



DERBY CITY COUNCIL

**Council Cabinet**  
**15 March 2011**

**ITEM 12**

Report of the Strategic Director of  
Neighbourhoods

## **Derby Local Transport Plan 3 – Proposed Changes Following Consultation and Approval of Final Plan**

### **SUMMARY**

- 1.1 Members will be aware that Derby's third Local Transport Plan (LTP3), covering the period 2011- 26, needs to be in place by 31 March 2011. On 26 October 2010, Cabinet approved a draft Plan which was published for comment in November 2010. This report summarises the response received and seeks Cabinet's approval for proposed changes to the Plan, prior to seeking Council approval of the final Plan on 30 March.
- 1.2 LTP3 will comprise a long term transport strategy for 2011-26 and a short term Implementation Plan for 2011-13. The draft Plan is currently available on the Council website at [www.derby.gov.uk/ltp3](http://www.derby.gov.uk/ltp3). Preparation of the LTP3 has included several rounds of consultation.
- February 2010: Consultation on Vision and Goals for the Plan
  - July – September 2010: Public consultation on the proposed long term strategy
  - November 2010 – January 2011: public consultation on the Draft LTP3
- The Neighbourhoods Commission has received reports on each stage of the LTP3 consultation process. All councillors were emailed a link to the Draft LTP documents on 8 November 2010 at the start of consultation on the draft Plan.
- 1.3 Appendix 2 summarises the response received and provides a schedule of proposed changes to the draft Plan. These include:
- updates to reflect recent changes to wider policy, e.g. establishment of the Local Enterprise Partnership, and adoption of The Derby Plan
  - finalisation of some technical elements, including to the LTP Implementation Plan; e.g. completion of a risk assessment and establishment of a monitoring schedule
  - amendments to the Implementation Plan to take account of the corporate budget setting processes; and
  - changes to take account of comments received through the consultation on the Draft LTP.
- 1.4 Appendix 3 contains the recommendations that were received from the Neighbourhoods Commission on 27 January 2011 and the consideration of these comments for inclusion in the final LTP document. Appendix 4 summarises

comments received on the draft Strategic Environmental Assessment and the response to these. The conclusions of the SEA have been fully taken into account in finalising the LTP.

## RECOMMENDATIONS

- 2.1 To approve proposed changes to the draft Local Transport Plan 3 and associated Strategic Environmental Assessment in response to consultation as outlined in Appendices 2 – 4.
- 2.2 To delegate authority to the Strategic Director of Neighbourhoods in consultation with the Cabinet Member to finalise the details of the Local Transport Plan 3 and the Strategic Environmental Assessment in advance of full Council on 30 March 2011.
- 2.3 To recommend that full Council on 30 March 2011 approves the finalised Local Transport Plan 3 as part of the budget and policy framework.

## REASONS FOR RECOMMENDATIONS

- 3.1 To take account of comments received in response to consultation on the draft LTP3 documents and to ensure that a finalised LTP 3 is considered and approved by full Council on 30 March 2011.

## SUPPORTING INFORMATION

- 4.1 The Draft LTP3 proposes that the key areas within the balanced long term strategy for local transport in Derby are:

**Asset management:** maintaining what we have

- Replacement of London Road Rail Bridge
- Delivering significant planned maintenance

**Network Management:** managing traffic flows

- using technology to make best use of the existing network
- targeting road safety and casualty reduction

**Supporting 'Active Travel' and Public Transport:** supporting and encouraging travel choice

- Providing information on all the travel alternatives available through promotion and training
- Delivering and promoting walking and cycling schemes and initiatives
- Working in partnership with Public Transport providers to improve services

- 4.2 The draft implementation plan, as it went out to consultation, indicated possible levels of funding for different areas of the transportation remit, in order of priority:
1. Asset management (maintenance of highways and transportation infrastructure)
  2. Network management (management of traffic flows and pricing)
  3. Active Travel (walking, cycling, and the promotion of sustainable transport)
  4. Public Transport.

