

## DRAFT VERSION

### Overview of Highways and Transport Work Programme 2008/09

#### Major Schemes

Connecting Derby is a key scheme for the Council to deliver. The total scheme cost is estimated at £33.2m, with contributions coming from the Department for Transport, the Local Transport Plan and external funding sources. We expect to receive full approval for the scheme later this year, subject to the conclusion of the outstanding statutory approval processes.

#### Strategic Integrated Transport Schemes, SITS

Investment is required to progress the development and design of future strategic integrated transport schemes across the city. This includes:

- the Transport Innovation Fund Congestion Management Study
- the major scheme bid for London Road Bridge replacement and any associated integrated transport schemes on the corridor
- new park and ride development for A61, A52, A6 Boulton Moor
- future strategic route corridor improvements including the next phase of Osmaston Road

#### Land Use Policies

This is a key strategy area that integrates planning and transport at both a strategic and local level. Strategic work includes supporting:

- the Core Strategy development, including the implications of the Growth Point initiative
- Cityscape and Public Realm projects – Full St/ Morledge, Castleward area, North Riverside and Rail Station Improvements
- key strategic developments across the city

At a local level, significant resources are targeted at responding to the day to day highways and transport development control functions, assessing the impact of new developments on our transport network. This strategy area is largely revenue funded.

#### Smarter Choices

This strategy is about the 'softer' aspects of transport, trying to change people's approach to the way they travel through education, publicity and information campaigns. We are developing an overall marketing strategy, but we already deliver a very full programme of initiatives and events covering:

- school travel plans,
- business travel plans
- the Council's travel plan
- cycle derby programme
- public transport promotion and information
- air quality initiatives

This work is all linked in appropriately with the Council's Climate Change agenda. This strategy area is largely revenue funded.

## Local Safety and Accessibility Improvements

This area is focussed on developing and delivering local priorities across a range of areas including:

- local safety schemes
- district centre improvements, including Allenton, Alvaston and Mackworth
- safer routes to schools
- walking and cycling improvements
- traffic management improvements in residential areas
- parking issues and improvements
- local bus services and improvements
- road safety – education, training and promotion programmes, linked to the new Derbyshire Road Safety Partnership

It can be difficult to prioritise these schemes. The process is based on a broad assessment of the contribution that a scheme makes to the Local Transport Plan objectives and overall outcomes, with priority being given to accident-led safety issues.

Other schemes are largely selected by considering the priorities of Neighbourhood Boards and the supporting technical analysis of these issues, or whether a scheme fits in with another strategy e.g. safer routes to schools infrastructure schemes support the school travel plan programme.

## Strategic Public Transport Improvements

The majority of these schemes relate to, developing and delivering bus priority schemes and bus route enhancements which may include:

- new bus lanes and bus priorities, including Osmaston Road, Kedleston Road and a new A52 to Costco bus link
- better linking with traffic signal timings, to provide priority
- real time information systems
- new bus stops, shelters and accessible kerbs

The key aim being to provide more transport choice and encourage more people to use buses for those journeys that they can. These schemes are developed and prioritised in consultation with the bus operators, through the Strategic Bus Partnership.

This strategy area also covers partnership working with East Midland Trains, to develop improvements to the rail station interchange and work to bring forward the new bus station as part of the Riverlights development.

## Strategic Traffic Management and Demand Restraint

This area covers our responsibilities for Network Management, intelligent transport systems and parking and traffic enforcement to improve our ability to manage traffic through our congested network. Work areas cover:

- managing road space during road works
- investigating and addressing measures to tackle congestion, junction improvements, signing improvements, including Cordon Avenue/ Uttoxeter Road, A5111/ Burton Road and Willowcroft Road/ Nottingham Road
- remote monitoring of traffic signals and CCTV
- parking operations management and enforcement, including bus lane enforcement

## Maintenance of Transport Infrastructure

Maintaining all our transport assets is important and resources are being invested in developing our detailed Highways Asset Management Plan, which should allow us to better target our scarce resources. The key programmes in this area are prioritised by condition surveys and include:

- carriageway maintenance
- footway maintenance
- structural maintenance of bridges and culverts
- traffic signals
- street lighting, through the PFI contract
- bus shelters
- general routine maintenance, safety issues, patching, signing and lining



## Disabled Peoples Diversity Forum – Thursday 6 March

### Consultation on the 2008/09 Highways and Transport Work Programme

Comments received so far:

- **Maintenance of pavements and footpaths** - there is mention of creation of a pool to fund this. The amount mentioned is woefully inadequate to address the needs, and the whole issue needs to be given much higher priority. When the pavements are in such poor condition that they pose a risk to wheelchair users. Without well maintained pavements and footways, disabled people are unable to get about.
- no mention of **street and pavement cleaning**, especially in autumn when fallen leaves pose a very real hazard to those with limited mobility. Fallen leaves may well not seem much of an obstacle to the physically fit and able, but it is now the end of January, and there are compacted heaps of dead leaves / seeds from trees that are impossible to negotiate in wet weather. Much more needs to be done to ensure safety.
- The current budget for the installation of **new dropped kerbs** is woefully insufficient to meet the identified need. There is already a wait of 2 years plus for a new dropped kerb to be installed. Proper, safe crossing points are essential for wheelchair users - without them, people are unable to access any form of transport. Request for consideration to increasing the budget made available. The issue of dropped kerbs (called access kerbs in your report) is totally different to that of bus shelters, and it would be beneficial and provide more clarity to have the two issues shown separately in the plan.
- The **design of bus shelters** needs careful consideration, as some of the designs currently in use are extremely difficult (if not impossible) for wheelchair users, the less agile, and those using walking aids.
- Consideration needs to be given to making the current **park and ride** schemes properly accessible for wheelchair users. At Pride Park, there are currently no designated parking bays, there are no dropped kerbs to enable a wheelchair user to get from the car park to the footways. The width of the pavement and the design of the bus shelter are very far from ideal. It is not enough just to provide low floor buses, disabled people need to be able to get from car to bus, and need to be able to get on and off the bus easily and safely.
- Mention is made in various places of **walking and cycling improvements** - where are the corresponding improvements for those with limited mobility?
- Schemes to address **inconsiderate parking** are briefly mentioned as needing consideration. These need far more than mere "consideration" - they need to be a high priority. Inconsiderate parking can prevent disabled people being able to access local transport - cars parked on pavements causing an obstruction, cars parked outside schools making it impossible to cross the road safely, cars parked close to bus-stops preventing low-floor buses from docking with the raised areas of the kerb - this can make it impossible for a disabled person to

get on/off the bus. Where dropped kerbs are obstructed, disabled and elderly people are unable to cross the road.

