



Plymouth's Second Local Transport Plan

2006-2008 Progress Review



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Plymouth City Council
Department of Development



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Chapter One

Introduction

Introduction

The Progress Review is first and foremost a review of the progress Plymouth City Council (PCC) has made during the first two years of its second Local Transport Plan (LTP2) from April 2006 until March 2008. The document also presents an opportunity to look ahead at how the Council is going to continue to deliver its objectives and priorities set out in LTP2 up to the end of the 5 year period in March 2011 and beyond.

Central Government requires local authorities to produce a Local Transport Plan (LTP) to ensure transport is appropriately planned and resources are being used efficiently and effectively to deliver the local and national objectives set out within the plan. Monitoring targets against trajectories set out within the LTP allows -

- local transport authorities to ensure interventions are achieving the predicted outcomes
- local transport authorities to manage and adjust their programmes of delivery
- the Department for Transport to monitor progress being made.

Plymouth's second Local Transport Plan (LTP2) sets out the transport strategy and implementation programme for the city from 2006 to 2011.

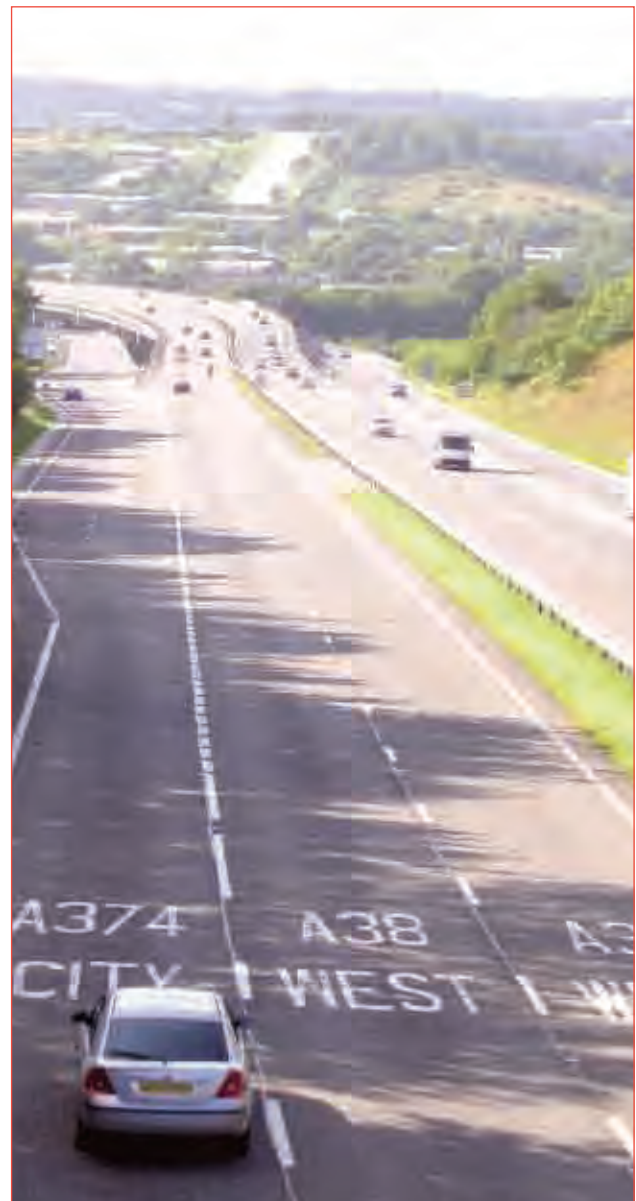
The Plan describes:

- The strategy for delivering the government's shared priorities for transport in the city
- The local objectives, indicators and targets which will guide and monitor the Council's investment in transport over the LTP2 period.

The emphasis for measuring performance during LTP2 is to measure the outcomes arising from the programme of transport interventions that the Council carries out over the period covered by the plan. A full range of 31 indicators which measured these outcomes were agreed with the Department for Transport (DfT) and Government Office for the South West (GOSW) at the start of the plan period.

The indicators chosen represent the need to measure outcomes against national objectives as well as specific outcomes relevant to Plymouth. This is why some of the indicators are drawn from the Best Value Performance Indicators (BVPI), some are mandatory LTP indicators set down by DfT and the remainder are local LTP indicators agreed between the Council and GOSW.

This document has been produced by the Council. A dialogue has been maintained with GOSW to ensure its compliance with national and regional requirements, and with the Local Strategic Partnership (through the Wealthy Theme Group) to ensure that local needs and concerns are appropriately represented.





Chapter Two

Objectives and Priorities

Objectives and Priorities

2.1. Local Transport Plan Objectives

To deliver the necessary transport improvements, Plymouth has a robust and integrated strategy, articulated in depth in the second Local Transport Plan (LTP2) 2006 – 11.

The LTP and the Core Strategy of the Local Development Framework (LDF) promotes the necessity to minimise the need to travel by co-locating residential, employment and social facilities in order to improve the access to and sustainability of those facilities.

Plymouth has a visionary and well-documented plan to introduce bus-based High Quality Public Transport (HQPT) throughout the city over the life of the LDF Core Strategy up to 2021. Proposals to implement a second HQPT route to serve the Eastern Corridor have been developed to the point where public and private sector funding has been established. Proposals for the Northern Corridor HQPT, to serve the densification of residential development and the expansion of the medical and employment trip generators on this corridor, are currently being considered for future funding through the Regional Funding Allocation.

Plymouth's LTP2 sets out seven overriding objectives. These objectives have been arrived at by a process of alignment with the Government's four shared transport priorities and three further objectives within the context of our longer-term vision for transport in Plymouth. These provide a framework around which a prioritised programme of investment would take place over the plan period. The objectives are:

1. To improve accessibility and social inclusion
2. To reduce the rate of growth of traffic congestion
3. To improve road safety
4. To improve air quality and the environment
5. To support Plymouth's urban renaissance and sustainable growth
6. To improve quality of life
7. To make maintenance more efficient and effective

Progress in meeting these objectives is summarised in Table 3.2 in Chapter 3.

The monitoring of our success in achieving the Government's four shared priorities can be seen in the progress made in improving accessibility, managing congestion, air quality and road safety. The 31 mandatory and local indicators are outlined in Table 3.1 and described in detail in Chapter 3, and are further detailed in a series of tables in Chapter 11. The idea of those tables is to be able to focus on actions which contribute to the outcomes relevant to each indicator and to place these in the relevant context of local and national priorities.

2.2 National Priorities

The increasing importance of city regions to the national economy means there is an increasing focus on the role of cities in driving the national economy. Efficient, reliable and effective transport networks are essential for improving productivity and competitiveness. Government set target PSA5 to "Deliver reliable and efficient transport networks that support economic growth" is supported by the ongoing delivery of LTP2.

These measures also align well with national policy. The Department for Transport's 'Towards a Sustainable Transport System' (TaSTS) process identifies five challenges faced by transport policy for coming years. These are: climate change; competitiveness and productivity; equality of opportunity; health, safety and security; quality of life and the natural environment. It can be seen that the long-term priorities addressed by Plymouth's LDF, Local Area Agreement (LAA) and LTP2 directly contribute to all of these.

2.3. Regional Priorities

The delivery of the Plymouth high-growth, high land-use concentration agenda is critical to the draft Regional Spatial Strategy (RSS) particularly in terms of economic, housing, transport and environmental objectives.

