases | Slight adverse | Slight adverse |
| 3. Biodiversity | Moderate adverse | Slight adverse |
| 4. Historic assets | Neutral / no effects | Neutral / no effects |
| 5. Landscape and townscape | Slight adverse | Slight adverse |
| 6. Open spaces | Slight adverse | Neutral / no effects |
| 7. Land contamination and soil | Moderate adverse | Slight adverse |
| 8. Water | Slight adverse | Slight adverse |
| 9. Climate change vulnerability, including flood risk | Slight adverse | Slight adverse |
| 10. Natural resources and waste | Moderate adverse | Slight adverse |
| 11. Energy efficiency and renewable technology | Slight beneficial | Slight beneficial |
| Social Including Health | | |
| 12. Noise, vibration, light | Slight adverse | Slight adverse |
| 13. Health | Slight beneficial | Slight beneficial |
| 14. Crime and fear of crime | Slight beneficial | Slight beneficial |
| 15. Safety | Slight beneficial | Slight beneficial |
| 16. Accessibility | Slight beneficial | Slight beneficial |
| 17. Traffic and congestion | Moderate beneficial | Moderate beneficial |
| 18. Journey quality | Slight beneficial | Slight beneficial |

E.6 SEA of the proposed LTP3 long term transport strategy shows that the strategy will have a number of beneficial and adverse environmental effects, most of which are not significant. Neutral effects, no effects, slight beneficial and slight adverse effects are considered to be not significant.

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- E.7** The assessment highlighted that there are likely to be significant impacts on biodiversity if the aspirational scenario is implemented. This is because of the land that would be taken to accommodate new park and ride sites and any new infrastructure delivered. It also noted that the aspirational scenario was more likely to result in increased use of non-renewable resources.
- E.8** The SEA recommended that the location, number and size of any new park and ride sites should be considered further in order to mitigate the impact of new development on greenfield land. Mitigation and best practise construction management are recommended to limit the adverse impact of any infrastructure delivery during the LTP3 period. These and other recommendations from the SEA will be taken into account during the LTP3 period.
- E.9** The SEA shows a slightly adverse impact on air quality whereas DATM indicated a slight improvement. Different methodologies have been used in DATM and the SEA to calculate air quality results but the differences in the results are negligible. The results show that the long term strategy does not have a significant impact on air quality across the city. This is not surprising considering the strategy does not include major changes to the transport network or schemes that will provide a step change in reducing car travel.
- E.10** The replacement of London Road rail bridge is included in both assessments. Replacing the bridge will bring back traffic onto the corridor and so reduces air quality in comparison to a scenario where the bridge is closed. The corridor is heavily populated so the impact of the strategy on air quality per capita is negative. The closure of London Road rail bridge is not an acceptable option and the effective closure of a key radial route into the city centre would serious consequences on accessibility, economic regeneration and quality of life for Derby residents.
- E.11** An appraisal of the long term transport strategy has been undertaken based upon the approach set out in the national Transport Appraisal Guidance (TAG). The results are presented in the form of an Appraisal Summary Table shown in Table's E.4 and E.5.

Table E.4 Supporting Criteria for the Appraisal Summary Table

| Criteria | Description |
|--------------------------|--|
| Affordability | A key consideration during the development of the long term strategy is the likely availability of future funding, particularly over the short to medium term reflecting the government's aim of the next parliament to tackle the UK deficit. To reflect the uncertainty in future funding levels we have developed two scenarios for the long term transport strategy. This ensures that even with a lower level of funding that we can be clear about what we can deliver in terms of outcomes. |
| Financial sustainability | The key issues in terms of financial sustainability is securing sufficient revenue funds to enable us to successfully undertake our non-capital programme of works, particularly in the Active Travel theme. Due to the increasing pressures on the council's revenue budget we will be increasing looking to external sources of revenue, such as S106, to fund activities. |

