

Annex A: Cross-reference of Plymouth's LTP2 with DfT Expectations

<i>A good LTP will set transport in its wider context</i>
<i>Contain evidence of a long-term strategy within which the 5 year implementation plan is set</i>
Chapter 3 sets out Plymouth's LTP2 objectives in the context of wider transport policy objectives. Chapter 2 sets out the longer-term Strategic Public Transport Network development and the sequential development of a High Quality Public Transport Network.
<i>Be a truly corporate document, influenced by, and influencing the whole of local government within the Plan area</i>
This is evident throughout the document, but particularly within Chapter 2 where the LTP2 objectives are clearly aligned with longer-term transport objectives and those relating to the wider vision for the city.
<i>Be set in the context of regional economic and spatial strategies</i>
Section 2.5 sets out the regional policy context.
<i>Demonstrate effective working across local authority boundaries</i>
Sections 4.3.2 to 4.3.3 describe the Council's extensive working relationships with our neighbouring county and district councils.
<i>Have been developed in partnership with all relevant stakeholders</i>
Chapter 4 sets out how partnership working and consultation with stakeholders has underpinned the development of LTP2.
<i>Take a realistic view of transport investment</i>
The LTP2 has been developed in line with Government Planning Guidelines. Chapter 12 sets out the transport investment priorities.
<i>A good LTP will contain locally relevant targets</i>
<i>Support targets for housing, jobs and social inclusion, and the environment</i>
The LTP2 strategy and programme will contribute directly and indirectly to the achievement of targets relating to the Council's 'non-transport' strategic corporate objectives of ' <i>improving health and well-being</i> ' (see Chapter 6 – Accessibility), ' <i>developing a prosperous economy</i> ' (see Chapter 7 – Congestion), ' <i>promoting inclusive communities</i> ' (see Chapter 6 – Accessibility), and ' <i>maintaining a clean and sustainable environment</i> ' (see Chapter 9 – Air Quality).

Prioritise targets relating to outcomes, not outputs and inputs

Chapter 13 sets out how the Council will ensure that it delivers the outcomes if its LTP2. Appropriate indicators and targets are identified that will demonstrate progress towards meeting the overall LTP2 objectives and delivering the Councils investment priorities.

Contain targets focused on the transport shared priorities agreed between the Government and the Local Government Association

See above.

Contain targets that are challenging but realistic

Section 13.5 sets out the indicators that will be used to track progress on delivery of the LTP2 strategy objectives and investment priorities. Targets have been set for each indicator that are challenging yet realistic and demonstrate achievement of the LTP2 strategy outcomes by 2010/11. A robust process for setting targets and monitoring performance against trajectories has utilised evidence from the previous LTP period including trends in outcomes and investments, and benchmarking with other local authorities.

A good LTP will demonstrate value for money

Propose solutions that are evidence based

Chapters 4 and 5 describe the active process by which our LTP2 delivery plan has been developed. Chapter 4 focuses on our extensive consultation activities and partnership working. Chapter 5 sets out how our LTP2 addresses transport related problems and issues in Plymouth now and those which analysis indicates are likely to arise in the future.

Aim to make the best use of existing infrastructure

Section 7.4 sets out how the LTP2 develops a strategy for tackling congestion and in particular the implementation of specific actions to implement the Network Management Duty for the purpose of network management and the expeditious movement of traffic.

Include innovative solutions, not just those that rely on capital investment alone

Many of the solutions are based on soft measures as set out in Chapters 6 to 10. In particular the Accessibility Strategy (Chapter 6) sets out a range of soft measures to combat social exclusion. Chapter 12 sets out the additional revenue costs to deliver the transport strategy which can be met from within the car park revenue account for 2006/07 and beyond.

Be underpinned by careful analysis of problems and opportunities

Chapter 5 sets out the problems and opportunities that underpin the entire LTP2.