### **Consultation**

- 4.3 The Draft LTP3 is available on the Council website at [www.derby.gov.uk/ltp3](http://www.derby.gov.uk/ltp3). Preparation of the LTP3 has included several rounds of consultation.
- February 2010: Consultation on Vision and Goals for the Plan
  - July – September 2010: Public consultation on the proposed long term strategy
  - November 2010 – January 2011: public consultation on the Draft LTP3
- The Neighbourhoods Commission received reports on each stage of the LTP3, and all councillors were emailed a link to the Draft LTP document on 8 November 2010 at the start of consultation.
- 4.4 The majority of comments received supported the long term strategy and key priorities for Derby. A number of comments made suggestions for projects and schemes that could benefit Derby's transportation system. A small number of omissions were pointed out by statutory consultees and other respondents, which are proposed to be included in the final LTP (see Appendix 2). Responses on the Implementation Plan were received both in support of and suggesting amendments to the proposed order of priority for the allocation of resources.
- 4.5 The schedule of proposed changes, Appendix 2, includes the responses and officer commentary on the consultation that was held between 8 November 2010 and 7 January 2011. The consultation document was made available on the Derby City Council website, and copies were available at local and central library locations, and Council office receptions. Some 60 individuals and organisations submitted comments and suggestions, including members of the public, statutory consultees and other stakeholders.
- 4.6 Appendix 3 sets out the Neighbourhoods Commission's recommendations which were reported to Cabinet on 15 February 2011. The Appendix includes responses to the points raised by the Commission. The conclusions of the SEA have been fully taken into account in finalising the LTP.

## **Summary of proposed changes**

- 4.7 Appendix two includes a schedule of all the proposed changes to the LTP including:
- Table 1 - Officer proposed alterations and additions to the document, including monitoring schedule, implementation plan, risk assessment and updates relating to policy and funding information arising since November 2010.
  - Table 2 - Summary of Consultation Questions survey responses
  - Table 3 – Responses to general and cross-cutting comments received from the public consultation
  - Table 4 – responses to specific comments received from the public consultation
- 4.8 It is proposed to make no fundamental change to the long term transport strategy, but to update the order of priority for allocation of funds to rank Active Travel and Public Transport as joint third, after Asset Management and Network Management (previously Public Transport was ranked fourth).
- 4.9 A number of additions are proposed in order to clarify and increase the justification for the strategy and implementation plan. Specific alterations and amendments are included in Appendix 2. It is proposed to make the following additions/alterations to the final LTP prior to adoption:
- To include a monitoring schedule of indicators and transport targets, in line with corporate and national requirements
  - To clarify the wording of and justification for the long term strategy and implementation plan
  - To make additional references to funding streams, specific topics and national policies that have been updated or have emerged since the Draft LTP3 was published.

## **Strategic Environmental Assessment**

- 4.10 Undertaking SEA is a legal requirement for preparing a Local Transport Plan. A Draft Environmental Report was formally consulted on alongside the Draft LTP3. Several comments were received from statutory consultees on this report. Comments are summarised in Appendix 4, which also sets out some minor proposed changes in the light of the response.

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

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Service Director(s)</b> <b>Other(s)</b>	Stuart Leslie Toni Heathcote  Christine Durrant Rob Salmon
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<b>For more information contact:</b>  <b>Background papers:</b>  <b>List of appendices:</b>	Name 01332 641759 e-mail <a href="mailto:catherine.martin@derby.gov.uk">catherine.martin@derby.gov.uk</a> or <a href="mailto:rachel.harvey@derby.gov.uk">rachel.harvey@derby.gov.uk</a> Draft Local Transport Plan 3 and Draft Environmental Report at <a href="http://www.derby.gov.uk/ltp3">www.derby.gov.uk/ltp3</a> LTP3 Equalities Impact Assessment Appendix 1 – Implications Appendix 2 – Summary of LTP3 consultation comments and proposed response Appendix 3 – Notes of Commission comments and proposed response Appendix 4 – Summary of Draft Environmental Report consultation comments and proposed response
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**IMPLICATIONS****Financial and Value for Money**

- 1.1 The financial resources likely to be available to deliver the LTP strategy have been taken into consideration in preparing the plan. The key funding stream is the Local Transport Capital Spending Allocation, but there are other potential sources. The proposed Implementation Plan focuses on how capital funding can be allocated across the different strategy delivery areas. The Implementation Plan takes account of the actual and anticipated level of funding for 2011/13. LTP3 will provide a sound basis for decisions on the delivery of future transport schemes and programmes.

**Legal**

- 2.1 Production of an up to date LTP is a statutory duty under the Transport Act 2008. Production of a Strategic Environmental Assessment is required under EU Directive, and LTP must show how it has taken account of the recommendations of the SEA.

**Personnel**

- 3.1 None in this report.

**Equalities Impact**

- 4.1 An Equalities Impact Assessment of LTP3 has been undertaken. There has been extensive consultation with Derby diversity forums and other equalities groups throughout preparation of LTP3.