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| Criteria | Description |
|-------------------------|---|
| Public accessibility | Consultation on the long term strategy will help inform the level of public support for our strategy and implementation plan. |
| Practicality | All of the measures that have been included within our long term transport strategy are practical in that they will not need the council to obtain any additional powers to enable it to be implemented. |
| Distribution and equity | The measures contained within the strategy will deliver benefits across the whole city and to all sectors of the population. |
| Deliverability | The deliverability of the long term transport strategy is assessed as being high. This is because we have taken a realistic view of the funding levels that are likely to be available in the future and are not proposing any major schemes that are likely to be controversial. |

Table E.5 Proposed long term transport strategy Appraisal Summary Table

| Objective | Sub-Objective | Qualitative Impacts | Quantitative Assessments |
|-------------|--------------------------------|--|--|
| Environment | Noise | It is predicted that the strategy will have a neutral impact on the overall population of Derby. | Neutral |
| | Local air quality | Both the Aspirational and Most Likely scenarios would have neutral impacts for the majority of areas in Derby with most experiencing no change for NOx emissions and PM ₁₀ emissions by 2026. The overall impact would be neutral. | Neutral |
| | Greenhouse gases | It is predicted that the strategy does not have any overall impact on greenhouse gas emissions. | Neutral |
| | Landscape | Assessment of the strategy predicts that both the Aspirational and Most Likely scenarios will not have any significant impact on the landscape of Derby. However, if there are any slight adverse effects some of these could be permanent. | Neutral with possible slight adverse effects |
| | Townscape | Assessment of the strategy predicts that both the Aspirational and Most Likely scenarios will not have any significant impact on the townscape of Derby. However, the locations for new pedestrian and cycling infrastructure have not been identified and the provision of such routes would increase access to and appreciation of townscape amongst the population. | Neutral |
| | Heritage of historic resources | Currently there are no measures or schemes included in either scenario which would impact upon Derby's historic environment and therefore the impact is neutral. | Neutral |

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| Objective | Sub-Objective | Qualitative Impacts | Quantitative Assessments |
|-----------|-------------------|--|--------------------------|
| | Biodiversity | Two of the potential park and ride sites are located adjacent to Wildlife Sites, although there is potential for mitigation through landscaping, to be considered at a detailed design stage and therefore the impact is likely to be neutral. | Neutral |
| | Water environment | Overall, any effects would be able to be mitigated and offset by good practise design measures. Therefore the impact is likely to be neutral or not significant. | Neutral |
| | Physical fitness | Beneficial effects on community health and lifestyles are expected through implementation of the long term transport strategy. This is primarily from the Active Travel theme which focuses on measures to increase walking and cycling. However, it can also be expected that measures within the Public Transport theme will lead to greater levels of exercise by comparison with that for car travel. | Large beneficial |
| | Journey ambience | The impact of the long term transport strategy is likely to be beneficial. Positive effects on journey ambience are likely to be spread across different groups and areas are likely to include reduced travel stress, reduced fear of accidents and less frustration resulting from increased travel reliability. | Large beneficial |
| Safety | Accidents | Modelling of the strategy in DATM identified that the measures tested would have a broadly neutral effect. However, adding in the effects of non-modelled interventions, such as continuing a programme of casualty reduction, traffic management and accessibility schemes together with our road safety and cycling education programmes we expect to be able to maintain the progress that we have achieved over the last 10 years in continuing to reduce the overall number of accidents, but also the severity as well, this in particular applies to child casualties which are currently at very low levels. | Slight beneficial |
| | Security | The long term transport strategy includes investment in walking and cycling, and promotion of bus use. Greater use of walking and cycling, and of public transport, will increase the level of 'natural surveillance' that occurs on the streets and public transport systems within Derby, impacting positively on actual and perceived personal security. | Large beneficial |