- Derby Cityscape projects in **Castleward Boulevard and North Riverside** need to include full and meaningful consultation with all minority groups and disability impact assessments need to be carried out on any proposed schemes.
- Where there are **public realm projects**, then there needs to be proper consultation with disabled people to ensure a suitable palette of materials is used, and to ensure that vulnerable people are not disadvantaged or put at risk.
- **Bus route improvements for 44/45 route around Allenton and Alvaston.**  
Some of the current bus stop locations will not allow raised access kerbs to be installed - some are immediately adjacent to dropped access kerbs, and raising the kerb would result in an unacceptable height difference plus would make the slope too steep. Until the issues of anti-social parking are EFFECTIVELY tackled, expenditure will be wasted as it will not make the route usable for wheelchair users even if low-floor buses are provided. At present access to a number of the bus stops on the route is blocked by parked cars for much of the time, making it impossible for buses to "dock" with the raised kerb areas. This makes it impossible for disabled people to get on or off. The poor condition of pavements and the lack of dropped kerbs currently makes a number of stops on the route impossible to get to.
- Transport is not just about the fit and able - for **those with limited mobility transport**, it is even more important as one of the most common forms of transport (walking) is limited or impossible.

**Disabled Peoples Diversity Forum - Thursday 6 March**

**Development of the 2008/09 Highways and Transport Work Programme**

Draft 6 – Friday 15<sup>th</sup> February 2008

Any comments to be forwarded to:

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If you wish to contribute or need anything clarifying, please forward comments to Kully before the meeting if at all possible. This will give us time to incorporate them into the cabinet report and work programme, wherever possible.

**D R A F T  
V E R S I O N**

**Table 1.1 Summary of LTP Capital Settlement for 2008/09 to 2010/11 (Derby City only)**

|                               | 2008/09     | 2009/10     | 2010/11     | Total   |
|-------------------------------|-------------|-------------|-------------|---------|
|                               | £000k       |             |             |         |
| LTP Integrated Block          | 4091        | 4302        | 4519        | 12,912  |
| Maintenance *                 | 1342 (+26%) | 1476 (+10%) | 1698 (+15%) | 4516    |
| <b>Additional settlements</b> |             |             |             |         |
| Primary Route Network **      | 105         | 0           | 0           | 105     |
| Road Safety Grant (capital)   | 88.083      | 76.390      | 75.198      | 239.671 |

\* DfT consulted on proposals to change the formula for calculating highways capital maintenance. There was majority support for each of the technical changes proposed to the formula and these have been implemented. Some authorities gained, some lost. We gained and the formula will be introduced gradually. The figures in red depict the year on year increase for the remaining period of LTP2. This will need to include carriageway maintenance, structures and land drainage / flood defence and possibly some towards footway maintenance

\*\* In addition, we have been allocated additional funding related to specific maintenance work on the Primary Route Network, namely A52 Raynesway sub and superstructure

**Table 1.2 LTP Settlement divided in 2008/09**

| <b>Strategy elements – settlement apportioned across the strategies as set in the LTP, taking on board existing commitments from 2007/08</b> |             | <b>Currently £000</b> |
|--|-------------|-----------------------|
| Slippage from 2007/08  | 578         | <b>550</b>            |
| Major Projects – Connecting Derby  | 1270        | <b>1245</b>           |
| Strategic Integrated Transport Schemes, SITS   | 164         | <b>200</b>            |
| Land Use Policies  | Revenue     | <b>Revenue</b>        |
| Smarter Choices  | 22          | <b>20</b>             |
| Local Safety and Accessibility Improvements  | 1130        | <b>930</b>            |
| Strategic Public Transport Improvements  | 603         | <b>580</b>            |
| Strategic Transport Management and Demand Restraint  | 493         | <b>485</b>            |
| Maintenance of Transport Infrastructure  | 1278        | <b>1528</b>           |
| <b>TOTAL</b>   | <b>5538</b> | <b>5538</b>           |

|   |             |
|---|-------------|
| <b>Road Safety Grant (capital)</b>                      | <b>£000</b> |
| To be pass ported to Derbyshire Road Safety Partnership | 88.083      |

|  |             |
|--|-------------|
| <b>LTP Integrated Block for the Derby Joint LTP area</b> | <b>£000</b> |
| To be pass ported to Derbyshire County Council           | 577         |

## Major Projects

| Scheme  | £000        |
|---|-------------|
| <p><b>Connecting Derby</b> – is a key scheme for the Council to deliver. The total scheme cost is estimated at £33.2m, with contributions coming from the Department for Transport, the Local Transport Plan and external funding sources. We expect to receive full approval for the scheme later this year, subject to the conclusion of the outstanding statutory approval processes</p> <p>LTP commitment for 2008/09 is 1.070m<br/>A further 175k repayment from the Integrated Block.</p> <p>£255k still outstanding from Integrated Block to be credited back to the scheme.</p> | 1245        |
| <b>Total LTP commitment</b>   | <b>1245</b> |



## Strategic Integrated Transport Schemes, SITS

| Scheme   | £000                           |
|--|--------------------------------|
| Slippage from 2007/08 - will be finalised in 2008/09 - Quarter 1   | To be determined               |
| <b>1. Corridor Route Enhancements</b>  |                                |
| a) <b>Osmaston Road</b> – phase 2 consultation and detailed design from Litchurch Lane to Allenton District Centre<br>(Future years LTP funding required)<br><br>(Ward)  | 30                             |
| <b>2. Major Scheme Bid</b>   |                                |
| a) <b>London Road</b> – development of major scheme bid for replacement of railway bridge and detailed design of corridor improvements. To be submitted as part of the Regional Funding Allocation prioritisation process in October 2008. A contribution of 30k from Growth Point to be approved.<br><br>(Ward)   | 60 + Growth Point              |
| <b>3. Strategic Transport Development</b>  |                                |
| a) <b>TIF</b> - subject to agreement to progress beyond the initial feasibility study, officer resources will be allocated to developing the full business case submission to DfT, working with neighbouring transport authorities, due to be submitted in late 2009.<br><br>The funding stream will be the new DfT TIF pump priming round 3, subject to approval in either March or May, depending when the TIF partner authorities submit the bid for further pump priming money. The quantity of pump priming is unknown at this stage.<br><br>(Citywide) | DfT TIF pump priming round 3   |
| b) <b>A61</b> – detailed design and scheme appraisal of corridor improvements, accommodating new park and ride (in preparation for potential TIF submission in late spring 2008, Regional Funding Allocation prioritisation process in October 2008 and future year programmes). A contribution of 20k from Growth Point to be approved.<br><br>(Ward)   | 45 + Growth Point contribution |
| c) <b>A52 and Nottingham Road</b> – detailed design and scheme appraisal of corridor improvements, accommodating new park and ride (in preparation for potential TIF submission in late spring 2008, Regional Funding Allocation prioritisation process in October 2008 and future year programmes). A contribution of 20k from Growth Point to be approved.<br><br>(Ward)   | 45 + Growth Point contribution |
| d) <b>Boulton Moor</b> – progress the development of a park and ride, pending the Inspectors report / decision of the South Derbyshire Public Inquiry, expected in August / September 2008<br>(possible future years LTP funding required)<br><br>(Ward)   | 20                             |
| <b>Total LTP commitment</b>  | <b>200</b>                     |