A good LTP will contain indicators and trajectories for performance reporting

<i>Contain targets and trajectories for key outcome indicators</i>
These are contained in Chapter 13.
<i>Contain a range of other targets and trajectories reflecting the delivery of the transport solutions identified by the plan</i>
Chapter 13 sets out the targets and trajectories for local indicators.
<i>A good LTP will demonstrate its contribution to delivering priority outcomes</i>
<ul style="list-style-type: none"> • Congestion
<i>Full Guidance on Local Transport Plans: Second Edition Metropolitan Authorities and the largest unitaries will be required to set congestion targets, based on improved data made available by DfT. Other authorities to address congestion if it is a problem.</i>
Plymouth does not have a formal congestion target. Chapter 7 sets out how Plymouth will reduce the rate of growth of congestion and the measures that will be implemented to manage traffic growth to 4.2% between 2004 and 2010.
<i>Policies to tackle congestion should be based on analysis of current and future travel patterns, reflecting employment and land use patterns</i>
Chapter 5 contains analysis of a number of citywide indicators of network performance. Chapter 7 provides a more detailed analysis of future traffic flows and future challenges, where congestion increases could undermine some of the key principles of a strengthening economy which the growth agenda aims to deliver.
<i>Full consideration should be given to the range of demand and supply measures, tailored to local circumstances and drawing on the growing evidence base</i>
Chapter 7 considers a wide range of demand and supply measures. The evidence base is being developed further to assess the impacts of the full range of interventions proposed for LTP2 in detail.
<i>Strategies for managing the road network should incorporate the new Network Management Duty</i>
Section 7.4 sets out how the Council has responded to the new Network Management Duty.
<i>Bus strategies need to demonstrate the contribution of buses to tackling congestion</i>
Sections 7.2 and 7.4 sets out how congestion impacts on buses and the role for the bus in terms of tackling congestion. Mention is made in Chapter 2 and Chapter 12 of how the Strategic Public Transport Network through the sequential development of a High Quality Public Transport corridors will be achieved in LTP2 and beyond.

• **Accessibility**

All final LTPs should contain accessibility analysis and an accessibility strategy. DfT is providing full accessibility guidance and technical support

Annex B contains Plymouth's full Accessibility Strategy, which contains an analysis of local accessibility problems. Chapter 6 summarises the content of the Accessibility Strategy within the main LTP2 document.

The strategy should set out the high level vision and objectives for accessibility

Annex B sets out the Council's vision for improved accessibility. Annex B and Section 6.3.2 set out our wider accessibility objectives.

The strategy should identify local accessibility priorities

Section 6.4 and Annex B set out the how local accessibility priorities were identified and a phased action plan for implementation of measures to address them.

The strategy should consider changes to the provision of services, not just transport solutions

Section 6.5.11 describes how the Council and service providers will work together to identify new ways of working and providing services that enable greater accessibility.

The strategy should be developed with partners and stakeholders

Section 6.2.5 describes how partnership working has been key to developing the strategy.

The strategy should include locally determined targets

Section 6.9 sets out our locally determined accessibility targets.

• **Safer roads**

Include a road safety strategy reflecting needs of all road users, and be set in the context of strategies for safer communities, regeneration, danger reduction, and accessibility

Chapter 8 sets out the strategy to improve road safety over the next five years.

Reflect national targets for casualty reduction, but tailored to local circumstances

Section 8.5 and Chapter 13 set out the local safety outcome targets for the city which are more demanding than those set by the DfT, as those set for casualty reduction were achieved in 2004.

Identify the most important local road safety issues, and solutions that may make use of revenue as well as capital expenditure

Section 8.4 sets out the key areas of activity for the period to 2011 and how

measures introduced will be as a result of careful analysis of the evidence base.

Consider particular issues of disadvantage and child casualties

Sections 8.4.8 to 8.4.10 set out the programme for making Plymouth safer for children.