**Health and Safety**

- 5.1 Health impact assessment of the likely health impacts of LTP 3 strategy and plans is included in the Strategic Environmental Assessment.

**Environmental Sustainability**

- 6.1 Preparation of LTP3 has included a thorough Strategic Environmental Assessment that assesses potential impacts of LTP3 strategy and plans on the environment. The long term strategy of LTP 3 is intended to help reduce the City's carbon emissions from the transport network. Both this aim, and mitigation of the impacts of climate change, are included in the LTP3 Goals and Challenges.

**Asset Management**

- 7.1 LTP3 describes the role of asset management in supporting Derby's transport networks, and the development of the Asset Management Plan that will cover the management of all highways and traffic assets in the city. Asset management is

currently our highest priority for the allocation of limited resources in the short term, as described in the LTP3 implementation plan. A fundamental part of the LTP3 strategy is the development of a major scheme business case to seek government grant funding for London Road rail bridge.

## **Risk Management**

- 8.1 An assessment of the risks to and of the plans and schemes related in LTP3 has been undertaken as part of preparation of the document.

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

- 9.1 The Corporate Plan:
- CG2 To continue to develop and deliver integrated land use and transport strategies for the city (Complete a local transport plan by March 2011)
  
  - CG5 To contribute to reducing the effects of climate change in Derby
  
  - COD 5 To continuously improve services across the council to facilitate the delivery of excellent customer focused services

## Appendix 2

### Summary of LTP3 consultation comments and proposed response

<b>Table 1 Proposed alterations and additions to the document</b>	
On 19 <sup>th</sup> January 2011 DfT published a White Paper on coalition policy for transport. The document contains policy proposals and commitments on funding for local transport.	There is no material effect on LTP as the goals and challenges within LTP3 are specifically relevant to Derby and are in alignment with wider national transport goals. A minor text insertion to the strategy text will update LTP3 as appropriate.
On 19 <sup>th</sup> January 2011 DfT published guidance on bidding for the Local Sustainable Transport Fund.	A minor amendment will be added to LTP3 to reflect guidance on the LSTF. We now have the opportunity to bid to the DfT for the local Sustainable Transport fund to deliver schemes that would contribute additional benefits over and above those already planned within the LTP delivery plan, subject to Cabinet approval.
A monitoring schedule is required in the LTP3, this was not finalised at draft stage.	A schedule of monitoring indicators and targets will be included in the final LTP3. There were 58 indicators within LTP2 when published in 2006, since then these have been refined. It proposed that the number of indicators and targets is reduced further within LTP3 to provide 8-10 headline indicators and targets. We will continue to monitor indicators required by DfT, and some additional indicators that are locally relevant, to assess our progress towards the LTP3 Goals. It is proposed that specific area strategies and plans will contain more detailed lists of the data collected and reported on.
A detailed delivery plan is required in the LTP3, this was not finalised at draft stage.	The draft implementation plan will be finalised to reflect additional information received regarding the annual settlement to be made to Derby. The detail on the level of funding will be dependent on Council budget allocations across corporate departments, to be decided in March 2011. The implementation plan will also describe the allocation of other sources of funding, such as S106, and any potential grants such as the Local Sustainable Transport Fund.
A detailed risk assessment is required in the LTP3, this was not finalised at draft stage.	We will be reviewing the risk management section with the view to include more detail.
Additional detail in relation to the Highways Asset Management Plan	Minor additions to strategy text will be inserted to provide additional detail from the Highways Asset Management Plan to refer more fully to the evidence base and support the long term transport strategy.
An Equalities Impact Assessment will be completed and made available with LTP3	Following comments from representatives of Derby's Diversity Forums, including the disabled people's forum, and in consultation with relevant officers across the council, the EqIA has been completed and will be published with LTP3.

**Table 2 Summary of Consultation Questions survey responses:**

<b>Q1 Do you agree with Derby's proposed balanced long</b>	<b>Response</b>	<b>Proposed Amendment to LTP3</b>
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<b>term transport strategy?</b>		
64% Agree or Strongly agree with the proposed long term strategy. 10 % of respondents disagreed with the proposed strategy.	The high level of support shows a balanced approach to the long term transport strategy is generally acceptable to the consultees. Suggested amendments to the long term strategy are discussed below.	No proposed change.
<b>Q2 Do you agree or disagree with our order of priorities?</b>		
38% Agree with the proposed order of priority for allocating funds over the next 2 years. 42% disagree with the proposed order.	There is a wide difference of opinion amongst respondents respecting the areas which require priority spending over the next 2 years. We have taken on board the high support for public transport and have decided to give these equal weighting in the priority list as Active Travel.	Active travel and public transport to receive equal level of priority within the short term implementation plan.