The Draft RSS, published in 2006, identifies two main priorities; one is to highlight Plymouth as a major centre of projected growth for the region and the other is to emphasise the delivery of sustainable communities. With this, the risk is recognised that significant economic growth of the city would create, if not managed, an unsustainable level of demand for travel by private car within its boundaries and beyond.

To meet this challenge, the Regional Assembly has adopted a core transport strategy consisting of three priorities: to manage travel demand; to create a step change in public transport provision; and to design new developments with accessibility to sustainable transport as a priority. The Council's second Local Transport Plan supports these priorities.

At the city level, the LDF identifies the Eastern and Northern corridors as having particular potential for growth, and places an emphasis on making these as sustainable as possible by reducing the need to travel, managing travel demand and encouraging mode shift. The LDF therefore works in tandem with LTP2 to deliver sustainable growth in these areas.

2.4 Supporting the City's Wider and Long-Term Objectives

In 20 years, Plymouth will be one of the UK's most important cities and a key player in Europe. Transformed with a target population of 300,000, its increase in critical mass, together with investment by public and private sectors, will have transformed our disadvantaged neighbourhoods and enhanced the quality of life of its citizens.

Investment from regional and national sources will complement the commitment being made locally by public, private and community sectors.

At a regional level, the key priorities for the south west have been identified within the Regional Spatial Strategy, Regional Transport Strategy and the Regional Economic Strategy. Plymouth has positioned itself to deliver key elements of these regional objectives and has established a robust and comprehensive

delivery programme to make these objectives a reality, of which the LTP is a key part.

The key priority outcome for the Plymouth sub-region is to improve the local economy. Improving the transport system, increasing the supply and affordability of housing, raising skill levels and improving access to social infrastructure will enable the economic improvements to be delivered.

Over the past two years, the Council has already made considerable progress in responding to the national and regional challenges. The City's long term vision and overall delivery strategy is defined through its seven adopted LDF documents and Plymouth's LTP2. The approach is to improve transport infrastructure providing new homes, jobs and services as a positive catalyst for change – promoting sustainable forms of development and the city's regeneration.

Plymouth's LDF and LTP provide the mechanisms to deliver key elements of this vision, in terms of promoting:

- A healthy place to live and work;
- A city which creates and shares prosperity;
- A safe and strong city and;
- A location for learning, achievement and leisure.

It has been informed by the Corporate Plan and other council strategies, and already provides a statutory policy base for delivering real improvements to the quality of people's lives in a way that truly reflects the aspirations of local communities.

Significant developments have been completed, or are underway, to deliver key elements of this vision. Further major opportunities are being brought forward through the LDF process. Plymouth has recently submitted a full business case for the second round of Community Infrastructure Funding (CIF2). The submission of a Major Scheme Bid to the Department for Transport will follow in July 2009 in order to deliver the essential infrastructure and transport network improvements to bring forward

sustainable development on the Eastern Corridor. In September 2008 the Council submitted an Expression of Interest to the region for a major funding package of transport measures on the Northern Corridor to facilitate significant levels of growth. Further details can be found in Chapter 10.

2.5 Sustainable Community Strategy and the Local Area Agreement

Plymouth's Sustainable Community Strategy (SCS) builds on the Mackay Vision and the desire to ensure that the city is healthy, wealthy, safe, strong, wise and, ultimately, sustainable.

It is the flagship partnership document for all the major agencies in the city that, in turn, are signed up to its objectives through the Local Strategic Partnership, Plymouth 2020.

The Plymouth LAA is the delivery plan for the SCS for the period 2008-2011. It demonstrates how the key objectives of the SCS are to be delivered.

Relevant priorities from Plymouth's LAA are:

- Increase both the size and number of businesses in the city
- Reduce levels of worklessness
- Provide the infrastructure to support the city's sustainable economic employment and housing growth
- Increase the supply of affordable housing
- Manage the growth in traffic congestion and improve accessibility by sustainable modes of transport (buses, bicycles and on foot)
- Improve the skills of the working age population at all levels
- Increase the numbers of young people participating in higher level education and skills training
- Address the impacts of climate change and move towards a low carbon economy
- Raise the standards of our existing homes

2.6 The Local Development Framework (LDF) Core Strategy

The adoption of the LDF Core Strategy, a Waste Development Plan Document (DPD) and the first five Area Action Plans (AAPs) provides considerable momentum to Plymouth, in a manner that has yet to be achieved at other growth locations.

The LDF Vision sees Plymouth established by 2021 as a city of truly international quality providing:

- A city of choice, with a healthy, growing population, which is realising its potential as one of Europe's finest waterfront cities.
- Quality employment provision – supporting regeneration and diversification, enabling the city to realise its potential as the economic engine room of the far south west, spreading the benefits of investment to all.
- A city of sustainable linked communities - where people enjoy living, and where the full range of local services and facilities is provided, helping to reduce the need to travel.
- Exceptional shopping, cultural, education and health care facilities.
- Sufficient housing to meet people's needs – providing for a range, mix, type, and affordability of housing, in locations where people want to live.
- Access for all to high quality natural environments and open space.
- A transformed public transport network.
- Improved communication links with the rest of the country and Europe.
- An inclusive city where the gap between the more affluent areas and the city's deprived neighbourhoods is substantially narrowed.

It also seeks to manage this level of change in an environmentally sustainable way by avoiding, minimising or mitigating development pressure on the city's natural and built environment, its existing utilities and associated infrastructure and areas at risk of flooding.

A supplementary planning document to the LDF, which is expected to be adopted on 1st December 2008, establishes clear guidelines on how proposed developments within the city will be expected to provide financial resources to meet the transport infrastructure needs of the developments and of the surrounding communities in a way that will secure growth for the City of Plymouth in line with the principles of Sustainable Communities.

2.7 Stakeholder Engagement

The LTP together with the LDF, the City Vision and the Sustainable Community Strategy, have all been subject to considerable community engagement over a period of years. City Leaders and the main stakeholder organisations, together with the public at large are signed up to and committed to the vision and the actions required to bring the vision to reality.

2.8 Evidence Base

The city strategies and plans, including the LTP, are based on a substantial and robust evidence base. The LTP in particular has been a key part in supporting the adoption of LDF plan documents. The Inspector conducting the Public Examination of the LDF Core Strategy stated: "The evidence base supporting the Core Strategy is comprehensive, detailed, robust and credible."

2.9 Sustainable Development and Climate Change

It has been acknowledged by independent and respected authorities that Plymouth is one of the most sustainable cities in the UK. Ensuring the city is resilient to changes in climate will be a continuing key element of any sustainable economic development strategy.

Improving traffic flow, reducing congestion, moving people from single car occupancy and on to dedicated public transport services, improving options and opportunities for walking and cycling and generally improving the

environmental quality of the transport system will significantly contribute to the achievement of Plymouth's ambitious carbon reduction targets in the future.

2.10 Infrastructure

Plymouth City Council is currently undertaking a Strategic Infrastructure Study, examining the needs of the city in terms of new infrastructure to accompany the growth ambitions over the next 20 years. The LTP has and will continue to provide a robust evidence base in support of the identification and delivery of transport infrastructure priorities. The study has already concluded that: "Without imaginative new transport schemes, Plymouth will not grow or improve its environmental position. It is doubtful, without this required investment, whether the Vision can be achieved"

2.11 Spatial Development

Much of Plymouth's growth will be focused around three key areas. The primary focus for the City Centre and Waterfront is regeneration, whilst the Eastern Corridor focuses on providing mixed use developments delivering housing, employment and community facilities. The prime function of development on the Northern Corridor is not only to bring forward further mixed-use development but also put a new heart into Northern Plymouth. These three areas are shown diagrammatically on the map below.