Contain evidence of successful working with other agencies e.g. police, education, Highways Agency

Section 8.4 sets out all of the measures to make roads safer in Plymouth and the extent to which reliance on partnership working will have to be placed to meet targets over the life of LTP2.

• Air quality

Where air quality issue are primarily transport issues, local Air Quality Action Plans should be integrated into the LTP

Section 9.3 contains a range of potential measures and actions that will make up the Air Quality Strategy and will be used to treat the air quality problems in the AQMAs.

Where local authorities do not have air quality management areas, they should still consider whether they should address air quality in their LTP

Chapter 9 sets out the measures that will be implemented in the two declared AQMAs. Alongside the focus on the AQMAs there will also be a pro-active approach to the rest of the city.

LTPs should report on the range of options considered, identify measures to address transport related air quality problems, and set out what the quantified impacts of proposed measures are (i.e. quantified impacts relating to the air quality emissions reductions and also the wider environmental, social and economic impacts)

Sections 9.3.1 to 9.3.3 set out the measures and options identified as solutions to our air quality problems. It indicates how these measures were assessed and prioritised in terms of their impact on air quality and the wider shared priorities.

LTPs should report on how risks to achievement of targets will be addressed

Section 12.10 sets out the principal risks to achieving the delivery of LTP2. Individual risk management for each of the indicators are contained within Chapter 13.

Other quality of life issues

LTP proposals should demonstrably address wider quality of life issues including neighbourhood renewal, quality of public space, landscape and diversity, safe and prosperous communities, health, noise and climate change

Chapter 2 sets out the key policy initiatives that have guided the preparation of Plymouth's LTP2. In particular the vision aims to regenerate the city are set out in Chapter 2 and each of the shared priority chapters (Chapters 6 to 9) with the aim of

improving the public realm, walking, cycling and public transport. Chapter 10 sets out the urban renewal agenda; the need to invest in new development in the inner city and waterfront to improve public spaces and the environment to reduce the dominance of road traffic and other attractive alternative transport options.

A good LTP will demonstrate value for money

LTPs should aim to achieve the best value for money from the funds available

Each of the shared priority chapters (Chapters 6 to 10) and Chapter 12 set out the prioritisation process that has been applied across the whole delivery programme.

LTP policies and targets should assume LTP capital-funding levels described by a planning guideline

The delivery programme set out in Chapter 12 is based on the planning guidelines set out in the settlement letter of December 2005.

LTP targets should assume no new major schemes beyond those currently fully or provisionally approved

Section 13.5.5 makes it clear that the setting of stretching but achievable targets has not assumed benefits arising from major schemes.

LTPs should set the context for possible new major schemes, and these should be clearly prioritised

Section 12.7 sets out the prioritisation and approximate long-term timeframe for development of major schemes in Plymouth and its sub-region.

LTPs should demonstrate how local bus services will provide better value for money solutions

The Council acknowledges that local bus services represent good value for money relative to other forms of public transport. This is reflected in the strategic public transport improvements in our LTP2 programme that focus heavily on bus service quality, for example planned introduction of a Quality Bus Partnership, improved bus service information provision, bus priority measures, and improvements to bus stop and station infrastructure (see Chapters 7 and 12).

LTPs should demonstrate better decision making across modes

Chapter 12 sets out how a scheme prioritisation process was used to develop a programme containing measures across all modes that are both complementary in terms of contributing to meeting the shared priorities and represent an effective use of resources.

LTPs should recognise the need to undertake timely maintenance expenditure

See Chapter 11.

LTPs should demonstrate the scope for greater efficiencies in maintenance e.g. through Asset Management Plans and pooling of purchasing

See Chapter 11.

LTPs should demonstrate transport benefits from wider local authority revenue programmes

Work undertaken with partners in implementing the Accessibility Strategy is anticipated to result in changes in service provision (e.g. health services and employment support services) which will generate transport / accessibility benefits for Plymouth residents, but which will not be funded by the Council.