## Strategic Integrated Transport Schemes, SITS continued

| Scheme  | £000    |
|---|---------|
| <b>4. Development of LTP and Corporate Projects</b>   |         |
| a) Development of <b>Future Highways and Transport Work Programmes</b> <ul style="list-style-type: none"> <li>- development of robust project management processes, for both scheme delivery and capital budget monitoring</li> <li>- development of the Highway and Transport Board reporting and approvals process</li> <li>- development of methodologies for future year scheme prioritisation of strategic and local projects</li> <li>- development of the 2009/10 and 2010/11 programmes, to be presented to cabinet in late 2008</li> </ul> | Revenue |
| b) Development and production of the <b>Local Transport Plan Progress Report 2008</b> – to be presented to Derby City Partnership by December 2008  | Revenue |
| c) Highways and Transport Input into the <b>Comprehensive Area Assessment, Corporate Plan, Sustainable Community Strategy and Local Area Agreement, Equality and Diversity Assessments</b>  | Revenue |
| d) Development of <b>performance management systems</b> for managing transport outcomes   | Revenue |
| e) Development of appropriate stakeholder consultations through the <b>LTP Steering Group and LTP Wider Reference Group</b>   | Revenue |
| f) Development of Strategic LTP projects, including <b>Accessibility Planning, Network Management Plan, Rights of Way Improvement Plan and Highways Asset Management Plan, Air Quality Action Plan</b>  | Revenue |

## Land use policies

| Scheme  | £000   |
|---|--|
| <b>1. Integration of transport and land use planning</b>  |  |
| <p>a) Highways and Transport input to <b>Core Strategy for Local Development Framework</b> – developing and testing land use and transport options for the Core Strategy using the Derby Area Transport Model. This will need to include upgrading traffic modelling capabilities. A contribution of 150k from Growth Point to be approved.</p> <p>(Future Growth Point funding available up to 2010/11)<br/>(Citywide and Housing Market Area)</p> | Growth Point   |
| <p>b) <b>Growth Point</b> – to secure a Highways and Transportation Post to manage and develop transport studies and initiatives across the Housing Market Area to sustain expanding housing development. This will include developing travel planning initiatives. A contribution of 50k from Growth Point to be approved.</p> <p>(Future Growth Point funding available up to 2010/11)<br/>(Citywide and Housing Market Area)</p>                 | Growth Point   |
| <p>c) Highways and Transport input to <b>Derby Cityscape and other Public Realm led projects:</b></p> <ul style="list-style-type: none"> <li>▪ Castleward Boulevard</li> <li>▪ North Riverside</li> <li>▪ Full Street</li> <li>▪ Heritage Walk</li> <li>▪ Rail Station Interchange</li> </ul> <p>A contribution of 20k from Derby Cityscape.<br/>(Ward)</p>   | Derby Cityscape + Public Realm + other corporate capital |
| <p>d) Highways and Transport input to regional policies and strategies such as the <b>Regional Spatial Strategy / Regional Transport Strategy</b> process and <b>Highways Agency</b> consultations. (Ward)</p>  | Revenue  |
| <p>e) Highways and Transport input into / development of actions arising from the <b>World Heritage Site Coordination Group</b> (Ward)</p>  | Revenue  |
| <b>2. Assessment of the impact of new developments</b>  |  |
| <p>a) Co-ordinate Highways and Transport comments and responses on <b>planning applications and major / minor transport assessments</b>. This includes negotiation of mitigating measures, supply and advice on DATM, negotiation of developer contributions and drafting of S106 and planning conditions. Attend Planning and Control Committee to clarify Members questions.</p>  | Revenue  |
| <p>b) <b>Developing new Development Control Systems:</b></p> <ul style="list-style-type: none"> <li>- review highways design guidance and specifications</li> <li>- review standard planning conditions</li> <li>- Highways and Transport response to new e-government guidance on planning application consultation</li> </ul>   | Revenue  |
| <p>c) <b>Managing construction of new streets</b> – development related under Section 278 Agreements</p>  | Revenue  |
| <p>d) <b>Highways extents</b> – limits of boundaries</p>  | Revenue  |

|  |  |
|--|--|
| Highways record of adoptions – culmination of the Section 38 process |  |
|--|--|

## Land use policies continued

| Scheme  | £000  |
|---|---|
| <b>2. Assessment of the impact of new developments</b>  |   |
| e) Highways and Transport <b>support to key developments</b> – including new Raynesway junction, Chellaston Business Park / T12, Heatherton phase 2   | Revenue   |
| f) Development of <b>travel plans</b> through planning applications. To deal with the increasing demand to assess travel plans, provide advice and develop targets and monitoring for both employment and residential applications. | Revenue +<br>Growth Point<br>+ S106<br>developer<br>contributions |
| g Highways and Transport input into the appraisal of <b>Supplementary Planning Guidance</b> and other Master Plan exercises   | Revenue   |
| <b>Total LTP commitment</b>   | <b>0</b>  |

