



Local Transport Plan 3 (LTP3); Consultation on Strategic Alternatives

RECOMMENDATION

1. To seek the views of the Neighbourhoods Commission on Strategic Alternatives for Derby's long term transport strategy, as part of consultation on the Strategic Alternatives for Derby's third Local Transport Plan.

SUPPORTING INFORMATION

Summary

- 2.1 Current legislation requires Derby to have a Local Transport Plan (LTP) in place. Derby's second LTP (LTP2) runs from April 2006 – March 2011. We are preparing the third Local Transport Plan (LTP3) for adoption and submission to Government in March 2011
- 2.2 Public consultation as part of the development of the Council's long term transport strategy is a recommended element of the development of any Local Transport Plan.
- 2.3 We are aiming to carry out two key pieces of public consultation. The first is on Strategic Alternatives, from this July through to September; the second is the formal consultation on the Draft LTP, from November to January 2011.
- 2.4 This report explains the consultation commencing in July. Attached as Appendix 2 is the consultation document, 'Derby City Local Transport Plan 3 2011-2026 Strategic Alternatives Consultation' which sets out the goals for LTP3, the proposed transport themes and the potential strategic alternatives for Derby.
- 2.5 This report also provides some background on the LTP and the links that will need to be made with the Sustainable Communities Strategy, the Council's economic strategy and the Core Strategy.

Background

- 2.6 The LTP will set out the long term transport strategy for Derby which aims to provide a framework for the delivery of a range of transport

improvements and initiatives, both at a local and strategic level. The strategy should support the Sustainable Communities Strategy vision, aims and objectives and the Local Development Framework, LDF, Core Strategy.

- 2.7 The Council receives an annual capital settlement from the Government to support the delivery of the LTP. Taking into account the recent reductions that have been made, we would hope that level of annual settlement in the future would be around £5m, covering integrated transport schemes and maintenance schemes.
- 2.8 Since the new Government took office there has been continued support for the Local Transport Plan process. Indeed since the revocation of the Regional Spatial Strategy, which included a Regional Transport Strategy, both the LDF Core Strategy and the Local Transport Plan are likely to increase in importance and value to the Council. These documents will set out the contribution that planning and transportation need to make to support the city's economic growth and development and its ability to tackle climate change.

Consultation within LTP3

- 2.9 The LTP3 development work to date has been carried out in consultation with representatives of the LTP Steering Group, which has representatives from transport operators, user groups representing different modes of traffic, businesses, interest groups and other stakeholders. During the development of the LTP3 Vision, Goals and Challenges there was a consultation across the city with a wider stakeholder group.
- 2.10 The public consultation on the Strategic Alternatives for LTP3 will form the next stage in developing the long-term strategy. The results of this public consultation will be combined with the modelling evidence base, feedback from the Strategic Environmental Assessment and members' views to create a cohesive, consensus-based strategy.
- 2.11 The main aim of the consultation is to seek people's views on the priority that we should give to certain themes, giving consideration to the contribution that different measures could make towards achieving the transport goals.
- 2.12 A web-based consultation on Strategic Alternatives was launched on 23rd July to run throughout the summer and into early September.
- 2.13 There will then be workshop events in early September engaging the public at four locations across the city, including an event in the city centre.
- 2.14 The consultation will ask citizens to prioritise investment across four thematic transport areas: Active Travel, Public Transport, Traffic

Management and Asset Management. These themes are defined in Appendix 2. Four contrasting strategic alternatives have been developed,

- 2.15 We are also proposing to hold public workshops in locations across the city, and attend the Diversity Forums in September to seek their input into this consultation process.

Next Steps

- 2.16 The preferred strategy will be tested through the transport model and assessed through the Strategic Environmental Assessment. Feedback from this and the consultation process will be used to refine and finalise the strategy.
- 2.17 An implementation plan containing delivery proposals and a monitoring strategy are being developed in conjunction with the analysis and consultation, and will also be a part of the full LTP3 document.
- 2.18 The Draft LTP3 and Draft Strategic Environmental Assessment Report will be submitted for Cabinet Approval on 26 October 2010 with the aim of carrying out the formal consultation in November 2010 for a period of 10 weeks before a final LTP3 is submitted to Cabinet and Council for final approval in March 2011. A report will be brought to the Commission on 20 September to update members on progress on the LTP, and seek the views of members on the Draft LTP3 and Draft SEA Non-technical Summary.