<b>Table 3 Consultation Responses: General comments raised by a number of respondents</b>		
<b>Summary of points</b>	<b>Response</b>	<b>Proposed Amendment to LTP3</b>
<b>1. Comments showing overall support for LTP3 strategy.</b>	Support acknowledged.	No proposed change.
<b>2. Comments indicating a preference for a different strategic alternative as the basis of the long term transport strategy</b>	All sources of evidence, including strategic transportation modelling, the results of the public consultation, the outcomes of the draft Strategic Environmental Assessment and the draft environmental report have informed the development of the LTP3 at all stages. The resulting balanced approach to the long term transport strategy provides the best long term outcome for achieving all the goals and challenges identified for Derby. Full justification of the response to the outcomes of the SEA will be inserted into the final document.	Full justification taking into account the outcomes of the public consultation (as detailed in below) and the results of the SEA will be inserted into the final document.
<b>3. Comments that a certain transport area/theme is not given enough emphasis within the strategy.</b>	The evidence base shows that a balanced approach to our long term strategy gives the best long term outcome for achieving our goals and challenges.	No proposed change.
<b>4. Comments saying that something specific within the Implementation Plan has not received enough priority /</b>	We have recognised an urgent need to invest in maintaining our transport assets and that giving priority to	Active travel and public transport to receive equal level of priority within the implementation

<b>disagreement with order of priorities.</b>	funding this area will benefit all users and contribute to achieving all of the transport goals and challenges. However, we have taken on board the high support for public transport expressed through the consultation and have decided to give this equal weighting in the priority list as Active Travel.	plan.
<b>5. Comments relating to opportunities for cooperative working and increased engagement.</b>	Noted. We recognise that local transport needs to be delivered through a variety of partnerships and welcome opportunities to improve upon this.	Minor text strategy text insertions will update the position since the draft was published regarding partnership working, for example, the establishment of the Local Enterprise Partnership and the changes around responsibilities for public health.
<b>6. Comments relating to the level of detail provided (too much /too little) on a particular issue or theme. E.g. the naming of specific schemes or sites, or travel beyond Derby, or emphasis and reference to the strategy evidence base.</b>	The LTP is a high level strategy document which is supported by a range of detailed background evidence papers and more detailed operational strategies and programmes. However there are areas within the document where we could refer more specifically to the evidence base.	Minor additions to strategy text to refer more fully to the evidence base.
<b>7. Formatting, points of accuracy or clarification or additions to the glossary.</b>	All noted and reviewed.	Corrections made to final LTP3 and glossary to be expanded.
<b>8. Specific issues surrounding specific schemes, locations, sites or transport routes, potential solutions or problems or operational issues.</b>	Due to the specific nature of these proposals they have been grouped into themes and responded to in more detail below.	These are addressed in detail in the rows below.

<b>Table 4 Consultation Responses: Specific issues grouped by themes</b>			
<b>Theme</b>	<b>Comment</b>	<b>Response</b>	<b>Proposed Amendment</b>
<b>Active Travel</b>			
<b>Cycling</b>	Support for development of a cycling strategy.	We intend to update our cycling strategy following adoption of LTP3.	Minor text insertion to reference the update of the cycling strategy.
	Suggestion to include reference to multi event arena.	Noted. There are important linkages between the LTP and the Councils Leisure Strategy.	Minor text insertion to include a reference to strategic Active Travel schemes such as the multi event arena within the final LTP3.
	Concern expressed over the safety of	Noted. Safety of all users is a core element of Goal 3	No proposed change