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| Objective | Sub-Objective | Qualitative Impacts | Quantitative Assessments |
|---------------|---|---|--------------------------|
| Economy | Public accounts | Not Assessed | N/A |
| | Transport Economic efficiency: Business users and Transport providers and consumers | Not Assessed | N/A |
| | Reliability | The reliability of the transport networks will be determined via our efforts to manage and maintain them. This is addressed by our Network Management and Asset Management themes. DATM testing has shown that our strategy could lead to reduced delays through congestion across the whole day when compared to the reference case situation. | Moderate beneficial |
| | Wider economic impacts | Although not directly assessed as part of the strategy development process, previous work on the outline business case for London Road rail bridge has shown that this scheme has an impact upon the ability of the city to enable the delivery of over 9000 new jobs and £830million of private sector investment. | Large beneficial |
| Accessibility | Option Values | There will be a positive impact under this heading across the city through investment in the bus system, walking and cycling as alternatives to the car mode. | Moderate beneficial |
| | Severance | The long term transport strategy involves investment to increase the levels of walking and cycling. | Moderate beneficial |
| | Access to the transport system | Greater access to the transport system is promoted by the long term strategy via investment in walking, cycling and public transport. Small scale/localised improvements will help to address problem locations and will be supported by the promotion and educational work envisaged within the Active Travel theme. | Moderate beneficial |
| Integration | Transport interchange | The new bus station, together with the planned new bus/rail interchange facility at Derby Rail Station, provides significantly improved interchange opportunities, this infrastructure together with improved bus reliability, enhanced passenger | Large beneficial |

E Draft LTP3 testing results

| Objective | Sub-Objective | Qualitative Impacts | Quantitative Assessments |
|-----------|---------------------------|---|--------------------------|
| | | information (provided by real time information), enhanced conditions for walking, improved personal security and investment in park and ride facilities leads to significant increases in the opportunity and quality/reliability of transport interchange within the city. | |
| | Land Use Policy | The long term transport strategy seeks to support emerging Core Strategy through the interventions contained within it. In particular the strategy implicitly recognises the need to influence and be informed by land use policy. In addition the themes of Network Management, Public Transport and Active Travel are all capable of supporting and assisting in the delivery of the land use policies - in particular sites for housing and employment uses. | Large beneficial |
| | Other government policies | The long term transport strategy will support the government's climate change policy by encouraging the use of active modes and public transport. The strategy will also support alternative fuels by supporting the use of electric vehicles and potentially making use of renewable energy generated by the council for electric vehicle charging facilities. | Moderate beneficial |

Appendix F Risk Management

- F.1** The risk register details the main risks to the delivery of LTP3. These include risks to the ability to deliver the strategy and key priorities identified in Part 1 and Part 2 of LTP3 raised by funding, political and other factors; and risks to the effective and efficient delivery of LTP3 Programme elements that may be mitigated through good project management and resource allocation.
- F.2** Tables F1 to F3 outline risks identified, the impacts, and how we propose to mitigate the impacts if it does occur.
- F.3** Table F1 outlines risks if the Strategy is not delivered and the Goals and Challenges for Derby are not addressed. Table F2 outlines risks if programme and project delivery mechanisms are not in place to deliver LTP3 elements. Table F3 outlines risks if the schemes proposed for Derby's transport strategy are not delivered.

F Risk Management

Table F.1 Risks Associated with Non-delivery of LTP3 Policies

| Category | Risk | Impact | Probability (High, Medium or Low) | Mitigation |
|------------------|--|---|-----------------------------------|--|
| Political | National policy direction changes | LTP strategy no longer accords with national policy | M | Programme Governance arrangements are in place to review and amend the strategy or programme if required |
| | Local policy direction changes | LTP strategy no longer accords with local policy | M | Programme Governance arrangements are in place to review and amend the strategy or programme if required |
| | Essential related policy documents are not delivered in time to steer major transport projects | Major schemes are not supported by policy or evidence base | L | LTP is based on strong evidence and supports the needs for the city |
| | Guidance on the the delivery of schemes changes | Methods for selecting and approving schemes change, resulting in delays and failure to deliver the transport strategy | L | Discussion and working arrangements across planning and transportation professionals will facilitate delivery |
| Economic | The strategy is not affordable | Unforeseen costs may be incurred, or cuts to the budget may be made, that result in non-delivery of the programme including key strategy elements | H | The strategy is clear where reliance on external funding will be required. Non-delivery of these elements will not affect delivery of the core elements of the strategy through the annual work programme. |