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List of appendices: Appendix 1 – Implications Appendix 2 – Strategic Alternatives consultation document

Appendix 1

IMPLICATIONS

Financial

1. None arising from this report.

Legal

2. None arising from this report.

Personnel

3. None arising from this report.

Equalities impact

4. Transportation that improves accessibility and enhances social inclusion will benefit all Derby people.

Corporate Priorities

5. This consultation is a part of the production of Derby's third Local Transport Plan and contributes to the Objective CG2:

To continue to develop and deliver integrated land use and transport strategies for the city.

Associated milestone:

Complete a Local Transport Plan by March 2011



Appendix 2: Derby City Local Transport Plan 3 2011-2026 Strategic Alternatives Consultation

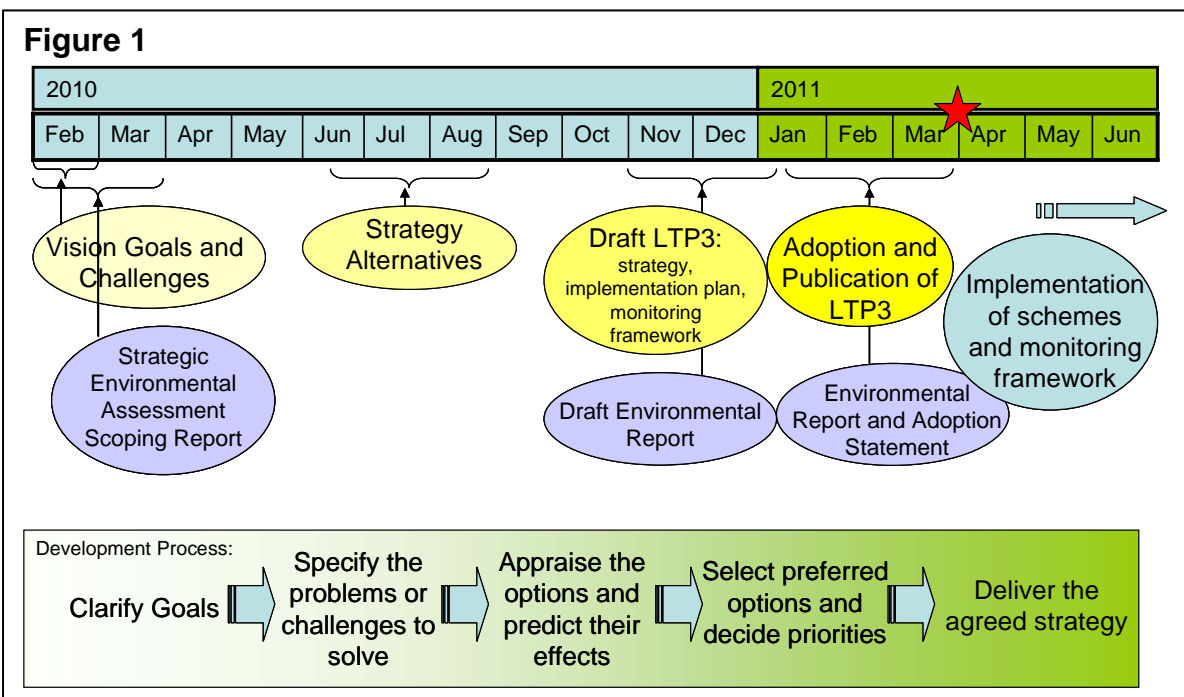
This consultation focuses on the long term transport strategy for Derby.

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.

