

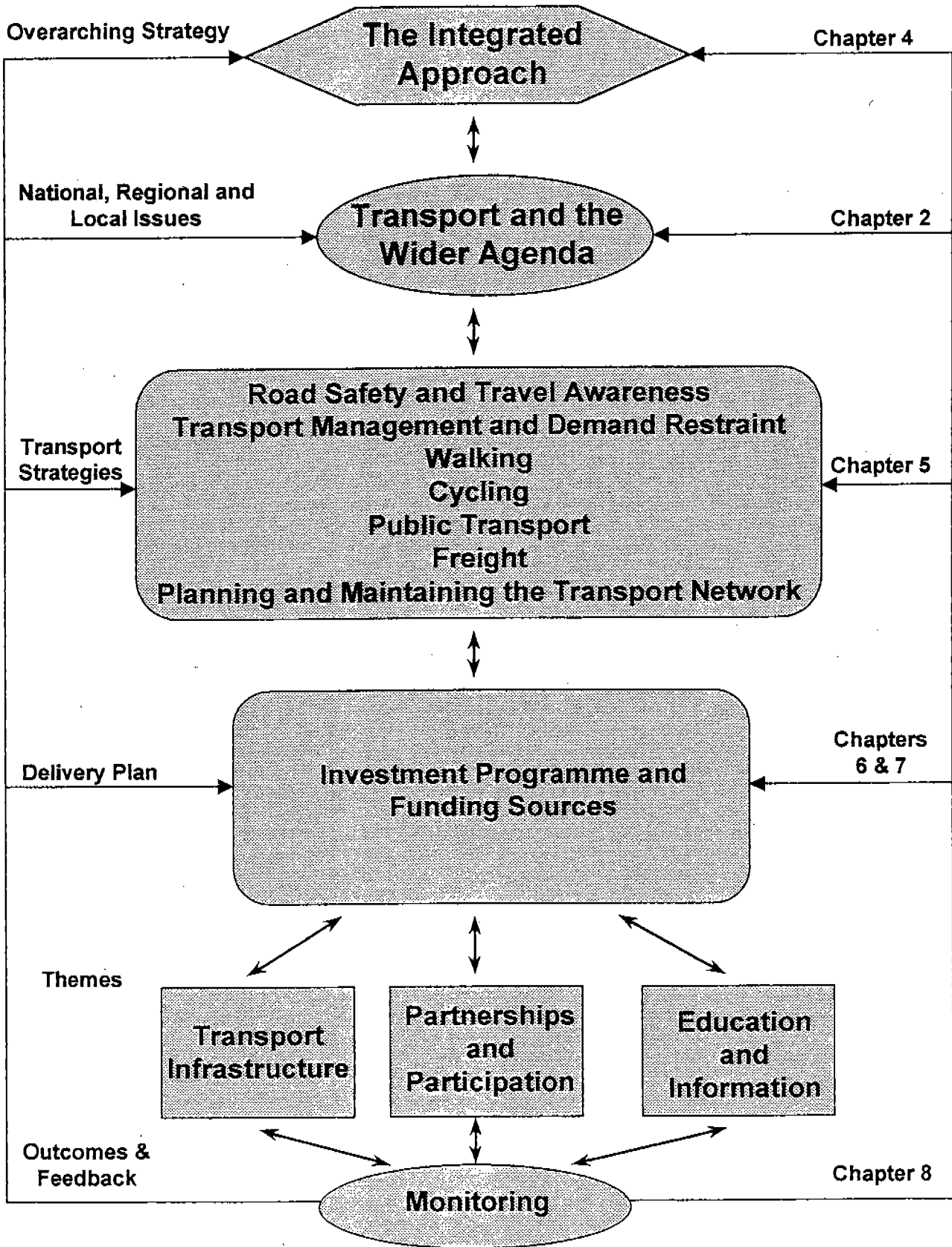


## Transport Vision

'To develop an integrated transport system for the Derby Joint Local Transport Plan area which delivers viable transport choice while reducing reliance on the private motor car, encouraging economic activity and promoting safety and sustainability'.