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| Category | Risk | Impact | Probability (High, Medium or Low) | Mitigation |
|----------|--|--|-----------------------------------|---|
| | Resources are not allocated as needed to deliver the LTP | Inefficient, partial and non-value for money delivery of LTP | H | <p>A two year implementation plan has been developed to manage delivery within a climate of financial uncertainty, using realistic assumptions of future budgets.</p> <p>Remedial measures would involve adjusting the programme as needed and reviewing programme management and financial management procedures</p> <p>LTP is flexible, and may be delivered in stages according to the resources available in future years</p> <p>The implementation plan has been constrained to the resources available, and developed to manage delivery within a climate of financial uncertainty. The programme would need to be revised if it became apparent that there were in-year resource issues.</p> |

F Risk Management

| Category | Risk | Impact | Probability (High, Medium or Low) | Mitigation |
|-------------------------------|---|--|-----------------------------------|--|
| | Revenue funding pressures | Delivery of some revenue funded elements of the strategy and the programme may not take place | H | Preparation and submission of funding bids where opportunities arise Maximise opportunities of all potential funding streams e.g. s106, grants, partnership funding Programme Governance arrangements are in place to manage this risk and potentially amend the strategy and programme as necessary |
| | LTP programme does not deliver value for money | Tax-payer and revenue resources are wasted | L | Monitoring and evaluation of the success and impact of schemes will ensure that only the highest value for money schemes are taken forward |
| Technological | Technological improvements to achieve the Transport Goals are not delivered | Improvements and efficiency savings that rely on investment in new technology are not delivered | H | The strategy aims to make best use of our existing resources. Project management methods will ensure effective utilisation of all technologies and services |
| Legislative/Regulatory | Statutory documents supporting LTP are not delivered. E.g. | Reprimand or fine from central government, and loss of potential for future increases in funding | L | Project management process is in place to ensure efficient delivery of schemes |

Risk Management F

| Category | Risk | Impact | Probability (High, Medium or Low) | Mitigation |
|----------------------|--|---|-----------------------------------|---|
| | HAMP, the Network Management duty | | | Corporate performance management system is in place Governance arrangements are in place to monitor and respond to changes in performance |
| Environmental | Failure to mitigate the environmental effects of LTP3 strategy or delivered schemes identified during Strategic Environmental Assessment | Adverse impact on the natural environment and the health and quality of life of people in Derby | L | The response to the mitigation measures proposed by the SEA is outlined in LTP3. Environmental, Health and Equalities impact assessments of specific schemes will be undertaken as appropriate, as they come forward |

F Risk Management

Table F.2 Risks Associated with Administration of delivery of LTP3

| Category | Risk | Impact | Probability | Mitigation |
|-----------|--|---|-------------|--|
| Political | Change of administration during implementation plan period | Programme approved to deliver implementation plan is not delivered | L | Programme Board is in place to amend the programme |
| | Negative political, media or public reaction to the annual programme of schemes | Loss of confidence in strategy and programming leading to changes and delays to implementation | L | Officers will ensure effective and regular engagement with Members and the public and press to ensure understanding of the annual programme of schemes |
| | Delay in annual programme approval | Schemes are not started in time to be completed within the time and cost constraints | L | Forward planning of the work programme and delivery plan is in place |
| Economic | LTP programme does not deliver value for money | Tax-payers and developers money is wasted | L | Monitoring and evaluation of schemes will provide feedback on the value for money of measures implemented. Poor value for money schemes will be re-considered for inclusion in future programmes Budgets are managed via the project management process and the use of a budget management database and corporate financial systems |
| | Changes to partnership arrangements affecting funding and selection of schemes to be delivered | Delivery of programme is at risk, and the ability to deliver a balanced strategy in the long term is threatened | M | Good relationships with partners and adjacent authorities are maintained by officers |