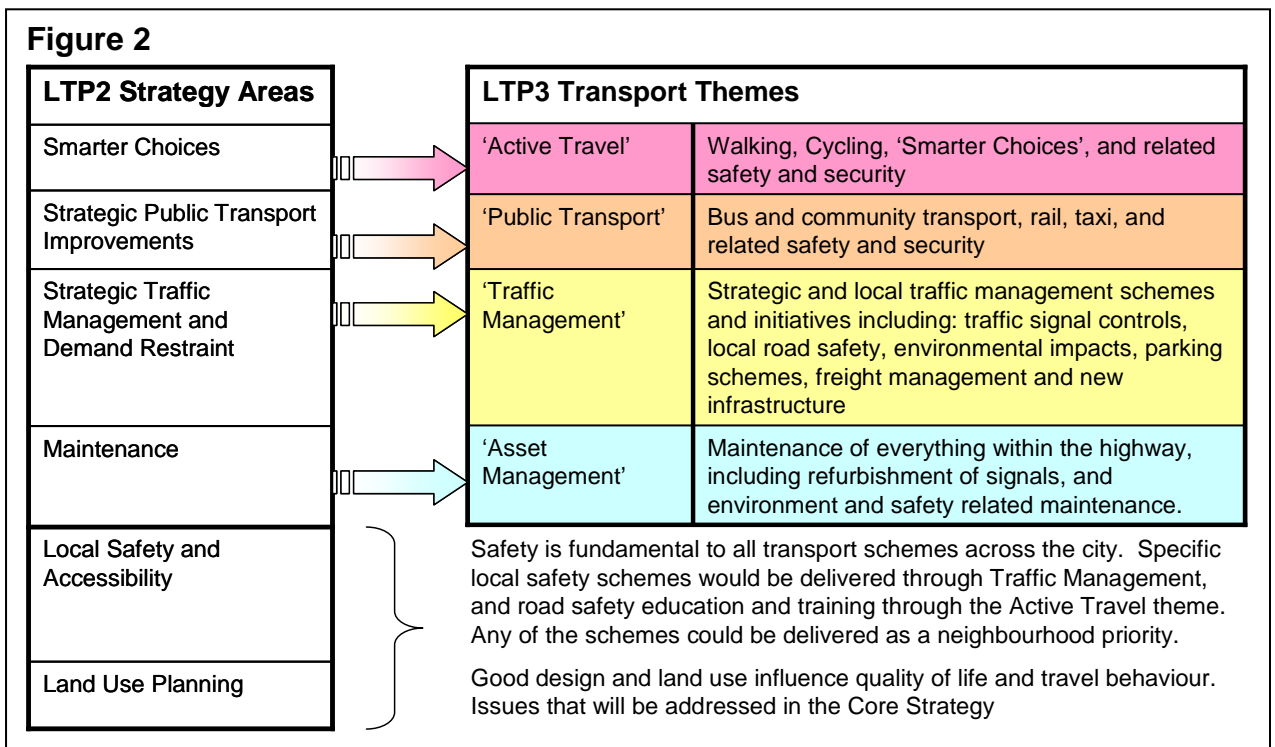


Transport is a wide-ranging subject, including many different modes of transportation, maintenance of infrastructure, managing traffic flows using signals and signs, and programmes to provide education and safety training in, for example, cycling for children. We need to decide how we prioritise investment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

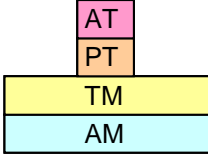
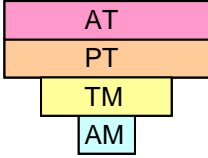
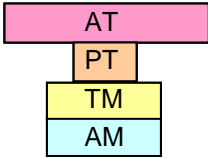
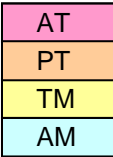
	Active Travel	Public Transport	Traffic Management	Asset Management
Do Something More	<ul style="list-style-type: none"> • Significant pedestrian and cycle improvements to provide joined up and safe continuous city networks • Wider training for cyclists to cover all age groups • City wide 'Smarter Choices' 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 about 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 = 12
Credits remaining = 2

'I would like to allocate these credits to Asset Management and Public Transport'

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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Polish

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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
منی کام 01332 256088 پر ہم سے رابطہ کریں۔