## Smarter Choices

| Scheme   | £000   |
|--|--|
| Slippage from 2007/08 - will be finalised in 2008/09 - Quarter 1   | To be determined   |
| <b>1. Marketing and Travel Awareness Activities</b>  |  |
| a) Development of <b>Smarter Choices Strategy and Action Plan</b> , including the set up of a Smarter Choices Working Group to report to the Local Transport Plan Steering Group   | 20   |
| b) Highways and Transport support to <b>city centre signing and information strategy</b>   | Revenue and Westfield S106                               |
| c) <b>1 in 5 campaign</b> – raising awareness amongst Members, Senior Council Officers and business leaders of more sustainable options for travelling to work and carrying out official duties  | Revenue  |
| <b>2. School Travel Plans</b>  |  |
| a) <b>School Travel Plans:</b><br><ul style="list-style-type: none"> <li>- ongoing practical support for the existing travel plan schools - currently 74, including: <ul style="list-style-type: none"> <li>o data collection and ongoing monitoring to promote and support the national DfT Walking Bus grant scheme – currently at 25 schools</li> <li>o development of curriculum resources - Carbon Footprint and Geography packs</li> <li>o campaigns for ongoing school promotions – Walk on Wednesday WOW, Feet First Friday and Golden Boot Challenge</li> <li>o Theatre in education school tours to promote sustainable travel options</li> <li>o campaigns and events – Walk/Bike to School Weeks</li> <li>o production of Active Routes newsletter</li> </ul> </li> <li>- subject to available resource, support and provide guidance to new schools to develop plans to 2008/9 DfT / DCSF approval</li> </ul> | Revenue + LAA Area Based Grant for School Advisors       |
| b) <b>A Strategy for Sustainable School Travel:</b><br><ul style="list-style-type: none"> <li>- review DCSF report of best practice in developing strategies</li> <li>- review recommendations of draft strategy and finalise action plan</li> <li>- adopt our strategy – approve by cabinet, in time for 2009/10 school admissions round</li> </ul>   | LAA Area Based Grant for Sustainable Travel General Duty |
| c) <b>Woodlands Road</b> – monitor parking issues around Portway Schools, through school travel plan / safer routes to school process. Work with School Travel Plan Forum to assess issues and encourage improved and considerate habits at pick up / drop off time, as well as further promotion of sustainable travel habits<br><br><span style="color: red;">(progress Allestree Neighbourhood priority and bus operator pinch point)</span>  | Revenue  |
| <b>Total LTP commitment</b>  | <b>20</b>  |

## Smarter Choices continued

| Scheme   | £000   |
|--|--|
| <b>3. Business Travel Plans</b>  |  |
| a) Highways and Transport input into <b>Derby City Council's Travel Plan</b> <ul style="list-style-type: none"> <li>- review results of <b>employee travel survey</b> to help us find out more about how employees travel to work and in the course of work, and why. It will help us to identify ways of encouraging and supporting employees to make greener travel choices.</li> <li>- launch of two <b>tax efficient, salary sacrifice schemes</b> which will enable employees to purchase bus passes and lease cycles, for commuting to work</li> <li>- launch a <b>car sharing</b> scheme in Spring 08</li> <li>- review <b>essential and casual car user allowances</b> - develop, negotiate and plan the implementation of any subsequent changes by March 2009</li> <li>- review existing policy, provisions and practices for <b>staff car parking</b> - develop, negotiate and plan the implementation of any subsequent changes by March 2009</li> </ul> | Revenue  |
| b) Highways and Transport input to <b>developer led travel plans</b> - provide advice, develop targets and monitoring for both employment and residential applications. A contribution from Growth Point to be approved.   | Growth Point<br>+ S106<br>Developer<br>Contributions |
| <b>4. Air Quality Initiatives</b>  |  |
| a) Development of <b>Air Quality Action Plan</b> <ul style="list-style-type: none"> <li>▪ Raising awareness</li> <li>▪ ensuring air quality considerations are integrated into strategic projects and scheme design / consultation</li> <li>▪ website development to enable users to access 'up to the minute' pollutant levels</li> <li>▪ walking / cycling journey planner, working with Cycle Derby</li> <li>▪ investigation of the extended use of UTMC to provide pollution information, which will allow better data to facilitate traffic management decisions and journey planning choices</li> </ul>  | Revenue +<br>Defra Air<br>Quality Grant              |
| b) Highways and Transport input into the <b>Climate Change Agenda / Action Plan</b>  | Revenue  |
| <b>5. Public Transport</b>   |  |
| a) <b>Publicity</b> - ongoing programme of providing roadside information at bus stops in the temporary bus station, the railway station and other key points in the city. Production of leaflets such as the Derby Bus Network Guide, and the Getting to Derby Hospitals by bus leaflet. Working in partnership with Derbyshire County Council to produce the countywide rail timetable book and the Mid and South Derbyshire bus timetable guide.  | Revenue  |
| b) Investigate and pilot projects with primary / secondary schools to <b>encourage children to use public transport</b> at an early age. Sharing best practice with Yorkshire on their 'Safe Mark' scheme and Manchester's 'Catching Them Young' initiative.   | Revenue  |

## Smarter Choices continued

| Scheme   | £000   |
|--|--|
| <b>6. Cycle Derby</b>  |  |
| <p>Development work with the Strategic Cycle Forum, reporting to the Derby Joint Local Transport Plan Steering Group:</p> <ul style="list-style-type: none"> <li>o Review membership, terms of reference and representation</li> <li>o Updating the cycling strategy</li> <li>o Methodologies for prioritisation of future infrastructure schemes</li> </ul> <p><b>Completion of phase 1 – up to November 2008 (staff employed to March 2009). Key activities include:</b></p> <p><u>Training and opportunities</u></p> <ul style="list-style-type: none"> <li>- Bikeability cycle training offer to all year 5 and 6 pupils at level 1 and 2 respectively</li> <li>- Bikeability cycle training extended offer at level 3 to secondary schools</li> <li>- Cycle club offer to all 54 Primary Schools in 2008/09 school year by September 2008 (currently 29 clubs insitu)</li> <li>- Provide training to cycle trainers / Bike It School + CTC Community Champions (as an A* accredited Independent Training Provider, by March 2008)</li> <li>- Cycle training monitoring and evaluation</li> <li>- Secondary and Primary School curriculum resources and programme development</li> <li>- Community cycle maintenance courses programme</li> </ul> <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> <li>- New cycle storage at remaining 12 schools (10 primary, 2 secondary)</li> <li>- New cycle storage at 10 infant schools</li> <li>- Expansion of existing storage at 10 further schools</li> <li>- Additional cycle parking / storage (at various locations to be approved)</li> <li>- £85k BMX track upgrade to maximum standards at Alvaston Park, with match funding by Parks (by June 08)</li> </ul> <p><u>Marketing, raising awareness and other initiatives</u></p> <ul style="list-style-type: none"> <li>- Multi modal Journey Planner development with Cycling England – on website in 2008/09</li> <li>- Health exercise referral schemes – work with PCT to encourage healthier, sustainable activities (development of initiative in 2008/9 – roll out as part of phase 2)</li> <li>- Healthy Towns bid submission – with PCT / B Active / GOEM</li> <li>- Community bidding pot scheme – to fund small scale local initiatives</li> <li>- Household Personalised Travel Planning – TravelSmart approach, alongside area wide infrastructure investment, including corridor signing (development of initiative in 2008/9 – roll out as part of phase 2)</li> <li>- CTC Cycling Champion programme (first year of a 4 year programme working with BME, deprived wards, women and disability groups)</li> <li>- Events and marketing programme including; 5 parks ride, events, races, promotional weeks, competitions, festivals, advertising, family cycling programmes, media and retail partnerships and conferences</li> <li>- Bike recycling project</li> </ul> <p><b>Development of phase 2 – in 2008/09</b></p> | <p>500 Cycle England + match funding from LTP, Sustrans, Cycle Touring Club, Planning Gain, Derby PCT / Getting Derby Active, University of Derby, Developer Contributions, Air Quality Grant, Parks</p> |

|  |  |
|--|--|
| <b>Delivery of phase 2 – November 2008 to April 2011</b>                                     |  |
| - Expected delivery by March 2009 of Cyclocross track at Markeaton and Citybike pilot scheme |  |