Risk Management F

| Category | Risk | Impact | Probability | Mitigation |
|----------|---|--|-------------|---|
| | | | | <p>Opportunities to obtain funding are maximised through effective engagement in partnership working</p> <p>Derby's existing and future potential to contribute to national prosperity is recognised both locally and in central governmental departments</p> |
| | Allocation of funding to transport is reduced, or match or external funding is not received | A balanced strategy or short term priorities are not delivered | M | A prioritisation process will help to ensure that whatever funds we receive we will continue to deliver the schemes that best contribute to the delivery of LTP Goals and Challenges |
| | Bids for funding require increased resources | Reallocation of resources away from programme delivery puts delivery of Transport Goals and Challenges at risk | L | Effective measures to coordinate bid preparation will be put in place as appropriate |
| | Skills or staff shortages to deliver the programme if funding allocation is increased, or match or external funding is received | Inefficient allocation of resources and underspend results in wasted tax-payers money | M | Development of existing workforce to learn new skills |
| | Project cost estimates are not accurate | Over- or under-spending results in wasted tax-payers money | L | Robust project management processes are in place with monthly monitoring meetings between Members and senior |

F Risk Management

| Category | Risk | Impact | Probability | Mitigation |
|---------------|--|---|-------------|---|
| | Procurement delays impede programme delivery | Delays result in non-delivery of Transport Goals and Challenges, and wasted tax-payers money | M | council officers to monitor spending. Governance processes are in place to effectively manage the annual programme Use of the existing contracts and procurement framework to speed up procurement of essential services |
| | Major schemes important to Derby's Transport Goals are not prioritised at a national level | Derby is not able to fund or deliver major schemes to support sustainable economic growth | M | Early, regular and effective engagement with central government and network rail on the preparation of a business case for London Road rail bridge |
| | Poor budget management leads to over- or under-spending of the transport allocation | Loss of confidence in the ability of the council to manage budgets, resulting in transfer of the transport budget to other council services | L | Project management process is in place Budget managers are provided with effective training in budget and contract management |
| | Land outside the highways boundary is required for delivery of schemes | Inability to secure of pay for land required to deliver infrastructure projects creates delay and increases project costs | L | Infrastructure projects are likely to be of a very small scale. Compulsory Purchase Orders, and the value of land required will be programmed into individual scheme project management measures as required |
| Social | Consultation delays work | The cost of schemes increases, scheme design and implementation is delayed and | L | Programme management process is in place to manage consultation |

Risk Management F

| Category | Risk | Impact | Probability | Mitigation |
|------------------------------------|---|--|-------------|--|
| | | tax-payers money is wasted. Transport Goals and Challenges are not addressed | | Programme development team should allow for consultation periods, and include contingency periods for high risk schemes The public and other groups have been consulted on the LTP strategy and implementation plan. Officers work with Neighbourhood Boards when preparing the annual programme. |
| Legislative/ Regulatory | Risks associated with not ensuring all decision making is in line with our policies and scheme of delegations | Statutory duties are not met as officers do not meet policy | L | Roles and responsibilities are clearly defined in the Programme Governance arrangements and via the Project Management process |
| | The implementation plan does not appropriately reflect the balanced long term strategy | Short term priorities in the annual programme fail to build in elements to deliver the long term strategy. | M | Project prioritisation processes will require all schemes in the annual programme to contribute to the long term strategy, Transport Goals and Challenges |
| | Data is not collected or is not reliable | No continuous data set is available to monitor project delivery and value for money effectively. Poorly performing schemes are continued to be implemented, wasting tax payers money | M | New baseline data will be compiled that is appropriate to local council needs. The monitoring strategy is locally relevant ensuring data collected in the future how low risk of being subject to changes in methodology or loss of data |