The Northern Corridor

The development of a second centre for Plymouth in the Derriford area will be vital in enabling the potential of the city to be realised. Significant employment already exists at the Regional Acute Hospital, Science Parks, Colleges and Airport, but much more is possible.

The potential exists to construct a sustainable 'new settlement' with up to 5000 homes – together with the retail and community infrastructure needed to support it. Up to 150,000 sq m of employment floor space is envisaged.

New transport links are proposed as an integral part of being able to bring forward this intensity of development, specifically a Northern Corridor HQPT, new links to the future Eastern and Western Corridor HQPTs and improved cycle and footpath links. Elements of these transport links are being brought forward as a priority investment for LTP2 and developer contributions.

2.12 Plymouth's Local Economic Strategy

The Plymouth Local Economic Strategy sets out a clear joined up framework for the transformation of the Plymouth economy.

By 2020 Plymouth will be distinguished by a set of key physical and economic features, by a particular social and economic mix and by a specific cultural climate and a set of culturally-held values. Amongst these key features will be an efficient and reliable transport network provided by way of HQPT, road, rail, airports, ferry and ports, and walking and cycling networks.

2.13 Corporate Improvement Plan

Plymouth City Council has formulated a Corporate Improvement Plan for the period 2008-11. This identifies three main areas for improvement, under which 14 Corporate Improvement Priorities (CIP) are grouped. There is a strong alignment between the Council's own Corporate Improvement Priorities and the priorities of the Local Strategic Partnership as set out in the 2008 LAA. These Priorities have also been identified as areas needing to be addressed in order to improve the Council's overall rating. The Audit Commission rated the Council as a 2-star authority in 2008, categorising it as 'improving well'; the aim is to achieve the category of 'excellent' by 2012.

The three main areas of alignment are:

- Improving our customers' experience
- Improving our city
- Improving our Council



The table below shows how the measures being carried out in LTP2 feed in to these areas.

Corporate Improvement Plan area	Corporate Improvement Priority	How transport contributes
Improving our customers' experience	CIP1: Improving customer service	The NHBVBC customer satisfaction survey has indicated a good level of satisfaction with transport services in Plymouth.
	CIP2: Improving community involvement and engagement	Much consultation has been carried out on the Eastern and Northern corridors in preparation for the major schemes in those areas.
Improving our city	CIP3: Supporting independent living	Accessibility measures such as Community Transport, bus boarders and low-floor buses help people with mobility problems to live independently.
	CIP4: Narrowing the gap between communities	Accessibility initiatives, such as targeted Accessibility Action Plans, help to reduce inequality in access to services for different areas and social groups. Road safety improvements are in many cases targeted at deprived areas known to suffer disproportionate levels of road collisions.
	CIP5: New, affordable and decent housing	New housing development is both enabled and stimulated by the provision of good transport links, as ensured by an integrated approach to land-use and transport planning.
	CIP6: Widening cultural and leisure opportunities	Many different transport improvements, such as supported evening bus services, contribute to bringing leisure activities within reach of more people.
	CIP11: Improving accessibility	See chapter on Delivering Accessibility
	CIP12: Accelerating sustainable economic and housing growth	The major schemes in preparation will support sustainable growth in areas identified in the LDF. Better network management and asset management will ensure that growth is not inhibited by traffic congestion.
Improving our Council	CIP14: Value for money and effective long-term budget / asset management	The appointment of Amey as service provider under the Highways Transformational Change programme is expected to secure between £6 and £11 million of savings over seven years in Highways service delivery.

Table 2.1: Contribution to wider corporate priorities

The Council's Corporate Improvement Priorities cover the period up to 2011 and therefore coincide with that for the remainder of LTP2. There are three long-term priorities of; improving our customers' experience, our city and our Council under which sit 14 CIPs.

Of these 14 CIP's, two relate specifically to transport; these are: CIP11; Improving accessibility and CIP12; Accelerating sustainable economic and housing growth. Transport will also impact on other CIP's, such as inequalities between communities and independent adult living; again these impacts are described in Chapter 9.

2.14 The Key Outcomes

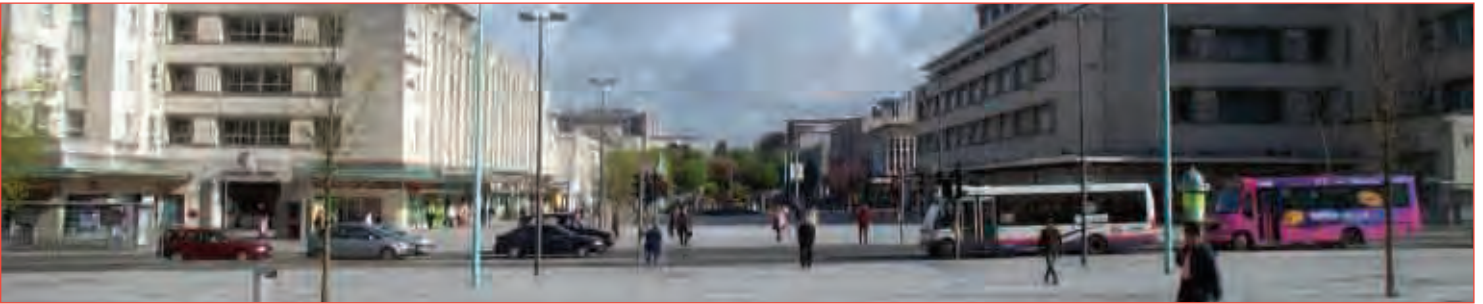
It is clear from these strategies and programmes that the overarching priority for the city is to improve its economic performance. This will have significant positive impacts locally and regionally on regeneration, quality of life, economic productivity, and redressing the regional imbalances. Increasing economic prosperity will also have a positive impact on housing affordability, enabling more households to own their own home, by reducing the current significant mismatch between house prices and incomes.

The relationship works both ways - the provision of additional housing will have a positive impact on the ability of the city to attract and retain the people needed to provide a skilled and entrepreneurial workforce. An efficient transport system is the other key component that will improve the efficiency of local business whilst enabling local people to have better access to job opportunities.

Plymouth's LAA contains two priorities for transport, which are managing the effects of expected traffic growth and improving accessibility. Accessibility outcomes will be measured by the National Indicator NI175 'Access to services and facilities by public transport, walking and cycling', whilst success in managing growth in travel demand will be measured by a local indicator developed by the Council in discussion with GOSW. This

consists of a series of milestones to which PCC is committed for improving public transport and for network management. This indicator will underpin progress in development of attractive public transport options. Of course transport improvements will also have an impact on other objectives contained within the LAA, since better accessibility will have a positive effect on, for example, employment opportunities, access to health services and independent adult living. These wider benefits are indicated in Chapter 9.





Chapter Three

Headline Performance Summary

Headline Performance Summary

3.1. Indicators for 2007/08; targets and trajectories

The aim of this chapter is to explain the individual targets against which progress of our LTP2 is monitored. Those targets which are mandatory are indicated whilst local targets reflect priorities specifically relevant to the City.