	cyclists in Derby.		
	Suggestion to increase the integration of cycling into other areas.	The transport themes were developed to simplify the assessment of the transport plan. Many elements that are described as belonging to a specific scheme have links and interdependencies across many other themes. The links are described in Chapter 4 under the 'Derby Goals'.	Minor text insertion at start of section 4.2 to highlight that the transport themes are cross cutting.
	Suggestion to make more reference to cycling in the document.	The LTP is a high level strategy document which is supported by a range of detailed background evidence papers and more detailed operational strategies and programmes. We intend to update our cycling strategy following adoption of LTP3	No proposed change
	It would help the integration of cycling into the highways maintenance mindset if it cycling maintenance were included in the maintenance contract	Noted. The maintenance contract covers maintenance of the whole of the highways asset, including cycling infrastructure. The maintenance of the highways asset is prioritised according to need.	No proposed change
	Support should be shown for the creation of a fully integrated cycling network.	Noted. The Cycle strategy acknowledges the need to provide a fully integrated network but resources to achieve this are limited.	No proposed change
<b>Walking</b>	Support expressed for a more connected rights of way network.	The Rights of Way Improvement Plan is closely associated with the LTP and will support this aim.	No proposed change
	Suggestion to increase community officer presence and improve street lighting to enhance road safety.	Noted. The police provide community support officers and we will continue to work in partnership with them to improve road safety.  There is a significant ongoing programme of investment in, and improvement to, the street lighting asset under the private finance initiative.	No proposed change
<b>General Active Travel Comments</b>	General support and desire to see increased priority / funding for Active Travel and Smarter Choices.	We have recognised an urgent need to invest in maintaining our transport assets and that giving priority to funding this area will benefit all users and contribute to achieving all of the transport goals and challenges. We now have the opportunity to bid to the DfT for the local Sustainable Transport fund to deliver schemes that would contribute to active travel and additional benefits over and above those already planned within the LTP delivery plan	Minor text insertion to update LTP on the bidding process for the Local Sustainable Transport Fund.
	Suggestion that the council establish an adequate share of the transport budget for all elements of Active travel to remove the dependency on external funding.	Active travel is an important part of the LTP and receives a share of the transport budget, there have also been and continue to be, external funding opportunities available to provide additional benefits to those in the LTP delivery plan. Given the current financial climate it is important to investigate and utilise whatever sources of funding	No proposed change

		become available, either through grants or partnership working. We need to continue to maximise these opportunities.	
<b>Green Infrastructure and natural environment</b>	<p>Suggestion to take more positive steps in relating enhancements to biodiversity through net gains to the green infrastructure network.</p> <p>Recommend that the LTP3 should include coverage of the link between transport and delivering green infrastructure and policies that improve environmentally sustainable access to the natural environment.</p>	We acknowledged that parts of the transport network, in particular walking and cycling routes may also be part of the Green Infrastructure network	Minor text insertion. We will take opportunities to enhance the green infrastructure network as we develop our walking and cycling networks including through measures in the ROWIP.
<b>Public Transport</b>			
<b>Buses</b>	General comments expressing dissatisfaction with bus services and routes in Derby.	We shall continue working with the public transport operators with the view to improve services across the city.	No proposed change
	Comment stating dissatisfaction with the holding arrangements at the new bus station.	This comment has been passed to the passenger transport team. There are currently no plans to change the current bus waiting arrangements now the bus station is complete.	No proposed change
	Support for Integrated Ticketing and Real Time Information	Noted. Both integrated ticketing and real time information are included as part of the long term transport strategy.	No proposed change
	Comments in favour of and opposing bus lanes.	A review is under way that considers the location, benefits and dis-benefits, enforcement and the use of bus lanes across the city, this will inform the delivery of future years programmes through the implementation plan.	No proposed change
	Support for lowering fares	Bus prices and routes are decided by the operators. We will continue to work with the public transport operators with the view to delivering value for money services across the city..	No proposed change
<b>Trams</b>	Suggestion to give consideration to a tramway.	The Derby area transport study undertaken in 2004 looked at the potential for a tram system in Derby. The study conclusion was unequivocal, and concluded that Derby is too small to be able to generate the critical mass of passenger numbers, to make a tram system financially viable. It is unlikely that funding, particularly the level needed to build a tram system and it is highly unlikely that it would be financially viable to operate without significant	No proposed change

