



Derby City Local Transport Plan 3 2011-2026 Strategic Alternatives Consultation

This consultation focuses on the long term transport strategy for Derby.

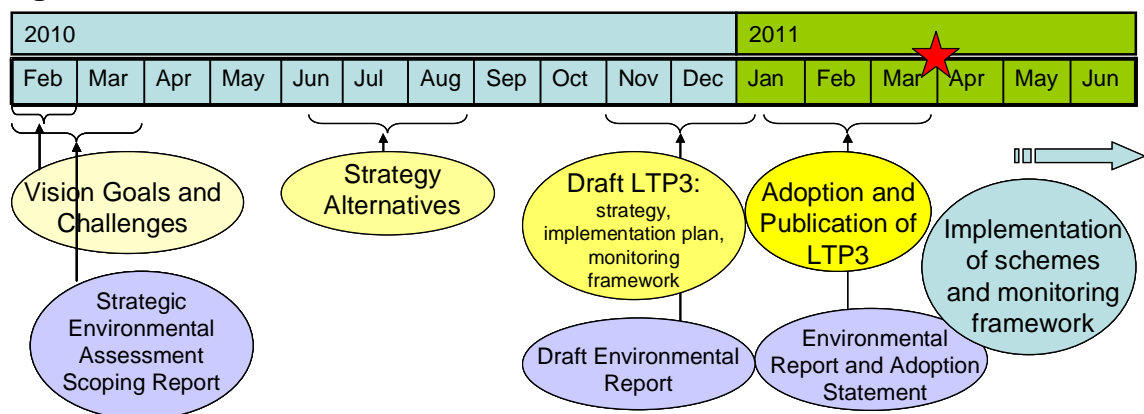
There are several approaches we could take to prioritise transport investment in the city for the long term, from 2011-2026. This document sets out four alternatives for the long-term transport policy direction for the city which are being appraised. We would like you to give us your opinion on the best way forward for Derby. This might be one of the alternatives presented, or an entirely different set of priorities.

We have followed a recommended methodology to develop options for the long-term strategy which includes the following steps:

- Clarify goals
- Specify the problems or challenges the council wants to solve
- Appraise the options to resolve these challenges
- Appraise the options and predict their effects
- Select preferred options and decide priorities
- Deliver the agreed strategy.

We published a proposed Vision, Challenges and Goals for the city in February 2010, and identified the problems and challenges facing the city through a process of consultation and modelling work. We are now asking for your input on options, which we are calling Strategic Alternatives. At the same time we are assessing these alternatives in the transport model and for potential environmental impacts. We will put all the feedback together to create a preferred strategy, which will be published for further consultation in the autumn of 2010. The timetable for preparation of Derby's third Local Transport Plan is shown in Figure 1.