F Risk Management

| Category | Risk | Impact | Probability | Mitigation |
|------------------------------|---|--|-------------|--|
| Environmental | Loss or contamination of land as a result of transport projects | Adverse impact on the natural environment and the health and quality of life of people in Derby | L | The response to the mitigation measures proposed by the SEA is outlined in the LTP3 strategy. Environmental, Health and Equalities impact assessments of specific schemes will be undertaken as appropriate, as they come forward |
| Customer/ Citizen | Not involving local people and businesses in decision making | Neighbourhood priorities, and measures to support economic growth and access to employment are not delivered | M | Consultation with Neighbourhood Boards is a fundamental part of preparation of the annual programme. LTP Steering Group are regularly consulted on the needs and priorities of the city on wider economic, climate and transport user and provider priorities. |

Table F.3 Risks Associated with Non-delivery of LTP3 Key Priorities

| Priority | Risk | Impact | Probability | Mitigation |
|--|--|---|-------------|--|
| A balanced long term strategy, with investment in all areas of transportation over the LTP3 period | See Tables F1 and F2 | See Tables F1 and F2 | L | See Tables F1 and F2 |
| Replacement of London Road rail bridge | Funding to support the scheme from DfT and Network Rail is not secured | London Road rail bridge is not replaced, resulting in increased congestion in other parts of the city, and failure to deliver schemes to regenerate the city centre | M | Regular and effective engagement with central government and network rail to prepare a business case for London Road rail bridge |
| Park and Ride sites on key corridors into the city | Park and Ride is not delivered as developer or other funding does not come forward | Congestion in the city centre resulting from increased travel by the private car gets worse, leading to loss of economic growth, and adverse impacts on people's health and the environment | H | Liaison with Planning departments in Derby and adjacent authorities to ensure CIL and/or S106 are required for the delivery of Park and Ride Inclusion of Park and Ride sites in Derby City, and neighbouring Planning Authorities' Infrastructure Delivery Plans |

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| Priority | Risk | Impact | Probability | Mitigation |
|---|--|--|-------------|--|
| A38 junction improvements | Funding for A38 junction improvements is not provided by the Highways Agency | Essential housing is not provided as the existing transport infrastructure is not able to support development in these key sites | H | New housing and other development will be located as far as possible in locations that make car use unnecessary for local journeys. Development will be supported by best design practice to minimise car use, and travel planning measures to inform and encourage travel by alternative modes to the private car. |
| Support for electrification of the East Midlands main line | The East Midlands main railway line is not electrified | Time savings for journeys between Derby and Birmingham are not made, resulting in loss of potential for economic growth in Derby | L | Derby supports electrification of the East Midlands railway line. Officers will continue to liaise with Network Rail. |
| High speed 2 link through the East Midlands and effective connection to Derby | HS2 is not delivered or does not benefit Derby | Derby does not benefit from HS2 or subsequent extensions north of Birmingham | - | Extension of HS2 north of Birmingham would occur after the LTP3 period. Derby supports HS2 and the benefits to employment and economic growth |

Risk Management F

| Priority | Risk | Impact | Probability | Mitigation |
|----------|------|--------|-------------|----------------------------------|
| | | | | in the city that it could bring. |

G Glossary

Appendix G Glossary

The following explanations are not legal definitions. They are to help readers to understand the context of the document. The list is not exhaustive, but will help define some of the technical terms.

Table G.1

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|-----------------------------------|---|
| Accessibility planning | the means by which local councils and other groups such as the National Health Service and job centres can work together to make it easier for all people, particularly disadvantaged groups, to reach key services |
| Accession | DfT's modelling software tool for accessibility planning |
| Active Travel | travel requiring physical activity, such as cycling or walking |
| Air Quality Action Plan, AQAP | this contains a series of actions that will benefit air quality and specifically target air quality problems in the air quality management areas |
| Air Quality Management Area, AQMA | declared areas where national objective levels for certain pollutants are not likely to be met by their target dates |
| Asset management | effective maintenance of the transport network, including footpaths, cycleways, rights of way, bus infrastructure and roads |
| Challenges | we have developed Challenges which we need to meet in order to address the transport-related problems facing Derby, now and in the future |
| Comprehensive Area Assessment | now abolished assessment of local authorities' performance across all services, including transport. |
| Connecting Derby | major integrated transport project, which includes completion of Derby's inner ring road, providing improved traffic management, major bus priority and conditions for pedestrians and cyclists |
| Core Strategy | central document of the Local Development Framework, describing the spatial development plans for the city |
| Cycleway | surfaced part of the highway, normally alongside a carriageway, on which cyclists cycle |
| D ₂ N ₂ | the name given to the Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership |
| Department for Transport, DfT | government department responsible for allocating funds for transport capital expenditure, setting standards of road design, road safety and signing |
| Derby Area Transport Model, DATM | detailed computer based multi-modal transport model, which has been used to analyse the transport problems within Derby |