		ongoing public subsidy.	
<b>Community Transport</b>	Comment that further detail should be included of the support given to community transport and transport for elderly and disabled.	Noted.	Minor text insertion to clarify the current provision of support for these services.
	Suggestion to improve cross boundary working to negate some of the consequences of reduced community transport.	Noted. The council endeavours to work in partnership and seeks to maximise opportunities to tackle cross boundary issues and secure value for money.	No proposed change
<b>Rail</b>	Comment that the rail service from Derby to London has deteriorated since the relocation of local services platforms at St Pancras	Strategic rail services are outside the scope of LTP3	No proposed change
	Suggestion to include rail patronage figures in LTP3		Include rail patronage figures in LTP3
	Suggestion that the LTP should make reference to the Park and Ride at East Midlands Parkway and the potential future enhancements to the East Midlands rail network.	LTP3 refers to the links to East Midlands Airport via all modes including access via East Midlands Parkway. Proposed improvements to the rail network through electrification, and enhancement of the land at East Midlands rail station in Derby are made in LTP3.	Clarify wording in LTP3 to ensure mention of all modes of access to EMP, EMA and Park and Ride
	Support for the provision of car parking spaces at train stations	These issues are being considered as part of the Rail Station Interchange masterplan. The masterplan is referred to in LTP3, and will include detailed design including the treatment of these measures mentioned.	No proposed change
	Support for the installation of electric vehicle charging points at Derby Railway Station.		
	Request for a review of signage to Derby and Spondon Rail Stations.		
<b>Park and Ride</b>	Suggestion to specify other potential Park and Ride sites as well as Boulton Moor	The Boulton Moor site is the most progressed, and is linked specifically to the delivery of housing growth, and for this reason the only site mentioned specifically by name. Park and ride is part of our long term strategy but sites and delivery mechanisms other than Boulton Moor are less certain.	No proposed change
<b>General Public Transport Comments</b>	Suggestion to increase the priority / funding given to public transport	We have recognised an urgent need to invest in maintaining our transport assets and that giving priority to funding this area will benefit all users and contribute to achieving all of the transport goals and challenges. We have taken on board the high support expressed through the public consultation for public transport and have decided to give these equal weighting in the	Officers suggest that it will better support the balanced strategy, to joint rank Public Transport and Active Travel as the 3rd in order of priority for spending.

		Implementation plan priority list as Active Travel.	
	Suggestion that improved public transport could alleviate congestion in advance of the A38 Grade Separation Scheme	Noted	No change proposed
	Support for cooperative working with public transport operators.	The council endeavours to work closely with public transport operators to improve services and this will continue throughout LTP3.	No proposed changes
<b>Network Management</b>			
<b>Parking</b>	Support expressed for increased parking enforcement.	Noted	No proposed changes
<b>Junction Management</b>	Comment regarding Pentagon Island, suggestion that it is not safe.	Safety for all users is a core element of Goal 3. We regularly monitor accidents statistics and if we felt this to be the case in this location we would look to develop an approach to resolving the issue.	No proposed changes
<b>Signage</b>	Suggestion that a review of visibility, accessibility and effectiveness of signage ought to be conducted.	Noted. These have recently been reviewed through other related projects.	No proposed changes
<b>Weather Conditions</b>	The resilience of our transport network needs careful thought to mitigate the impact of adverse weather conditions.	Agreed. The development of our Highways Asset Management Plan and the Network Management Plan will both contribute to how we maintain and manage the network to respond to adverse weather conditions and unplanned events. Our long term strategy prioritises investment in maintenance of our highway assets.	No proposed changes
<b>Congestion</b>	Concern expressed that an increase in economic activity will cause an increase in traffic.	The challenge for Derby's transport system will be to accommodate growth associated with new housing and employment whilst reconciling the priorities of economic regeneration and combating climate change. The evidence base shows that a balanced approach to our long term strategy gives the best long term outcome for achieving our goals and challenges.	No proposed changes
	Support for traffic management and comment that traffic flow in the city needs some attention.	The management of traffic and transport across the city is a priority within the long term transport strategy.	No proposed changes
<b>General Network Management Comments</b>	Support for increased pedestrian priority at signalised crossings.	Noted. Priorities at signals are assessed on a site by site basis and aim to ensure we meet our duties for all users through the Network Management Duty.	No proposed changes
<b>Asset Management</b>			
<b>London Road</b>	Comments in favour of and opposing the	The Council considers the replacement of London Road	No proposed changes