Figure 1

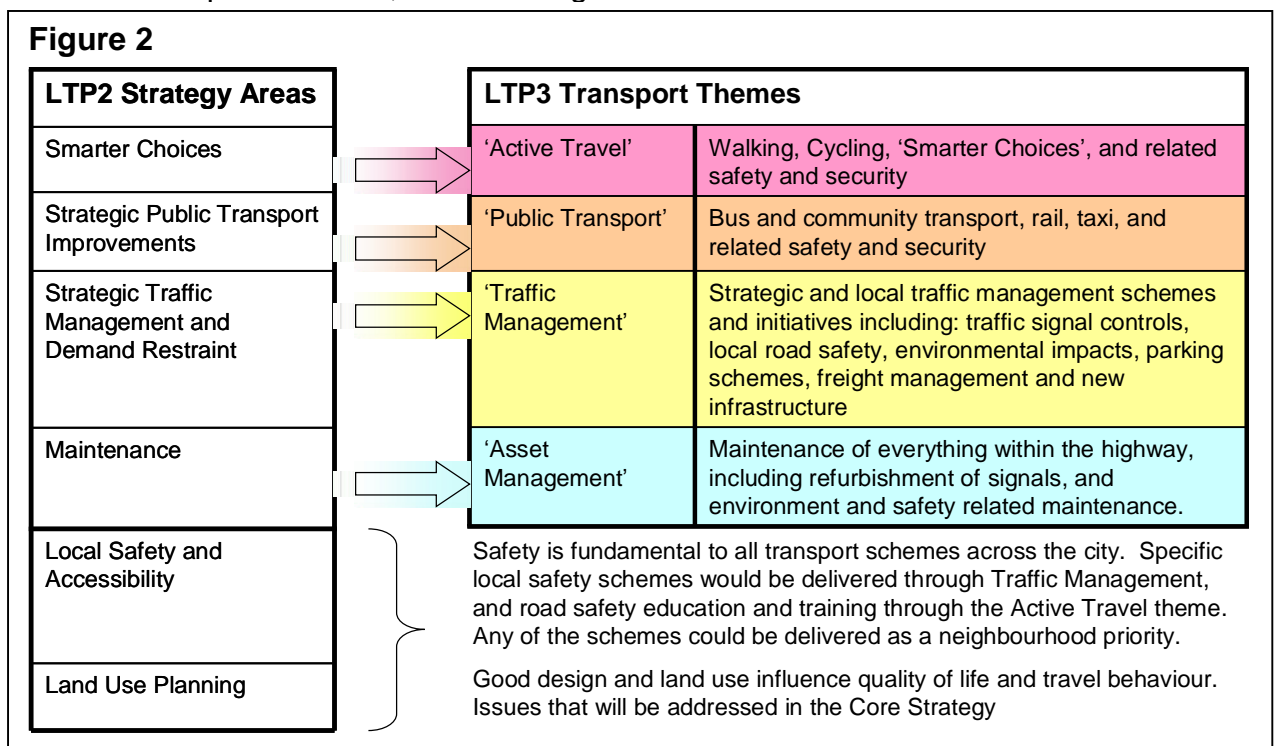


Transport is a wide-ranging subject, including many different modes of transportation, maintenance of infrastructure, managing traffic flows using signals and signs, and programmes to provide education and safety training in, for example, cycling for children. We need to decide how we prioritise investment between these topics.

Future policy should help us realise our transport goals for the next 15 years. Five transport goals for Derby reflect the key policy areas we need to address in the future. These are:

- **Support growth and economic competitiveness** by delivering reliable and efficient transport networks
- **Contribute to tackling climate change** by developing and promoting low carbon travel choices
- **Contribute to better safety, security and health for all people in Derby** by improving road safety, improving security on transport networks and promoting active travel
- **Provide and promote greater choice and equality of opportunity for all** through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users
- **Improve the quality of life for all people living, working in or visiting Derby** by promoting investment in transport that enhances the urban environment and sense of place.

LTP2 presented a strategy across 6 strategy areas. We have refined these areas into four transport ‘themes’, shown in Figure 2.



We can invest in these transport themes to varying levels in the future. In LTP2 we took a balanced approach to delivering the transport strategy, although maintenance has been an increasing priority in recent years.

Long Term Strategic Alternatives

To compare alternative approaches, three levels of intervention have been defined. The strategic alternatives are formed from different levels of intervention in each of the thematic areas:

- Do Minimum maintain a level of support, either to existing levels, or to some achievable minimum
- Do Something maintain or improve service or standards
- Do Something More deliver significant improvements to services or provide new facilities

A Do Nothing scenario is not included as it is not considered to be realistic. Table 1 shows four Strategic Alternatives in the form of different mixes of levels of intervention. We are comparing the environmental impacts of these alternatives to compare the differences between these specific future outcomes. These are examples of what the strategy could look like. We'd like you to design your own strategy, using the information in Table's 2, 3 and 4, and the game at the end of this document.