Plymouth is reporting its performance since 2006 by way of 31 different performance indicators. These have been grouped into three categories. There are 11 Best Value Performance Indicators (BVPI's), which are a subset of the indicators all councils have been required to report across all services. A further 12 LTP indicators are also mandatory for all councils to use to monitor the LTP2 process. A final 8 local indicators, which were agreed with GOSW in 2006 as part of Plymouth's LTP2, reflect the need to monitor transport issues specific to Plymouth's circumstances.

One local indicator specified in the original LTP2 document has been dropped; this is 'the number of missed outpatient appointments due to transport problems'. It was agreed with GOSW that difficulties with data collection and measurement would make this indicator difficult to report.

The original LTP2 indicators are now being superseded by the new National Indicator set and the requirement for each authority to agree with GOSW its own "basket" of indicators in the Local Area Agreement. This document will report on how these new indicators will impact on transport targets for the rest of LTP2. However, it is the expressed intention of the DfT, GOSW and the Council, that the original 31 LTP2 indicators will continue to be reported until 2011.

Although these indicators are expected to be retained for the duration of the current LTP2, the arrangements for reporting performance will change under the new Local Area Agreement (see Chapter 9). The BVPI's will be replaced by a new National Indicator set, consisting of 198 indicators which must be reported by all authorities. Targets will however only be set against those National Indicators specified in the LAA.

The majority of LTP2 targets are being met; of the 30 indicators against which targets are set, 23 are on target and seven are not. Significantly, of those indicators which are currently off target, only two (BV099c - slight accident casualties and the local indicator for patronage on community transport) are still showing a minor deterioration.

Overview of indicator performance:

The graph below gives a visual indication of how PCC is progressing on meeting the targets set for the Local Transport Plan. Each bar indicates the percentage by which each indicator is exceeding or falling short of its target. It can be seen that the majority are at or above the 0% line, hence that we are on balance performing well against our targets. For more information on each indicator, see the summary Table 3.2 and the indicator-by-indicator breakdown in Chapter 11.

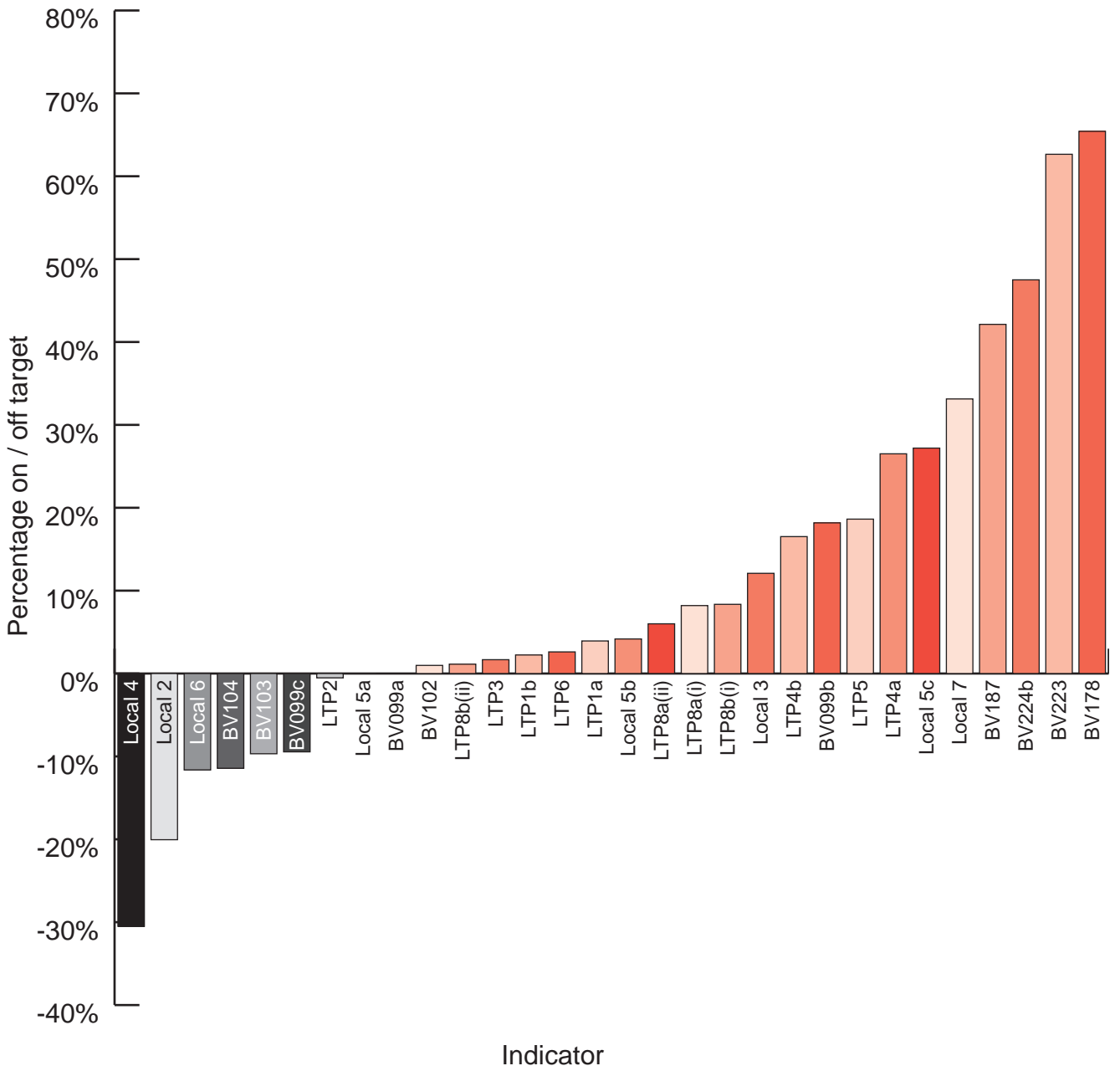


Figure 3.1: Overview of indicator performance

Summary of indicator values and targets.

Indicator	Type	2007/08 target	2007/08 value	On target?
Tackling congestion				
BV102 Public transport patronage (passenger journeys per year)	Mandatory	19,584,000	19,776,839	Yes
BV103 Satisfaction with public transport information (percentage)	Mandatory	62.00%	56.00%	No
BV104 Satisfaction with public transport services (percentage)	Mandatory	70.00%	62.00%	No
LTP2 Area wide road traffic (millions of vehicle kilometres travelled in a single year)	Mandatory	1,144	1,150	No
LTP5 Bus punctuality (percentage of scheduled service running between 1 minute early and 5 minutes late at all timing points)	Mandatory	74.00%	86.60%	Yes
LTP6 Peak period traffic flows to city centre (average daily number of vehicles entering the city centre 7am-10am)	Mandatory	15,526	15,121	Yes
Local 3: Patronage on the Tamar Valley Community Railway (passenger journeys per year)	Local	124,848	137,196	Yes
Local 4: Non car-based passengers on the Torpoint Ferry (number of pedestrians, cyclists, motorcyclists and bus users per weekday 7am-10am)	Local	872	606	No
Local 5a: Traveline data completeness and accuracy, to timing point level (percentage)	Local	96.00%	100.00%	Yes
Local 5b: Traveline data completeness and accuracy, to all stop level (percentage)	Local	100.00%	100.00%	Yes
Local 5c: Verified Traveline data (percentage of all bus information on the Traveline database confirmed as correct)	Local	75.00%	95.40%	Yes
Local 6: Percentage of journeys to work by car as a driver or passenger	Local	57.60%	64.30%	No
Delivering accessibility				
LTP1(a) Accessibility (health services) (percentage of population with no car within 30 minutes of Derriford Hospital by public transport between 1pm and 3pm)	Mandatory	82.75%	86.00%	Yes
LTP1(b) Accessibility (employment) (percentage of population within 30 minutes of Derriford Hospital and Tamar Science Park by public transport)	Mandatory	79.25%	80.00%	Yes
LTP3 Cycling trips index	Mandatory	102	103.7	Yes