## Local Safety and Accessibility Improvements

| Scheme   | £000                             |
|--|----------------------------------|
| Slippage from 2007/08 - will be finalised in 2008/09 - Quarter 1   | To be determined                 |
| <b>1. Future year development</b>  |                                  |
| a) Development of future years local schemes, including: <ul style="list-style-type: none"> <li>- Neighbourhood Consultation on 2009/10 programme</li> <li>- Local safety schemes</li> <li>- Walking schemes</li> <li>- Cycling schemes</li> <li>- Safer Routes to School</li> </ul> | 30                               |
| b) Highways and Transport input into development of options of <b>Rosehill Market Renewal Area</b>   | Rosehill Market Renewal Area     |
| <b>2. Local Safety Schemes</b>   |                                  |
| a) Max Road / Hereford Road – completion of scheme<br><a href="#">Assess if the Road Safety Partnership can fund</a>   | 50                               |
| <b>3. Safer Routes to School</b>   |                                  |
| a) St Werburghs<br><a href="#">(in close proximity to Spondon Neighbourhood priority at Chapel Street)</a>   | 25                               |
| b) Peartree Infants / Juniors<br><a href="#">(progress Normanton Neighbourhood priority)</a>   | 5 + Rosehill Market Renewal Area |
| c) Oakwood Infant / Junior and Crayford Road, Holbrook Road, Bracknell Drive<br><a href="#">(including progressing Boulton Neighbourhood priority)</a>   | 35                               |
| d) Sinfin Community School<br><a href="#">(progress in school holidays in time for school reopening)</a>   | 15                               |
| <b>4. District and Neighbourhood Centre Improvements</b>   |                                  |
| a) Allenton – completion of project  | 140                              |
| b) Alvaston – commence delivery  | 240 + possible public realm      |
| c) Mackworth – feasibility and initial investigation   | 20                               |
| <b>5. Walking improvements</b>   |                                  |
| a) Improvements to pedestrian splitter island, to assist pedestrians crossing Derwent Parade<br><a href="#">(implement)</a>  | 10                               |
| b) Derwent Parade – dual toucan crossing, near JJB sport<br><a href="#">(detailed design)</a>  | 5                                |
| c) Dropped crossing programme, including one at Morledge to accommodate Derby Community Transport customers<br><a href="#">(detailed design and implement)</a>   | 15                               |
| d) Old Hall Road works – walking improvements, including retaining walls and weep holes to existing boundary wall at ‘The Walnuts’   | 40                               |



(progress Littleover Neighbourhood priority – implement over two years  
40k in 2009/10)

## Local Safety and Accessibility Improvements continued

| Scheme  | £000  |
|---|---|
| e) Liversage Trust Estate – walking improvements<br>(progress Darley Neighbourhood priority - implement over two years<br>25k in 2009/10))  | 20  |
| f) Woods Lane – implement No Waiting At Any Time restriction and walking improvements<br>(progress Abbey Neighbourhood priority - implement)  | 15  |
| <b>6. Cycling improvements</b>  |   |
| a) Woodminton Drive Link – new cycle footpath link from Chellaston to NCN route 6<br>(investigate feasibility and detailed design)  | 20  |
| b) Development of Rights of Way Improvement schemes<br>Preparation pool of potential sites – to be prioritised<br>(investigate feasibility and detailed design)   | 20  |
| <b>7. Local Traffic Management Schemes</b>  |   |
| a) Highways and Transport input to the <b>Area and Neighbourhood agenda</b> :<br><ul style="list-style-type: none"> <li>- divisional link with Neighbourhood Forums / Boards / Managers</li> <li>- consultation and approvals process</li> <li>- day to day operations</li> <li>- develop processes and procedures to manage workloads and peoples expectations</li> <li>- coordinate and manage response to petitions to agreed timescales</li> </ul>  | Revenue   |
| b) <b>Traffic Management reactive pot</b> – to deal with minor issues that arise during the year  | 20  |
| c) <b>Development of traffic management in residential areas</b> <ul style="list-style-type: none"> <li>- further development of priority areas - assess and implement small scale measures, where appropriate, in the priority areas listed 1-7</li> <li>- carry out initial investigation at locations 8 and 9</li> <li>- review Personal Injury Accidents annually, before putting recommendations forward for Neighbourhood Board consultation for 2009/10 programme</li> <li>- complete remaining assessment of strategic road network <ul style="list-style-type: none"> <li>1. Glossop Street</li> <li>2. Beaufort Street</li> <li>3. Tennyson Road</li> <li>4. St Chads Road<br/>(progressing Arboretum priority)</li> <li>5. Porter Road<br/>(including progressing Normanton priority at Vincent Street)</li> <li>6. Rose Hill Street<br/>(including progressing Arboretum priority at Reginald Street)</li> <li>7. Leacroft Road<br/>(progressing Arboretum priority)</li> <li>8. Brighton Road and adjoining streets</li> </ul> </li> </ul> | 35 +<br>Rosehill<br>Market<br>Renewal Area<br>funding |

|  |  |
|--|--|
| (progressing Alvaston priority – further investigation)<br>9. Wheeldon Avenue and surrounding residential streets<br>(progressing Darley priority – further investigation) |  |
|--|--|