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| Derby Area Transport Study, DATS | study to provide an in depth appraisal of the total transport needs of Derby, across all modes of transport, at present and for the future, up to the year 2021. This has informed the long term transport strategy to address the problems and opportunities identified |
| Derby City Partnership, DCP | is an alliance of over 250 organisations from the public, private, voluntary and community sectors |
| De-trunking | the process where all non-core parts of the trunk road network are transferred from the Highways Agency to local transport authority control, such as the A52 east of Derby |
| Dropped kerbs | kerbs sunk to road surface level to provide a flat, easy transfer from footway to road surface |
| East Midlands Development Agency, emda | one of nine Regional Development Agencies in England set up in 1999 to bring a regional focus to economic development, due to be abolished by March 2012. Their role includes job creation, improving skills, increasing competitiveness and tackle social exclusion |
| English National Concessionary Travel Scheme, ENCTS | the national scheme to give certain groups of people, including older and disabled people free access to bus travel across the country |
| Environmental Impact Statements | statement of the environmental impact or potential impact of certain projects or schemes |
| Equalities Impact Assessment, EqIA | assessment of the effect of certain plans and policies on different groups of people |
| Freight quality partnership, FQP | agreement between local councils, freight operators and generators to improve the efficiency of freight distribution within an area and encourage environmental best practise in freight distribution |
| Goals | the five national transport goals that we have adapted for Derby. The Goals set the context which transport schemes should deliver within |
| Gold Card | travel and discount card for the over 60s and disabled people throughout Derby and Derbyshire |
| Health Impact Assessment, HIA | assessment of the effect or potential effect of certain plans and policies on human health |
| High Speed 2, HS2 | the proposed high speed rail line between London and the West Midlands, with longer term proposals for a link to Newcastle via the East Midlands |
| Highways Agency, HA | executive agency of the DfT responsible for managing the trunk road network |
| Highways Asset Management Plan, HAMP | describes the process for managing and maintaining highways infrastructure in an area. The first stage towards production of a Transport Asset Management Plan |

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| Housing Market Area, HMA | geographical area identified as requiring significant new housing development in the future |
| Infrastructure Delivery Plan | Part of the Local Development Framework, that will set out when and what infrastructure should be delivered across Derby in the future. Including transport, health, education and other essential infrastructure |
| Inner ring road integrated maintenance scheme, IRRIMS | major maintenance scheme on St Alkmund's Way, part of Derby's Inner Ring Road, allowing essential repair work to various highway assets to be undertaken in an integrated way |
| Intelligent Transport System | traffic signals that are linked by computer software to give greater control over the flow of traffic around the signalised network |
| Local Area Agreement, LAA | the Council's agreement to monitor a set of 35 indicators, selected by the Council from the list of 198 in the national indicator set |
| Local Development Framework, LDF | a statutory requirement to provide a portfolio of Local Development Documents. This will replace the Local Plan process |
| Local Enterprise Partnership, LEP | Partnerships proposed by the coalition government to support business growth |
| Local public service agreement, LPSA | a mechanism for central and local government to work together to improve the quality of public services and to tackle national and local priorities |
| Local Plan | this sets out detailed policies and specific proposals for the development and use of land over a period of five years, and provides a guide for most day to day planning decisions |
| Local safety scheme | engineering measures introduced at a site, in an area or on a length of road, designed to reduce accident levels and so reduces the cost of accidents to society |
| Local strategic partnership, LSP | a single non-statutory, multi-agency body, which aims to bring together, at a local level, the public, private, community and voluntary sectors |
| Local Sustainable Transport Fund | a fund available to local transport authorities in England to help finance sustainable transport schemes between 2011/12 and 2014/15 |
| Local Transport Plan, LTP | a plan for transport investment in an area. It is a strategy document which sets out, in a co-ordinated manner, the council's vision, objectives, strategies, proposals for transport investment and performance management |
| National Air Quality Strategy, NAQS | a government led strategy, which uses health based standards to set national targets for levels of designated air pollutants |
| National Indicator Set, NIS | a set of 198 indicators monitored by councils and other public sector organisations, of which 10 are directly related to transport, and others are influenced by transport and transportation |