LTP4(a) Percentage of journeys to school by car: 5 to 10 years	Mandatory	43.00%	31.60%	Yes
LTP4(b) Percentage of journeys to school by car: 11 to 16 years	Mandatory	23.00%	19.20%	Yes
Local 2: Patronage on community transport (Ring and Ride) (passenger journeys per annum)	Local	6,823	5,455	No
Local 7: Pedestrian trips into the city centre (number of pedestrians passing through North Cross in one day)	Local	6,199	8,253	Yes
Safer roads				
BV099a All persons killed or seriously injured in road traffic accidents	Mandatory	68	68	Yes
BV099b All children killed or seriously injured in road traffic accidents	Mandatory	11	9	Yes
BV099c All persons slightly injured in road traffic accidents	Mandatory	963	1,054	No
Better air quality				
LTP8a(i) Air quality: Exeter Street (NO2)	Mandatory	40.48	37.16	Yes
LTP8a(ii) Exeter Street: vehicle flows (two-way flow 5day average)	Mandatory	55,000	51,542	Yes
LTP8b(i) Air quality: Mutley Plain (NO2)	Mandatory	45.17	41.4	Yes
LTP8b(ii) Mutley Plain: vehicle flows (two-way flow 5 day average)	Mandatory	33,000	32,627	Yes
Asset management				
BV178 Percentage of rights of way seen as being easy to use	Mandatory	48.00%	79.40%	Yes
BV187 Footway condition (percentage of carriageway where structural maintenance should be considered)	Mandatory	23.50%	13.60%	Yes
BV223 Principal road condition (percentage of carriageway where structural maintenance should be considered)	Mandatory	8.30%	3.10%	Yes
BV224a Non-principal road condition (percentage of carriageway where structural maintenance should be considered)	Mandatory	None set	3.10%	N/A
BV224b Unclassified road condition (percentage of carriageway where structural maintenance should be considered)	Mandatory	12.38%	6.50%	Yes

Table 3.1: Summary of indicator values and targets.

3.2. Summary table of progress against main LTP2 objectives

LTP2 objective	Progress summary
1. To improve accessibility and social inclusion	<p>Six Accessibility Action Plans are being developed in partnership with local organisations. Three Plans have been completed -</p> <ul style="list-style-type: none"> • Derriford Hospital Accessibility Action Plan 2007 • Barne Barton Accessibility Action Plan 2008 • Young People's Accessibility Action Plan 2007 <p>A further three, one for Devonport and others to cover health and leisure, will be delivered in 2009.</p> <p>The implementation of concessionary fares, a programme of bus boarder installations, together with the introduction of more low-floor buses, has improved accessibility for many. Most residents are within 200m of a bus stop and all are within 800m.</p>
2. To reduce the rate of growth of traffic congestion	<p>Travel demand has increased, reflected in higher total vehicle mileage. However, traffic levels into the City Centre remain within the target set. Strategic measures are being formulated to improve public transport options and improve traffic control.</p>
3. To improve road safety	<p>Plymouth has maintained its excellent record on keeping serious road accidents at a low level, by using a combination of evidence-based and community-led interventions.</p>
4. To improve air quality and the environment	<p>Pollution levels associated with transport activities measured in both Air Quality Management Areas, Mutley Plain and Exeter Street, have reduced over the first two years of the LTP2 period. Monitoring has carried on at other potential problem sites.</p>
5. To support Plymouth's urban renaissance and sustainable growth	<p>The Council has submitted a bid for £9.8m from the DfT's Community Infrastructure Fund to bring forward highway improvements west of Laira Bridge by March 2011. Preparatory work is also underway for a Major Scheme Bid for submission in 2009. Developer contributions will fund public transport enhancements in the Millbay area including an extension to the High Quality Public Transport network to link Millbay with the City Centre.</p> <p>The statutory Network Management Duty is being enhanced, through the partnership with Amey, to manage the network effects of growth sustainably.</p>
6. To improve quality of life	<p>Implementation of Action Plans to improve access to key services and greater travel choices, made available by public transport improvements, have both contributing towards the management of traffic volume and therefore positively to the quality of life in Plymouth. This is borne out by the results of a recent customer satisfaction benchmarking survey on transport services, where Plymouth was rated highly amongst 30 councils across England on the quality of its transport provision.</p>
7. To make maintenance more efficient and effective	<p>Road condition indicators remain on target. Cost savings are expected to be obtained through partnership working with Amey as a result of the Highways Transformational Change project.</p>

Table 3.2: Summary of progress against LTP2 objectives

3.3 Addressing performance against mandatory indicators

Of the twenty-three mandatory indicators that are reported in our LTP, four are currently still not on target. These are as follows:

Tackling Congestion

- BV103 Satisfaction with public transport information
- BV104 Satisfaction with public transport services
- LTP2 Area Wide Road Traffic

Safer Roads

- BV099c All persons slightly injured in road traffic accidents

Clearly we are not on target with these indicators; therefore there are a number of actions that are being undertaken and proposed actions to be undertaken, to bring these indicators back on target.

3.4 Indicators BV103 'Satisfaction with Public Transport Information' and BV104 'Satisfaction with Public Transport Services'

Actions to date

- The Real Time Passenger Information (RTPI) system went live in 2006 and has extended beyond the original specification. SMS text messaging of real-time bus information has been rolled out to all the network and stop flags have been updated to give user information. Real-time information has also been made available via a website (www.checkthatbus.plymouth.gov.uk) and via interactive displays in retail locations.
- Provision of information at bus stops has also been increased by 31% since 2006/07, as at August 2008.
- A new area-wide timetable booklet has been published during 2008 to replace the previous area-specific guides. This includes information on how to access health,

leisure and retail sites around Plymouth and beyond by bus and ferry.

Proposed Delivery 2008-2011

The objectives of the Public Transport Information Strategy are to support the overall Public Transport Strategy to deliver a public transport network capable of delivering high quality services in pursuit of providing a sustainable public transport network to meet the aspirations of the travelling public in the future. The following action plan will use the Council's own revenue resources to improve public transport information:

- Providing personalised travel information on the internet via easily accessible portals that include maps of bus stops and routes.
- A quartet of studies is being prepared to map out the future development of the bus network, park and ride, supported services, commercial network and community transport.
- Improvements to reduce journey times by public transport will continue to be made along the Northern Corridor in preparation for a Major Scheme Bid.
- The RTPI system will be extended across other areas of the city, funded partly from developer contributions and from January 2009, the Plymouth Development Tariff.
- Enhancements will be made to various Park and Ride sites, including 300 new parking spaces at the George and junction improvements at Milehouse.
- The development of HQPT using RFA, CIF, LTP and developer contributions is expected to produce a step change in service quality.
- Redevelopment in the Millbay area will fund a new public transport interchange and a boulevard linking Millbay to the City Centre primarily to provide shorter travel times for bus users, cyclists and pedestrians.