<b>Bridge</b>	replacement of London Road Bridge	Rail bridge a significant priority and of strategic importance for Derby as this a key route into the city and linked to priority regeneration sites. We have investigated the effects of closing London Rd bridge and it was found that the effects on the network would be severe. Delays would be created on the whole network and that would have pronounced effects on the designated regeneration areas.	
	Clarification requested on the London Road Rail Bridge scheme.	Point noted detail in the document will be reviewed.	Minor text insertion to clarify the detail provided on London Road Rail bridge.
<b>Other</b>	Comment that mention should be given to how new technology could help to provide transport solutions.	Noted. We shall consider adding further text with regard to the scope for innovation and technology where opportunities arise and funding allows.	Minor text insertions
	Disagreement expressed with the prioritisation of one form of transport over another when funding is limited	There is a clear requirement in the guidance to identify priorities locally in order to deal with the challenges faced in your local area. Prioritisation to achieve the goals and meet the challenges for Derby and achieve value for money prioritise is essential, more so in a climate of limited funding.	No proposed changes
	Comment that the wording within LTP3 is too vague.	The LTP3 is an overarching policy document that sets out the general direction and allocation of funds to transportation schemes. Detailed schemes are mentioned only as they relate to current bids for funding. More detail will become available in strategies being prepared to address specific modes or transport topics such as cycling and parking.	No proposed changes
	Comment stating LTP3 should give consideration to Derby's Surface Water Management Plan.	Noted.	Minor text insertion to include reference to the plan in the final LTP.

## Appendix 3 Summary of Commission comments and proposed response

On 27 January 2011 the Neighbourhoods Commission considered the Draft LTP3, including the summary of the comments received during the public consultation on the Plan, and the proposed response by officers to these comments. The Commission interviewed the lead officers and then made the recommendations set out below:

### Points raised by Commission

1. That the Transport Vision be reworded as shown:

<p>As currently drafted:</p> <p>Our aim is to provide people living and travelling within Derby with viable travel choices and effective and sustainable transport networks</p>	<p>Proposed rewording:</p> <p>Our aim is to provide people living and travelling within Derby with safe travel choices that are practical and sustainable</p>
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2. That the sections dealing with the Air Quality Action Plan be revised to also include references to the potentially serious risk posed to economic development in the vicinity of Air Quality Management Areas.

3. That the weighting of funding towards Asset Management be supported in the short term, but there should be a commitment to rebalancing between the four 'themes' in the medium and longer term.

4. That feedback be provided to the Commission on the views expressed on the Draft Plan by the Diversity Forums.

### Responses and recommendations

1. 'Viable travel choices' emphasise the current and ongoing need to ensure that all services across the city are economically sustainable and usable. The reference to effective and sustainable transport networks emphasises the importance of the transport infrastructure which is a fundamental consideration for Derby. Safety is covered by the word viable and is a consideration covered by the transport Goals, and does not need a specific reference in the vision.

**Recommendation:** No change

2. Two AQMAs in the city are designated for exceeding EU limits on NO<sub>2</sub>, due to high levels of traffic around the inner and outer ring roads, and a section of the A52 at Spondon. The city has a statutory duty to monitor air quality in these areas, and to have an Action Plan in place to show how we intend to address the causes and effects of the air quality problem. LTP2 contained a detailed Action Plan which will become outdated in April 2011.

We recognise that air quality continues to be a problem in some areas of the city. We will revise and update the Action Plan to reflect the measures that can be taken in this area to improve air quality, and mitigate the adverse impacts of poor air quality on local people and the environment.



**Recommendation:** To include a statement in the section of LTP3 that identifies problems and issues affecting the city acknowledging the risk that development can be restricted by poor air quality.

3. LTP3 strategy is already clear that in the long term period covered by the Plan we will take a balanced approach to investment in all areas of transport. The support of the Commission for the approach to the short term prioritisation of asset management is welcomed.

**Recommendation:** No change.

4. A summary of the engagement with Diversity forums during preparation of LTP3, and the comments received was verbally reported to the Commission on 7 February 2011, and the commission was content with this information.

**Recommendation:** No change.

## Appendix 4

### Summary of Draft Environmental Report consultation comments and proposed response

This Appendix is a summary of the comments made by consultees on the Draft Environmental Report for Derby's Third Local Transport Plan. Some comments received related to the content of LTP3, and these have been considered in Appendix 2. Comments relating to the content of methodology of the SEA are set out below.