Glossary G

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| Network Management | management of traffic on the road network through the use of traffic signals, parking controls, road safety schemes, speed limits and city centre access |
| Network Management Duty | this requires councils to do all that is reasonably practicable to manage the road network effectively |
| Park and Ride, P&R | out of city centre car parking facilities with dedicated shuttle bus services to enable more people to visit the city centre without adding to congestion within the urban area |
| PRINCE2 | A project management process that has been developed for application in the public sector |
| Principal road network | the network of roads that link the primary or main towns and comprise the principal roads, generally 'A' roads that are not on the trunk road network |
| Private finance initiative, PFI | arrangements where the private sector is invited to finance the capital construction and some or all of the services are provided |
| Quality Bus Partnership, QBP | a partnership between local councils and bus operators to increase bus patronage and customer satisfaction |
| Real time information, RTI | a means of providing up to date information through electronic display boards at bus stops to show when the next bus is due |
| Regional Growth Fund | a fund to provide transport infrastructure and schemes to support regional economic growth and development |
| Section 106, developer contributions | a legal agreement, in approved planning applications, to mitigate traffic impacts of new developments. For example, a financial contribution towards walking, cycling and public transport improvements |
| Safer routes to school, SRTS | physical measures, as part of school travel plans, to improve safety and encourage more sustainable modes of travel for the journey to school |
| Smarter Choices | the collective name for initiatives to encourage, inform and promote the use of modes of transport other than the private car |
| Statutory consultees | people or organisations we are required by law to consult during the preparation of LTP3 and the SEA |
| Strategic Environmental Assessment, SEA | assessment of the effect of plans and programmes on the environment |
| Supplementary Planning Document | part of the Local Development Framework. Documents that set out area or topic-specific policy adding more detail to the policies of the Core Strategy |
| Sustainable Communities Strategy | the long term vision and plan for a local area, it also provides the policy framework for planning documents, including the LTP |

G Glossary

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| Sustainability appraisal | an appraisal of the sustainability of certain plans and programmes, considering their effect on the environment, economy and social issues such as health and equalities |
| Sustrans | a charity promoting walking, cycling and use of public transport in order to reduce traffic and its adverse effects |
| Transport asset management plan, TAMP | will provide and maintain safe and efficient movement on our transport network and make sure that we achieve value for money |
| Transport innovation fund, TIF | a now abolished source of funding made available by DfT to support the costs of smarter, innovative local transport packages that combine demand management measures such as radical bus priorities with effective demand restraint measures such as congestion charging |
| TravelSmart | method of encouraging people to use transport methods other than the car by providing tailored travel information to households |
| TravelWise | education and information campaigns to raise awareness of the full impact of travel decisions and encourage travel by more sustainable modes |
| Travel plans | a combined package of measures introduced to reduce the volumes of car journeys and encourage people to use more sustainable travel modes, normally related to businesses and schools |
| Trunk roads | highway that constitutes part of the national system of routes for through traffic |
| Urban traffic management and control, UTMC | a system to better manage traffic and reduce delays for all road users through linking and co-ordinating traffic lights |
| Variable message signing, VMS | a system linked to city centre car parks which informs drivers which car parks have spaces available |
| Vulnerable road users | people who are particularly at risk, such as cyclists, young and elderly people when using busy roads |