## Local Safety and Accessibility Improvements continued

| Scheme  | £000                                    |
|---|---|
| d) Boulton Lane – address speeding traffic<br>(progress Boulton Neighbourhood priority – survey / investigate)  | 5                                       |
| e) Reginald Road South, Maine Drive, Morley Road, Acorn Way, Orgeon Way – address speeding vehicles<br>(progress Chaddesden Neighbourhood priority - survey)  | 10                                      |
| f) High Street and Snelsmoor Lane – address speeding vehicles<br>(progress Chellaston Neighbourhood priority - survey)  | 5                                       |
| g) Mayfield Road, Buxton Road, St Andrews View - address speeding vehicles<br>(progress Derwent Neighbourhood priority - survey)  | 10                                      |
| h) Station Road – installation of proposed vehicle actuation sign<br>(implement 2007/08 Mickleover Neighbourhood priority)<br>Assess if the Road Safety Partnership can fund  | 15                                      |
| i) Victory Road, near Ashtree Avenue - request for speed restrictions<br>(progress Sinfin Neighbourhood priority – detailed design)   | 5                                       |
| j) Chapel Street – progress option 1 (keep two way, review parking and install ped xing at Locko Road)<br>(progress Spondon Neighbourhood priority - implement)   | 70                                      |
| k) Sudbury Street – address heavy through traffic<br>(progress Abbey Neighbourhood priority)  | Revenue                                 |
| l) Derby County Football Club – progress Traffic Management Plan and implement further waiting restrictions identified in 2007/08<br>(including progressing 2007/08 Chaddesden Neighbourhood priority and issues in Alvaston) | 5 + Revenue                             |
| m) Browning Street – address car parking issues and traffic management issues around the Medical Centre<br>(progress Normanton Neighbourhood priority – preliminary investigation)  | Revenue                                 |
| n) Cummings Street – investigate feasibility of opening junction with Lowerdale Road and install a new road block past the car park<br>(progress Normanton Neighbourhood priority – but needs investigating first)            | 25 of Arboretum Participative Budgeting |
| <b>8. Parking</b>   |   |
| a) Implementation of <b>University Parking Action Plan</b> issues:<br>- further development of action plan measures with University Parking Group and Neighbourhood Forums / Boards   | Revenue                                 |
| - <b>Broadway</b> – install pay and display machines to deter inappropriate parking and proliferation of grass verges<br>(progress Allestree Neighbourhood priority - implement)  | 25                                      |
| - <b>Park Farm</b> , including Amber Road and Oakover Drive – address parking issues on surrounding residential streets<br>(progress Darley Neighbourhood priority)   | Revenue                                 |
| - <b>Markeaton Street</b> - residents only parking scheme –<br>(developer funded)   | Revenue                                 |

|  |      |
|--|------|
| (progress Darley Neighbourhood priority - implement)                 |      |
| - <b>Pybus Street</b> – address parking issues around the new campus | S106 |

## Local Safety and Accessibility Improvements continued

| Scheme  | £000                        |
|---|-----------------------------|
| <b>b) Other parking issues</b>  | 10                          |
| - Holbrook Road Shops – address parking issues<br>(progress Boulton Neighbourhood priority – investigate)   |                             |
| - The Square, Warner Street, Limes Avenue and Etwall Road – assess short and long term solutions to parking problems that impact on village centre<br>(progress Mickleover Neighbourhood priority – survey / investigation)   | 10                          |
| - Derby City General Hospital – one year review of residents only parking scheme (Litteover)  | Revenue                     |
| - Grove Street Car Park associated residents only parking scheme – one year review of scheme (Normanton)  | Revenue                     |
| - Cavendish – address parking on pavements and congestion issues around the centre, through enforcement<br>(progress Normanton Neighbourhood priority)  | Revenue                     |
| <b>c) Accident investigation</b> – management of WINGS database – production of casualty statistics to DfT  | Revenue                     |
| <b>d) Street naming and numbering</b>   | Revenue                     |
| <b>9. Local bus access improvements</b>   |                             |
| <b>a) Derby Community transport</b> - Ongoing revenue support for the public transport services provided for those people who struggle to use conventional buses. This includes the Dial a Bus services to supermarkets and the city centre, Dial a Bus football service, discounted minibus hire for community groups, and Dial a Ride service to health service sites such as doctors surgeries, hospitals and dentists.  | Revenue                     |
| <b>b) Bus Operator Groups</b> – regular liaison with local operators to address day to day operational issues to improve reliability and customer satisfaction. Small scale improvements implemented, where appropriate   | Revenue                     |
| <b>4. Road Safety – Education, Training and Publicity</b>   |                             |
| <b>a) Highways and Transport input to Derbyshire Road Safety Partnership.</b> Projects include: Initiatives for 2008/9 aim to target focussing on five key casualty reduction areas, as well as ongoing safety camera development: <ol style="list-style-type: none"> <li>1 Young driver/rider education and training</li> <li>2 Child education and training particularly in deprived wards</li> <li>3 Vehicle actuated signs at casualty hot spots and on safety camera routes</li> <li>4 Motorcycle casualty route monitoring, enforcement and education using automatic number plate recognition cameras</li> <li>5 Occupation road risk development and co-ordination officer to work with businesses</li> </ol> | Revenue + Road Safety Grant |
| <b>b) Road Safety Programme</b> – yet to be developed   | Revenue + Road Safety Grant |
| <b>Total LTP commitment</b>   | <b>930</b>                  |

## Strategic Public Transport Improvements

| Scheme  | £000                                      |
|---|---|
| Slippage from 2007/08 - will be finalised in 2008/09 - Quarter 1  | To be determined                          |
| Development of future years local schemes   | 10  |
| <b>1. Bus Punctuality Improvements</b>  |   |
| a) <b>Osmaston Road SITS</b> – completion of Phase 1 delivery from Reginald Street, to Litchurch Lane using available match funding. Includes bus lanes, bus priority at signals, safety, walking and cycling improvements<br><b>Strategic Bus Partnership priority</b><br><br>(Ward)   | 70 + Rosehill Market Renewal Area Funding |
| b) <b>Kedleston Road corridor improvements</b> – postponed for financial issues in 2007/08. Decision relating to Connecting Derby / Five Lamps means a reassessment and detailed design of corridor improvements to maximise benefits for all users.<br><b>Strategic Bus Partnership priority to commence some physical improvements</b>  | 20  |
| c) <b>A52 link to Costco – new link.</b> Draft design to be prepared by end of 2007/08. Detailed design and health and safety / risk assessments to be completed in 2008/09.<br><b>SBP have prioritised this as a key scheme</b>  | 20  |
| d) Commence delivery of improvements of either Kedleston Road or A52 - dependant on the pace of design and favourable consultation in early 2008/09 and subsequent approval from the Highways and Transport Board   | 100                                       |
| e) <b>Nottingham Road</b> – inbound bus lane, commencing at the Cemetery, to be funded by development, when it commences  | S106 Developer contribution               |
| f) <b>Duffield Road</b> – permanent Traffic Regulation Order and any minor alterations to scheme, including drainage issues   | 30  |
| <b>2. Public Transport Infrastructure Improvements</b>  |   |
| a) <b>Alvaston</b> – stop improvements for 44/45 route around the Alvaston / Boulton loop to coincide with the introduction of low floor buses on the route. Arriva to provide a list of locations for additional Real Time Information signs in the area along with raised kerbs and road markings. This will link in with the improvements at stops on these routes already carried out along London Road.<br><b>Strategic Bus Partnership priority</b><br><br>(Ward) | 150                                       |
| b) <b>Bus station improvements</b> – contribution to the Riverlights project to help fund the expansion of the bus station which will provide the extra capacity required to cope with the increasing numbers of bus passengers in the city. A contribution of 500k from Growth Point to be approved.   | 90 + Growth Point + revenue               |
| c) <b>Rail Station Forecourt</b> – contribution towards the improvement of the interchange between rail and bus services at the front of the station. Working with Stagecoach Rail East Midlands and Derby Cityscape this project is part of the wider improvements in the area around the station and in the Castleward area. A contribution of 250k from East Midlands Trains to be approved.   | 50 + EMT contribution                     |