Table 1: Strategic Alternatives

Description of Strategic Alternative		Active Travel	Public Transport	Traffic Management	Asset Management
1. High investment in traffic management and asset management with low investment in active travel and public transport		Do Minimum	Do Minimum	Do Something More	Do Something More
2. High investment in active travel and public transport with increased investment in maintenance		Do Something More	Do Something More	Do Something	Do Minimum
3. High investment in active travel with moderate investment in traffic management and asset management about low investment in public transport		Do Something More	Do Minimum	Do Something	Do Something
4. Increased investment in active travel, public transport, traffic management and asset management		Do Something	Do Something	Do Something	Do Something

Table 1 shows some ways in which we could place emphasis on transport policy for Derby in the future. This consultation is for you to give us your views on which area you feel should be the priority in the long term. Tables 2, 3 and 4 show what transport schemes might be delivered under each level of intervention.

Several assumptions have been made to help define the different levels of intervention:

- All the schemes may be applied at a local level or city-wide as appropriate
- Any of the schemes may be delivered as a neighbourhood priority as appropriate
- All alternatives will include safety and accessibility elements. In general, road safety training would be delivered through Active Travel, and road safety measures such as pedestrian crossings would be delivered through Traffic Management
- Land use planning is fundamental and will form an important part of policy – to be investigated and implemented through Planning and Development Control
- Items not listed are not excluded from the strategy but are not being considered for additional emphasis at this time.

Table 2: ‘Do Minimum’ Intervention

	Active Travel	Public Transport	Traffic Management	Asset Management
Do Minimum	<ul style="list-style-type: none"> • Maintain existing Pedestrian/cycle infrastructure • Continue road safety training primarily in schools • Maintain current investment in travel planning for future businesses • Continue support for City Council corporate travel plan 	<ul style="list-style-type: none"> • Maintain existing bus route infrastructure including shelters, signs, kerbs, bus lanes and signals • Manage the existing Real Time Information service • Maintain a level of support for community transport 	<ul style="list-style-type: none"> • Maintain current level of support in management of traffic impacts • Maintain current support for on and off street parking • Maintain current control and allocation of road space between all users (car, bus cycle etc.), and not implement any new schemes • Continue road safety measures, including small scale reactive schemes 	<ul style="list-style-type: none"> • Continue investment in asset management to maintain critical routes and hotspots. Mostly reactive work but with some planned elements. • Maintain linked traffic signals systems as budget allows

Table 3: 'Do Something' Intervention

	Active Travel	Public Transport	Traffic Management	Asset Management
Do Something	<ul style="list-style-type: none"> • Improve pedestrian and cycle safety hotspots and infrastructure improvements on major desire lines • Continue road safety training • Increase investment in travel planning for existing and future businesses • Provide increased support for City Council corporate Travel Plan • Provide more 'Smarter Choices' e.g. education and information measures 	<ul style="list-style-type: none"> • Maintain existing bus route infrastructure including shelters, signs, kerbs, and signals • Maintain and expand Real Time Information and signal priority • Optimum support for community transport services • Capital and revenue support for key bus services such as East Midlands Airport 24 hr service • Continue with integrated bus ticketing trial 	<ul style="list-style-type: none"> • Expand and upgrade traffic signals and controls including Variable Message Signing, signal control, pedestrian control, CCTV and Urban Traffic Control systems on key routes • Maintain current level of support for management of traffic impacts on the environment • Increase support and expansion of on and off street parking and enforcement, including provision of a new Park and Ride site, in conjunction with the identification and development of other sites • Increase control of time spent undertaking works in the carriageway, enforcement of bus lanes, weight limits and signage • Increase expenditure road safety measures 	<ul style="list-style-type: none"> • Increased capital investment in asset management to maintain principle routes • Delivery of major maintenance project: replacement of London Road Railway Bridge