The following represent an action plan of marketing initiatives to improve provision of information:

- Sustainable Transport Map showing links and connections encompassing bus routes, cycle routes, coastal path links and rail stations.
- Further enhancement of Park and Ride at the George Junction through a marketing campaign: leaflet production for targeting the promotion of park and ride at new areas, developments and employers. Improving signage for access to the park and ride site, hold roadshow events to raise awareness in places such as Tavistock, Princetown, Yelverton.
- Increase the volume of Sunday services operated in the city accompanied with a marketing campaign.
- Christmas Shopping Public Transport Guide: dedicated guide on how to get to Plymouth for Christmas shopping.
- Northern Connect: postcode data analysis of the businesses on the northern corridor, publicise, promote and demonstrate the benefits of the Northern Connect service and how it inter-links with other services. Produce a DVD of how to use the service to be shown to employees during induction.
- Promote Home to School Transport Guides explaining the local bus services available to school children including fare information. Promote the use of Traveline website/phone number and school travel plan information, highlight the availability of SMS text information.
- Install large Public Transport information boards located along Royal Parade using space already available in existing passenger shelters.
- SMS trial - Target a specific area/route in Plymouth and promote using SMS.
- One-off promotional events at schools and businesses to promote the benefit of local bus services.
- Improve Railway Station Public Transport Information: bus information boards to be located inside and outside rail stations.
- Improve information at existing bus stops; production of public transport information

posters using the spare space available in existing timetable cases at bus stops.

3.5 Indicator LTP2 Area Wide Road Traffic

Actions to date

- Greater integration of spatial planning with transport planning has been achieved through the LTP and LDF processes, which will assist in reducing travel demand and average journey lengths.
- Improvements to public transport, walking and cycling facilities will contribute to lessening overall vehicle mileage.
- Measures taken to reduce travel demand have also included work-based travel plans and school travel plans.

Proposed Delivery 2008-2011

- The longer-term means of reducing growth in vehicle mileage is to provide high-quality public transport options. The Community Infrastructure Fund (CIF) and Major Scheme Bids for the Eastern Corridor are significant steps towards this.
- The LTP Integrated Transport Block for the remainder of LTP2 has been prioritised to deliver public transport improvements on the Northern Corridor. An Expression of Interest has been submitted to the South West Regional Assembly for RFA funding of the Northern Corridor up to 2018/19
- Centres of employment and retail activity created by new development such as that proposed in the Derriford and Seaton AAP to be linked with improved public transport, helping to reduce travel demand and journey lengths.
- The future strategy of reducing growth in vehicle mileage is to support the moving of people away from single car occupancy and encourage the use of public transport and improving options that encourage walking and cycling.
- The draft Parking Strategy will address parking standards applied to new development, residential parking

requirements and factors affecting parking demand.

- On-going work will progress on developing personalised workplace and school travel plans.

3.6 Indicator BVO99c All persons slightly injured in road traffic accidents

Actions to date

- A total of 44 Local Safety Schemes have been delivered up to August 2008, which have been effectively targeted to maintain the low casualty figures Plymouth has achieved.
- A number of Mass Action Schemes have also been completed to reduce the probability of collisions involving pedestrians.
- PCC is a leading contributor to the Devon and Cornwall Safety Camera Partnership. A review of speed limits has been carried out, resulting in a number of safety-related speed limit reductions being imposed.
- Education, training and publicity initiatives have targeted those groups identified from data as being at risk. These include moped riders and drivers in the 17-24 age group and young pedestrians.

Proposed Delivery 2008-2011

The future strategy for delivering reductions in the numbers of slightly injured in road traffic collisions:

- The emphasis will shift in this period from the data-led Local Safety Schemes to the community-led Mass Action Schemes, which improve pedestrian accessibility as well as safety. These will also benefit the rate of slight casualties, as they are not subject to the requirement of needing serious collisions to happen at a site in order to be implemented.
- The Council will contribute £85,000 to invest in new technology for the Safety Camera Partnership.

- Education, training and publicity initiatives will be targeted at improving the decision-making of road users.
- In-house training will ensure that continuity of skills is maintained under the transferral to an external service provider.

3.7 Performance monitoring and risk management

The performance indicators in this report, together with many others, are monitored and updated using the Council's on line performance management system, known as ePerform. This allows information on corporate performance to be collated and fed in to policy decisions. For example, performance data on different areas has informed allocations of capital funding across the shared priorities, in order that performance in any given priority may be boosted by diverting resources from another.

The ePerform system is also used as a corporate risk management tool. Any risks identified to service delivery are submitted to an operational risk register, which is regularly reviewed at managerial level. Some risks may be categorised as strategic level risks and placed on a separate register.

Risks are scored on a scale of 1 to 5 for likelihood (1 = very unlikely to 5 = almost certain) and on impact (1 = insignificant, 5 = catastrophic). These scores are multiplied to give a risk rating, then assigned a red, amber or green status. A score of 10 or below is regarded as green (no action required apart from monitoring), greater than 10 but lower than 20 is amber (medium term action and monitoring required) and 20 or above is red (urgent action required).

Strategic risks currently identified relating to the delivery of LTP2 targets and its objectives are:

Risk	Rating	Control measures
Lack of capacity to deliver Major Scheme Bid on time	12 (Amber)	Project Management capacity increased (completed). Funding secured through New Growth Point to increase capacity of Major Scheme Team (in progress).
Economic downturn reduces revenue to support the delivery of LTP2 targets	9 (Green)	Transport Programme Board will monitor and allocate funding as necessary.
Capacity to deliver schemes on the ground	8 (Green)	Appointment of Amey as service provider under Transformational Change project.

Table 3.3: Main risks associated with delivery of transport priorities.



Chapter Four

Tackling Congestion - Network Management Duty

Tackling Congestion - Network Management Duty

4.1 Tackling Congestion

The importance of tackling congestion in our transport system is recognised in the Local Transport Plan. Reducing congestion, whilst an objective in its own right, also contributes towards other objectives, such as reducing road casualties, improving accessibility and air quality. Congestion affects all road users; as well as delays it also has impacts on the efficient delivery of sustainable transport in particular public transport and the movement of freight.

Looking to the future, the city will ensure that sustainable transport options are prioritised to accompany future economic growth. Whilst congestion in Plymouth remains less acute than in many comparable cities, LTP2 provides an opportunity to manage the rate of growth of congestion, whilst enabling economic growth of the city.

The LTP2 sets out a strategy to manage congestion, the anticipated outcomes of the strategy and how these outcomes will be measured. The strategy can be summarised under the following headings:

- Demand management and network management
- Public transport improvements
- Walking and cycling
- Land use planning
- Other initiatives to support smarter travel choices

Progress on each of these is summarised in this chapter, together with measures in support of the Government's motorcycling strategy, which also contributes to reducing congestion.