## Strategic Public Transport Improvements continued

| Scheme  | £000                             |
|---|----------------------------------|
| d) <b>Bus shelter requests and route improvements, including new electrical connections at existing shelter locations</b> – this covers general requests for new shelters, access kerbs and markings from the public/Members etc. It also includes remedial work at various existing shelters to provide new electrical connections to allow lighting to be installed.  | 40 +S106 developer contributions |
| <b>Total LTP commitment</b>   | <b>580</b>                       |
| <b>3. Public Transport – Quality of Service Improvements</b>  |                                  |
| a) <b>Revenue support for contracted local bus services</b><br><ul style="list-style-type: none"> <li>- 17/17A Broadway, Darley Abbey, Allestree</li> <li>- 19 Chaddesden, Spondon</li> <li>- 35 Littleover, Mickleover, Havenbault Lane</li> <li>- 111 Pride Park, Wyvern Business Park</li> <li>- Working in Partnership with Westfield to fund additional evening and Sunday services on bus routes 20, 26, 29, 32, 36, 37, 38, 40, 41, 6.3, D1, H1, X38 Heatherton Harlequin, and Ilkeston Flyer</li> <li>- Services jointly funded with Derbyshire County Council - 19 and the V1+2 on a Sunday</li> </ul> | Revenue                          |
| b) Development of <b>Punctuality Improvement Partnerships</b> - ongoing work to identify locations where there are punctuality problems and programme of small improvements to rectify these. Routine surveys to check the effect of such measures – <span style="color: red;">locations we're focussing on to be included??</span>   | Revenue                          |
| c) Development of ongoing <b>Quality Bus Partnerships</b> - ongoing maintenance and cleaning of roadside infrastructure, including shelters and Real Time Information displays on Quality Bus Partnership Routes  | Revenue                          |
| d) Development of <b>Strategic Bus Partnership</b> – projects to include:<br><ul style="list-style-type: none"> <li>- investigation / review of quality contracts</li> <li>- develop processes and procedures for prioritising future investment</li> </ul>   | Revenue                          |
| e) <b>East Midlands Airport Skylink bus service</b> - introduction of new vehicles and enhanced 24 hour a day service on the Derby-East Midlands Airport - Loughborough Skylink bus service. The result of a partnership between Derby City Council, Derbyshire County Council, Leicestershire County Council, East Midland Airport, East Midlands Development Agency and Kinch buses   | Revenue                          |
| f) <b>Bus shelter maintenance / RTI maintenance</b> - ongoing repairs and cleaning of bus shelters on non quality bus routes  | Revenue                          |
| g) <b>Concessionary fares</b> - introduction of the new national concessionary fares pass for people over 60 and certain groups of disabled people which replaces the Gold Card in April. This will allow card holders to travel off peak for free on local buses anywhere in England   | Revenue                          |
| h) <b>Transport Procurement and Operations</b> – introduce major changes in the way school transport is provided, including the introduction of advanced charging for non entitled pupils using the bus services, as well as changes to the pupils entitled to free school bus transport. Other changes will include the introduction of greater inspection of contracts services, including CRB checks   | Revenue                          |
| i) <span style="color: red;">taxis?</span>  | Revenue                          |

## Strategic Traffic Management and Demand Restraint

| Scheme  | £000   |
|---|--|
| Slippage from 2007/08 - will be finalised in 2008/09 - Quarter 1  | To be determined                                 |
| Development of future years local schemes   | 10   |
| <b>1. Network Management Duty</b>   |  |
| a) <b>A52</b> – investigate options to address levels of queuing in the morning peak, on the approach to/at Wyvern  | 10   |
| b) Development of the <b>Network Management Plan</b>  | Revenue  |
| c) Day to day operations of Highway Network Management – managing roadworks etc   | Revenue  |
| <b>2. City Centre Management</b>  |  |
| a) <b>London Road, Osmaston Road, Babington Lane</b> – Investigate and design Traffic Management and Access controls, to assist public transport and Westfield  | 20   |
| b) <b>Contribution to city centre improvements</b> – general pot to deliver reactive small scale design and improvements  | 10   |
| <b>3. Signing Projects</b>  |  |
| a) A&E signing – DRI / City Hospital<br>(Detailed design)   | 10   |
| <b>4. Intelligent Transport Systems</b>   |  |
| a) <b>CCTV traffic cameras</b> – various improvements using technology to minimise congestion and manage the highway network. <ul style="list-style-type: none"> <li>○ Osmaston Road / IRR</li> <li>○ Friar Gate / Bridge Street</li> <li>○ Ashbourne Road / Uttoxeter Road</li> </ul>                      | 100  |
| b) <b>Remote monitoring equipment at traffic signals</b> at various locations <ul style="list-style-type: none"> <li>▪ Raynesway/Alvaston link</li> <li>▪ A514 Golden Pheasant</li> <li>▪ Portland St / St Thomas Rd</li> <li>▪ Boulton Lane Cycle crossing</li> <li>▪ Stenson Rd railway bridge</li> </ul> | 20   |
| c) <b>Signal refurbishments</b> <ul style="list-style-type: none"> <li>- A5111/ Nightingale Road</li> <li>- A5111 / Newdigate Street</li> <li>- Railway Terrace / Midland Place - reserve</li> </ul>  | Revenue  |
| d) <b>Transport monitoring equipment</b> at various locations (ensuring we are monitoring some sites to keep the DATM model validated)  | 25   |
| <b>5. Strategic Junction Improvements and Traffic Management Schemes</b>  |  |
| a) <b>Corden Avenue / Uttoxeter Road</b> – traffic signal improvements, including new cycle facilities and pedestrian crossings, linked to drainage and resurfacing scheme  | 50 + S106 contribution + LTP maintenance element |
| b) <b>A5111 / Burton Road</b> – detailed design of scheme identified from SITS  | 20   |

|   |    |
|---|----|
| study for implementation in future years. Signals need refurbishment                                  |    |
| c) <b>Meteor Centre / Mansfield Road</b> – introduction of MOVA to manage congestion. Detailed design | 10 |