Organisation	Advice/Comment	Comments and proposed change to the Environmental Report
<b>Environment Agency</b>	Support for the emphasis placed upon climate change adaptation and mitigation in the Draft Scoping Report.	Noted. No proposed change
<b>Natural England</b>	Desire that LTP3 will seek to protect and where possible enhance the natural environment including biodiversity, landscape, geodiversity and soils. Satisfaction that issues such as threats to biodiversity and geodiversity and landscape protection have been more fully considered within the SEA.	Noted. No suggested change to the Environmental Report.
	Preference for Alternative 3 as the chosen proposed Transport Strategy as this is considered by the SEA to be the most sustainable overall as it does not exhibit any significant negative effects and has no significant environmental effects.	Noted. No change to the Environmental Report for the time being. This matter has been considered for the final LTP3.
<b>NHS Derby City</b>	Request to include the Derbyshire Landscape Character Assessment in the SEA. Agree that the essential baseline data is provided and the key issues are identified.  Expectation to be included as a consultee in relation to any additional matters to be determined by Derby City Council	Noted. The Derbyshire Landscape Character Assessment has been added to the list of relevant PPPs in Appendix A. It has been looked at in the preparation of the SEA. The Derbyshire Landscape Character Assessment provides a useful summary of the different landscape types in Derby, which whilst predominantly classified as 'urban', also includes Character Areas such as Trent Valley Washland and the Peak Fringe and Lower Derwent, together with Landscape Type categories such as wet pasture meadows and riverside meadows. Whilst this is useful contextual information, this is just one of several considerations made during the landscape assessment in the SEA.
<b>English Heritage</b>	Broad contentment with the SEA.	Noted. No suggested change to the Environmental Report.
	Positive impacts on townscape character will depend on the design of a scheme, as the introduction of new infrastructure and signage could increase street clutter and thus have the opposite effect.	Noted. It is recognised that public realm interventions such as pedestrian and cycle routes can both beneficially and adversely affect landscape and townscape character. As such, we have changed some of the cultural heritage (SEA objective 4) and landscape and townscape (SEA objective 5) assessments to reflect a

		neutral outcome as opposed to a minor positive outcome. This has been changed in Table 10.3. In addition, the summary Table 10.4 has also been updated, as has the text in section 10.5
	A38 junction improvements could affect heritage assets, including the World Heritage Site and/or archaeological remains. This probably does not affect the overall assessment of the 'Aspirational scenario' as 'minor adverse', but it does not explain why the 'Most Likely funding scenario' is only 'neutral or no effects'. The absence of the A38 grade separated would clearly reduce the potential negative impacts on the historic environment, although this is not acknowledged in the section at 11.4.4.	Noted. Changes to Section 11.5 and Appendix F – Assessment of LTP3 preferred options to reflect that there may be significant adverse effects on historic assets (SEA objective 4) and landscape/townscape (SEA objective 5), with consequential changes for mitigation (see also section 12) and monitoring (see also section 13). Addition to the Environmental Report of a map which shows clearly the WHS location, as well as listed buildings and conservation areas.
	Support for monitoring the historic environment and landscape and townscape character, where potential significant effects have been identified. Townscape indicators could also be linked to the monitoring of 'Conservation Areas at Risk'.	Noted. Agree with the recommendations made by English Heritage and indicators for SEA objectives 4 on historic assets and 5 on landscape and townscape will be added to the monitoring framework in section 13 of the Environmental Report
<b>Derby and South Derbyshire Friends of the Earth</b>	Request that the LTP3 Environmental Scoping Report recognises that ill health will increase with increasing poorer air quality. The health costs of poor air quality are more than those of obesity and passive smoking. At no point is this acknowledged or made public.	Air quality, pollution, greenhouse gas emissions, health and inequalities are all acknowledged through the LTP3 goals, challenges, strategic alternatives and preferred options. These same issues are dealt with systematically through the SEA in terms of the baseline information, key issues, SEA objectives and framework, compatibility assessment, strategic alternatives and preferred options. Air quality, pollution and greenhouse gas emissions are all assessed quantitatively for the preferred options assessment with minor adverse effects noted. The SEA also covers the requirements of HIA.
	Concern over the existing and future impact of excessive traffic and emissions resulting from unsustainable development, on the health of those living in deprived wards in the city.	
	Comment that alternative freight transport measures have not been considered, for example, sharing of freight wagons, addressing waste in a reductive manner, rail, the canals.	
	Concern for the impact that industry, including incinerators have on air quality. Comment that LTP3 has not discussed the impact of industrial development on NO2.	
	Support for greater links with the Environmental Health Departments, the PCT and related bodies.	
<b>Member of the public</b>	Suggestion to increase the planting of trees and plants along river areas and in urban parks and open spaces to help reduce future flood levels through planting taking up water.	Noted. Tree planting is recommended as a form of mitigation in section 12.2. However, tree planting needs to be either in relation to transport schemes or allied to spatial planning or environmental initiatives. No suggested change to the

		Environmental Report.
	Comment on poor bus and car access to Royal Derby Hospital	Noted. No suggested change to the Environmental Report.
	Request for additional report how parking charges will affect congestion and traffic pollution in the city of Derby.	No suggested change to the Environmental Report.