Table 4: 'Do Something More' Intervention

	Active Travel	Public Transport	Traffic Management	Asset Management
Do Something More	<ul style="list-style-type: none"> • Significant pedestrian and cycle improvements to provide joined up and safe continuous city networks • Wider training for cyclists to cover all age groups • City wide 'Smarter Choices' campaign e.g. promotion, personalised travel planning, car clubs, city wide car share scheme and make provision for electric vehicles such as cars and bicycles • Expand existing, development, business and school travel planning 	<ul style="list-style-type: none"> • Expand integrated bus ticketing to include a promotional fare structure • Expand bus lane, RTI and signal priority across the city network on all key radial bus routes • Increased revenue support and capital to support increased bus frequencies within the city • Continue with integrated bus ticketing trial • Construction of up to three Park and Ride sites on strategic traffic corridors 	<ul style="list-style-type: none"> • Expand and upgrade traffic signals and controls including Variable Message Signing, signal control, pedestrian control, CCTV and Urban Traffic Control systems on key routes • Increased management and expansion of on and off street parking controls • New infrastructure or major junction improvements to support capacity and safety improvements for all users • Delivery of major projects such as Chellaston Business Park Link Road • Local Authority contribution to other development-led schemes 	<ul style="list-style-type: none"> • Maintain all roads to a steady state standard across the city. • Consider Private Finance Investment to reduce the amount of reactive maintenance

Prioritise the Strategic Alternatives

What do you think?

A link to these consultation questions is available on the LTP3 website at www.derby.gov.uk/transportstreets/transportplanning/ltp3.htm

We'd like you to rank the Strategic Alternatives in order of preference. Please give the Alternatives a rank from 1 to 4, where 1 is the strategy that is closest to what you would like to see in the city, and 4 is the strategy that is least similar to your transport priorities for Derby.

Rank the Strategic Alternatives in order of preference

Description of Strategic Alternative		Rank from 1-4
1. High investment in traffic management and asset management with low investment in active travel and public transport		
2. High investment in active travel and public transport with increased investment in maintenance		
3. High investment in active travel with moderate investment in traffic management and asset management but low investment in public transport		
4. Increased investment in active travel, public transport, traffic management and asset management		

Design Your Own Strategy

The four strategies presented above have been designed to test very specific outcomes. In the 'real world' resources are limited and some strategies cost more than others to deliver. It is not likely that we will be able to achieve our desired strategy with the funds available over the next three to five years. We will have to prioritise spending in some areas more than others.

In the game below, we'd like you to create your preferred strategy for Derby, by choosing different levels of investment in each of the theme areas. An example of the game is shown on page 9. This will help us decide what our short term priorities should be. We will be playing this game at public events later on in the year, but please have a go at the game if you like, and let us know your short term priorities.

Rules of the Game

- You have up to 14 credits to award to transport schemes across the city
- Each theme can receive Minimum, Some, or More investment
- You must use the minimum number of credits indicated in each box to choose it. E.g. to choose Do Something More in Asset Management you must use 10 credits
- **Place no more than 14 credits on the matrix by circling your preferred score** to indicate your preferred strategy. Every theme must receive some investment – leave no column empty
- If you have any credits left over, please tell us in the comments box which area you would prefer them to be allocated to. An example of this game as it would look completed is shown on page 9.

	Active Travel	Public Transport	Traffic Management	Asset Management
Do Minimum	1	1	2	3
Do Something	2	3	5	5
Do Something More	5	7	9	10

The Game Continued...

Number of unallocated points:
Where would you like these points to be allocated?

Why did you choose the options you did?

Do you have any comments?

Example Scoring:

	Active Travel	Public Transport	Traffic Management	Asset Management
Do Minimum			2	3
Do Something		3		
Do Something More	5			

Total credits allocated = 13
Credits remaining = 1

'I would like to allocate this credit to Asset Management'

This consultation will remain open until 30 September 2010, online, via email and in hard copy at Council House and Roman House receptions, and libraries across the city. Public events and workshops will be held in September to which all members of the public are invited, to view the progress on the Strategy and LTP3. We welcome all comments and input to these consultation events. Details of dates, times and locations of public events will be advertised in advance online and in the local press.

You can download this document from
www.derby.gov.uk/transportandstreets/transportplanning/ltp3.htm

This document was produced by the Derby City Council Transport Planning Team, which is a part of the Neighbourhoods directorate.

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Please tell us if you need this document in large print, on audio tape, computer disc or in Braille.

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.
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Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ 01332 256088 ਮਿਨੀਕਮ 01332 256088 ਤੇ ਸੰਪਰਕ ਕਰੋ।

Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم 01332 256088 پر ہم سے رابطہ کریں۔