## Strategic Traffic Management and Demand Restraint

| Scheme  | £000                      |
|---|---------------------------|
| e) Commence delivery of improvements of either 2A, 5B or 5C - dependant on the pace of design and /or favourable consultation in early 2008/09 and subsequent approval from the Highways and Transport Board  | 80                        |
| f) <b>City Hospital roundabout</b> – introduction of SCOOT equipment to manage congestion   | 25                        |
| g) <b>Willowcroft Road / Nottingham Road</b> – introduction of MOVA and bus priority to manage congestion – (check S106 for any restrictions)   | 15 + S106 contribution    |
| <b>6. Parking Policies and Management</b>   |                           |
| a) <b>Bus lane enforcement</b> – purchase of vehicle and detection equipment to monitor bus lane use. To be up and running by October 2008  | 80                        |
| b) <b>Development of Parking Services:</b> <ul style="list-style-type: none"> <li>- ongoing enforcement and development of <b>on and off street parking operations</b></li> <li>- transfer of some functions to Derby Direct</li> <li>- further surveys to monitor effectiveness of on street parking</li> <li>- consideration of parking developments to meet stretched income targets</li> <li>- development of Map based TRO system – mapping existing restrictions and moving vehicle offences</li> </ul> | Revenue + car park income |
| c) Development of the <b>car parking strategy</b> – develop long term parking aspirations   | Revenue                   |
| <b>Total LTP commitment</b>   | <b>485</b>                |

## Maintenance of Transport Infrastructure

| Scheme   | £000   |
|--|--|
| Slippage from 2007/08 - will be finalised in 2008/09 - Quarter 1   | To be determined   |
| <b>1. Strategic Projects</b>   |  |
| a) Development of <b>Highways Asset Management Plan</b><br>Linking with LTP and NMP  | 50 +<br>Revenue  |
| b) Development of <b>Highways and Transport IT System (EXOR)</b> – including a review / audit of current ICT requirements  | 20 +<br>Revenue  |
| c) Development of future years schemes, to include resources for Highways Design to start designing schemes in 2008/09, for implementation in Q1 of 2009/10.   | 70   |
| d) <b>Highways Term Maintenance Contract</b> – continue Derbyroads partnership – development / performance management of Contract procedures??   | Revenue  |
| <b>2. Carriageway Maintenance</b>  |  |
| a) Preparation pool: costs currently being developed + staff costs (includes slippage from 2007/08)  | To total<br>833  |
| 1) Slurry Sealing and Surface Dressing Programme ( <a href="#">citywide</a> )  |  |
| 2) Uttoxeter Road (Phase2) ( <a href="#">ward</a> ) 300  |  |
| 3) Milford Street ( <a href="#">ward</a> )   |  |
| 4) Sinfin Lane (north bound carriageway over bridge) ( <a href="#">ward</a> )  |  |
| 5) A52 Brian Clough Way (eastbound) repairs ( <a href="#">ward</a> )   |  |
| 6) Chaddesden Lane End -Drainage Imp. ( <a href="#">ward</a> )   |  |
| 7) Longbridge Lane ( <a href="#">ward</a> )  |  |
| 8) Sinfin Lane ( <a href="#">ward</a> )  |  |
| 9) Stenson Road ( <a href="#">ward</a> )   |  |
| 10) Litchurch Lane (MAS-micro asphalt surfacing) ( <a href="#">ward</a> )  |  |
| b) Highway Maintenance Reactive Pot <ul style="list-style-type: none"> <li>- winter maintenance programme</li> <li>- maintenance of grass verges</li> <li>- gully cleansing</li> <li>- weeding</li> <li>- pot holing</li> <li>- signing</li> <li>- road markings</li> </ul>  | Revenue  |
| <b>3. Footway Maintenance</b>  |  |
| a) Preparation pool being developed, based on need and condition – working with PFI programme and dependant on available budgets: costs being finalised: <ul style="list-style-type: none"> <li>- Slurry Sealing Programme (City Wide)</li> <li>- Francis Street Derwent</li> <li>- Lindsey Close Derwent</li> <li>- Victory Road (Phase 1) Sinfin</li> <li>- Chaddesden Park Road (Phase 1) Derw./Chad</li> </ul> | 250 +<br>Revenue<br><br>(Currently totalling<br>719,560) |



|   |                            |
|---|----------------------------|
| <ul style="list-style-type: none"> <li>- Mornington Crescent Mackworth</li> <li>- Max Road (Phase 1a) Chaddesden</li> <li>- Kinross Walk Derwent</li> <li>- Bute Walk Derwent</li> <li>- Prince Charles Avenue Mackworth</li> <li>- Alfreton Rd (Knee Rail &amp; Widening) Darley</li> <li>- Dale Road (Phase 1) Spondon</li> <li>- Markeaton Lane (Phase 2) Allestree</li> </ul> |                            |
| <b>4. Structures / Land Drainage and Flood Defence</b>  |                            |
| a) <b>Bridge inspections and principal assessments</b> - Inspections and development of future years schemes  | 15                         |
| b) <b>Friar Gate Bridge</b> – detailed design and add brackets to stabilise the sides. Possible repaint   | 60 + possible Public Realm |
| c) <b>Mansfield Road and Rail Footbridge</b> - refurbishment to include resurfacing, replacing damaged concrete deck beams and general repairs (Network Rail pushing for this. Needs to be maintained to a certain standard, otherwise NR will request its removed)   | 40                         |
| d) <b>Raynesway Bridge 4</b> - refurbishment to include re-waterproofing, new joints, silane impregnation of piers and concrete repairs. Design and tender in 2008/09, with work to commence in 2009/10   | 40                         |
| e) <b>Highways and Transport input to Climate Change Agenda</b> – design and implementation of Hydro electric power plant   | Revenue                    |
| Neil B – Revenue programme??  |                            |
| f) Land Drainage and Flood Defence - Preparation pool currently being developed –   | 150                        |
| <b>4. Street Lighting</b>   |                            |
| a) Details of next phases of PFI?   | PFI                        |
| <b>Total LTP commitment</b>   | <b>1528</b>                |