Relevant LTP2 objectives

Objective 1. To improve accessibility and social inclusion

Objective 2. To reduce the rate of growth of traffic congestion

Objective 4. To improve air quality and the environment

Objective 5. To support Plymouth's urban renaissance and sustainable growth

Objective 6. To improve quality of life



4.2 Summary of Relevant LTP2 Indicators

Indicator	On target
BV102 Public transport patronage	Yes
BV103 Satisfaction with public transport information	No
BV104 Satisfaction with public transport services	No
LTP2 Area wide road traffic	No
LTP5 Bus punctuality	Yes
LTP6 Peak period traffic flows into the city centre	Yes
Non car-based passengers on the Torpoint Ferry	No
Patronage on Community Transport (Ring and Ride)	No
Patronage on the Tamar Valley Community Railway Line	Yes
Traveline data completeness and accuracy (all stop level)	Yes
Traveline data completeness and accuracy (timing point level)	Yes
Verified Traveline data	Yes

Table 4.1 LTP2 indicators

BVPI102 will become NI177 'Local bus passenger journeys originating in the authority area'. The indicator LTP5 will become the new National Indicator NI178 'Bus services running on time'. The new indicator NI167 'Journey time per mile in the morning peak' will measure journey time changes on the road network. None of these three indicators will have targets set against them in the LAA, but instead will include a local indicator for congestion which assesses progress against a series of milestones in the Council's programme of measures to manage travel demand.

4.3 Contribution to Wider Local Objectives

- The Network Management Duty will be a key component in fulfilling the LAA priority of managing the rate of growth of congestion (CIP12) and improving accessibility (CIP11) by sustainable modes of transport.
- CIP12 'Accelerating sustainable economic and housing growth' is addressed through the optimisation of the city's transport networks to enable growth.
- Better public transport and achieving a shift in mode use from private car are also important elements in being able to manage the effects of the planned growth in housing and employment in Plymouth. They therefore contribute to CIP5 'New affordable

and decent housing', by facilitating access to new development in peripheral areas for households without access to a car.

- The Highways Transformational Change project is expected to make a significant contribution to CIP14 'Value for Money' improving efficiency of delivery of schemes and making better use of resources.

4.4 Progress to Date

Providing the evidence base for managing demand:

- Detailed traffic modelling has been carried out to assess the effects of reallocating road space on main corridors to improve public transport speeds and punctuality. This has been supported by extensive gathering of data on traffic movements and journey times.
- During the period of LTP2 the first High Quality Public Transport link of the strategic public transport network (as shown in Figure 3.1 of LTP2) was delivered. The George Junction Public Transport Interchange opened in March 2006 with nine state of the art buses coming into service in January 2007. Since opening patronage has steadily grown and is 30% higher comparing May to October 2006 with the equivalent period in 2008.



Figure 4.1 George Junction / Milehouse Park & Ride Buses

- Car park occupancy at the George Junction on average is 300 cars (75% occupancy). One of the difficulties that has been recognised by the Council is that the perception regarding journey time for reaching the City Centre is the same no matter what mode of transport is used. The Council are addressing this issue and are looking at a number of options on the Northern Corridor to improve bus priority and ease congestion.
- The George Junction is also used to support special events in the city and is an integral component of special event travel plans which have been developed to cater for peaks in demand associated with events such as pop concerts at Home Park Football Ground.
- A second entrance to the George Junction Park & Ride site will be completed in spring 2009. This will be accompanied by an extension to the car park providing dedicated parking for staff of Derriford Hospital, thereby addressing congestion in and around the Hospital as well as providing capacity for plant involved in the redevelopment of the new hospital.
- A study commissioned by the Council has been completed by the ITP consultancy on the future of Plymouth's Park and Ride network, which is expected to form part of a long-term strategic overview of the public transport system in support of Plymouth's growth aspirations. The study concluded that, whilst existing users professed satisfaction with Park and Ride services, there is a need to improve marketing to and information for non-users. Significant potential was identified for a new site at Elburton, especially in conjunction with a site serving the new development at Sherford.
- Another study into targetting investment in the bus network is being carried out by the TAS Partnership Ltd public transport consultancy. This will be delivered during the current financial year. The study involves all key stakeholders and will contribute to the development of the sub-regional public transport network.
- The Real Time Passenger Information (RTPI) system has already proved a useful tool for evidence gathering. Corridor journey time analysis has allowed both public

transport partners and the City Council to identify problem areas on the network. During the remaining LTP2 period this data will be used to shape investment programmes.

- RTPI, in addition to identifying areas of the network suffering from delays, is also being used to manage demand through improving quality of on street public transport information. During LTP2 RTPI has been expanded and is now delivered through a dedicated website, via SMS, and on street displays. Furthermore, an education programme encouraging younger travellers to use public transport will shortly be launched using an educational DVD which has been produced by the 2-4 Film Company in conjunction with the Plymouth Real Time Group.
- The opening of the Drake Circus Shopping Centre in October 2006, while proving to be very popular with shoppers and rejuvenating the retail core of the City Centre, the queuing of traffic on Charles Street and Coburg Street to access the car park is causing congestion and delays to many of the buses that serve the city centre. These delays are most acute at peak shopping times from Thursdays through to Sundays. In the short term, to maintain reliability, the local bus operators have re-routed services to avoid the Drake Circus junction which has resulted in some areas of the city centre losing direct bus links. The Council recognises that this is not acceptable to promoting the use of public transport to the city centre or to traders who have lost customers, but also accepts the actions of the bus operators to maintain service reliability across the rest of the network. Using the Council's own funding, options for changing traffic management at Drake Circus to provide improved bus priority is underway followed by scheme implementation as soon as possible.

Demand management and network management:

The framework for maintaining an acceptable level of flow on the network will be set out in Plymouth's Network Management Plan, as required by the Traffic Management Act 2004. This Plan is currently being drafted, and will cover the following principal areas:

- **Organisational structure:** This will detail how the statutory Traffic Manager post will be incorporated into the Council's structure and how the partnership with the new service provider, Amey, will be managed to carry out the Network Management Duty.
- **Strategic approach:** This section will firstly outline how local priorities are informing implementation of the Duty. It will outline how and with whom partnership working will be implemented and how the evidence base to inform the Duty will be gathered. Strategic elements of management will be outlined, including demand management measures such as travel plans, parking policy and Urban Traffic Management and Control (UTMC), which will include a strategy for implementing Intelligent Transport Systems.
- **Tactical approach:** This section will describe how communications are to be managed, including dissemination of information to the public and handling of enquiries. Routine maintenance and closures are covered, as is planning for sporadic events such as seasonal effects, special occasions or emergencies.
- **Operational approach:** This section will deal with unforeseen circumstances, such as incidents on the network, exceptional weather or unlawful interference.

A summary statement on the development of the Network Management Plan has been prepared and was submitted to GOSW for discussion at a regional workshop during September 2008.



Figure 4.2 The Plymouth micro-simulation traffic model:

In partnership with SIAS Ltd, Plymouth has developed an extensive micro-simulation model of its Travel to Work Area (TTWA) using the Paramics traffic modelling package.

Micro-simulation involves plotting the progress of every individual simulated vehicle through the traffic network, enabling a realistic picture to be built up of interactions at junctions and at key points on the network. The model can be run under different levels of traffic demand and with varying random perturbations, so as to test a wide range of possible conditions.

The TTWA model was updated in 2007 with extensive data collection being carried out, and is being used to support work on the Area Action Plans for Derriford and the City Centre. It will also be used to help develop a programme of policy measures for the next Local Transport Plan from 2011.