## Broad Objectives

- |                                |   |
|--------------------------------|---|
| Environment                    | To protect and improve the quality of the environment and minimise the damage to health and air quality by reducing the adverse effects of road traffic.  |
| Safety and Security            | To improve road safety, and to make people feel safer and more secure when using all modes of transport.  |
| Economy                        | To promote the development of an integrated transport system that is well maintained and supports the economy of the Local Transport Plan area, whilst managing the demand for travel and reducing reliance on car use. |
| Accessibility                  | To improve accessibility for all sections of society throughout the Local Transport Plan area and the broader transport network.  |
| Sustainability and Integration | To promote sustainable travel and sustainable travel patterns which manage the demand for travel, reduce car use and make the best use of resources.  |



## **Derby Joint LTP – Delivery Plan**

<b>Strategy Area</b>	<b>Key Initiatives</b>
Road Safety and Travel Awareness	<ul style="list-style-type: none"> <li>• Local Safety Schemes</li> <li>• Education Training and Publicity</li> <li>• Travel Plans</li> </ul>
Transport Management and Demand Restraint	<ul style="list-style-type: none"> <li>• City Centre Transportation Strategy (major scheme)</li> <li>• Transport Network Capacity and Management</li> <li>• Local Area Safety, Accessibility and Environmental Improvements</li> <li>• Parking Policy and Management, including Congestion Charging</li> </ul>
Walking	<ul style="list-style-type: none"> <li>• Walking Network</li> <li>• Safety and Security</li> <li>• Interchange and Integration</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Cycling Route Network</li> <li>• Safety and Security</li> <li>• Interchange and Integration</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>• Bus Network and Services</li> <li>• Quality Bus Network</li> <li>• Rail and Rail Partnerships</li> <li>• Taxis</li> <li>• Interchange and Integration</li> <li>• The Seamless Journey</li> </ul>
Freight	<ul style="list-style-type: none"> <li>• Rail Freight and Waterways</li> <li>• Road Freight</li> <li>• Land Use</li> </ul>
Planning and Maintaining the Transport Network	<ul style="list-style-type: none"> <li>• Carriageway Structural Maintenance</li> <li>• Bridge Assessment, Strengthening and Maintenance</li> <li>• Street Lighting</li> <li>• Co-ordination of Streetworks</li> <li>• De-trunking</li> </ul>

## ***Key Projects within the Five-year Delivery Plan***

**City Centre Integrated Transport Project** – major scheme £22m over 5 years

<b>Scheme</b>	<ul style="list-style-type: none"><li>• Restricts access in city centre to essential traffic – buses, taxis, cyclists, access</li><li>• Constructs 'transport links' to the south of city, with on-line traffic management improvements to facilitate bus priority along radial routes into the city.</li></ul>
<b>Outcome</b>	<ul style="list-style-type: none"><li>• Key target is to stem traffic growth within the city centre, transferring trips to buses, walking and cycling and essential car trips onto ring road.</li></ul>

### **Implementation of Public Transport Options Study**

This study concluded that the city and county councils, in the DJLTP area should concentrate investment in buses, rather than other public transport, such as LRT. Study conclusion was to Development of Quality Bus Network – approximately 2 routes on each corridor.

Key corridors in relation to A453 are A52/A6005 Nottingham Road and A6 London Road

<b>Scheme</b>	<ul style="list-style-type: none"><li>• Bus priorities at major and minor junctions</li><li>• Bus route enhancements – shelters, accessible kerbs, bus build outs, real-time information</li><li>• Quality Bus Partnerships – with bus operators commitment to new buses, improved services and clear information in partnerships with capital investment and maintenance, cleaning agreements from the local authorities.</li></ul>
<b>Outcome</b>	<ul style="list-style-type: none"><li>• Increases in bus patronage. LTP target to increase the number of bus passengers by 10% over the five year period of LTP</li></ul>

## ***Other Schemes of Interest and Relevance***

### **Completion of Pride Park Infrastructure**

Pedestrian footbridge link into Pride Park, major industrial area, with new rail park and ride car park.

Wilmorton Link Road – road scheme providing access to Pride Park and the city centre, completing a bypass of London Road

**A6 Alvaston Bypass** – trunk road scheme, hopefully opening 2003

**Derby Spur Extension** - Completion of London Road Bypass, linking Alvaston Bypass and Wilmorton Link.

The completion of these schemes provides an alternative southern route into Pride Park and Derby. It may provide the potential for express coach services to East Midlands airport, running from rail station to airport.