For the Eastern Corridor MSB, a model is under development which will be integrated with the DIADEM demand model to be able to evaluate the interactions between transport interventions and trip-making, giving a realistic long-term view of the likely benefits of the scheme. A programme of modelling will also be carried out as part of the Northern Corridor Major Scheme Bid.

The model has also been used at the level of single junctions or clusters of junctions, to evaluate specific interventions.

One of the useful outputs of the model are estimates of vehicle emissions, which will be used to assess effects on air quality of changes in traffic flows.

Micro-simulation represents state-of-the art technology in traffic modelling, and the Plymouth model puts the city at the forefront of developments in the technique, being one of the largest models of its kind in the UK.

Specific actions carried out relating to demand management and the implementation of the Network Management Duty are:

- A Traffic Manager has been appointed, who will also oversee the partnership between the Council and the highways service provider Amey.
- A draft Intelligent Transport Systems (ITS) Strategy has been produced.
- Information provision to the travelling public has been improved, as detailed below and in the chapter on Delivering Accessibility.
- The efficiency of the network is continuously monitored by various means, including: real-time monitoring through the Urban Traffic Control (UTC) centre and the bus RTPI system; continuous traffic flow monitoring through a network of over 70 Automatic Traffic Counters; regular journey time surveys carried out on main corridors using the floating vehicle technique, and other traffic surveys.
- Partnership working with other highway authorities, utility companies, police and transport operators enables co-ordinated responses to be made to traffic problems.
- Infrastructure projects which impact on network capacity or usage are modelled to a high level of detail using Plymouth's micro-simulation traffic model (see information panel Figure 4.2).
- The system of Variable Message Signs (VMS) displaying car park vacancies to traffic entering the city centre went live in September 2006. Three free text VMS were also put into service. These can be used to communicate information concerning congestion problems or roadworks, or they may be used to encourage drivers to use sustainable alternatives such as Park and Ride and also promoting messages of road safety.
- Work is underway to further refine and clarify the parking standards that currently apply to new developments. This includes further clarification of the factors that affect parking demand, such as accessibility, as proposed in the current PPS4 and a review

of residential parking requirements as prompted by the publication of PPS3.

Public transport improvements:

- The RTPI system site acceptance test was completed in 2006. Since this time the system has been expanded with the addition of 13 signs and 93 vehicles which constitutes the majority of Plymouth Citybus and First Devon and Cornwall commercial fleets. To support retail activity in the city RTPI has been provided in the major retail centre at Drake Circus through five interactive pods. RTPI is also now available via a dedicated website and via SMS. SMS usage is increasing in Plymouth and this is largely due to the upgrade of all 1,200 bus stop poles and flags with new modular infrastructure prominently displaying the SMS code.
- The RTPI system, as well as providing high quality public transport information, is also helping to increase reliability of public transport services. For example RTPI displays have been installed in the Torpoint Ferry control towers and an agreement between the Torpoint Ferry and First Devon & Cornwall now means that ferries are held for buses shown as due on the RTPI displays. In addition junction priority is given to late buses at 25 junctions in the city and one of our principal operators will shortly be rolling out RTPI two way interface which will allow real time schedule adherence information to be provided to drivers whilst on route.
- The Major Scheme Bid for the Eastern Corridor has been developed to an advanced stage. The Eastern Corridor scheme, serving major new developments on the A379 alignment, is planned to relieve pressure on this and the A374/A38 route serving the east of Plympton, due to the projected increases of housing and employment in these areas. A business case for the provision of £9.8 million has been submitted to the Community Infrastructure Fund for work west of Laira Bridge. The scope of the Eastern Corridor

work has required close partnership working with the Highways Agency, Devon County Council and South Hams District Council.

Walking and cycling:

- Various initiatives to facilitate and promote walking and cycling are covered in the chapter on Delivering Accessibility. These include the definition of a Strategic Cycling Network, improved pedestrian infrastructure, signage including new cycle path and shared usage signs and the Bike Links travel to work scheme.

Land use planning:

- The integrated development of the Local Development Framework and LTP2 has ensured that transport investment will be concentrated on priority corridors along which significant development is envisaged. In particular, the Major Schemes under development for the Eastern and Northern corridors will put infrastructure in place to cater for the demand generated by residential and economic activity in the Sherford, Plymstock and Derriford areas. The preliminary work that will inform the Major Schemes has already informed the process of the Examinations in Public (EIP's) for the Sherford and Plymstock AAP's, forming a key part of the tests of soundness to ensure that the projected development can deal with the expected traffic flows.

Other initiatives to support smarter travel choices:

- Work-based travel plans have been submitted by 65 organisations including University of Plymouth, Derriford Hospital and CSA Plymouth. The average modal share for the Plymouth travel plan companies currently is 18% public transport, 9% car sharing, 15% walking and 3% cycling.
- Plymouth remains on target to have school travel plans (STP) in place for all schools by 2010. The original target was based on 110 schools, of which 72 (68%) have completed

travel plans as of March 2008. The school travel plan adviser works closely with school to promote smarter travel choices and to reduce car use on the school run.

- School travel plans have contributed to the uptake of a number of initiatives that increase walking and cycling on the school journey, including the 'Walking Passport' scheme, 'Walkwise' and cycle training and 'Walk to School' weeks.
- The PASST scheme (Plymouth Award for Sustainable School Travel) Levels 1, 2 & 3 is available to all schools with an approved STP to recognise their commitment to school travel issues. These are linked to regular monitoring and evaluation, reporting results at regular intervals to the council to help maintain momentum and to ensure delivery of sustainable benefits for the whole community.
- School Travel Plans have brought £74,275 to Plymouth Schools which has been used to purchase cycle storage, sheltered waiting areas, improvements to school entrances, etc, all encouraging walking and cycling.
- The highly successful STP award ceremony is held annually to celebrate the efforts of schools and spread best practice in promoting sustainable travel, road safety awareness and healthy lifestyles.
- All travel plans have smart targets set for mode use and seek to increase travel to work by sustainable modes whilst reducing car use. They are monitored on a regular basis, to be able to gauge whether mode use targets are achievable
- 'Ricky the Road Safety Dog' was a successful addition to the Sustainable Transport Team and has helped to encourage safer and more sustainable travel amongst Plymouth's school children in an engaging manner.
- Congestion around school sites is being reduced by the encouragement of the 'Park & Stride' and 'Walking Passport' schemes.
- Safer Routes To School schemes encourage walking and cycling, not only to schools but for the whole community,

improving accessibility to services and local leisure amenities. Plymouth has completed a city wide review of school keep-clear ways, resulting in the rationalisation of traffic orders connected with these restricted areas at all schools.

- In addition to individual travel plans the City Council have worked closely with the Highways Agency, South Hams District Council and Devon County Council on an area wide travel plan for Llangage. 'Llangage Links' was launched in September 2008 and is designed to facilitate the growth of the business park in a sustainable manner.
- The Council continues to support Carshare Devon along with Devon County Council and Torbay Council. This year the scheme exceeded 5,000 people and during Carshare Week a greater number of people joined the scheme than any other Liftshare hosted car share scheme in Great Britain.
- Smarter travel is also supported by the Green Travel Pass Scheme, a multi-operator discounted bus pass available to the employees of companies with a sustainable travel policy. During LTP2 three additional operators have joined the scheme (Western Greyhound, Target Travel and Taxifast Taxibuses). The scheme now covers an area stretching from Looe in the west to Kingsbridge in the east and Tavistock in the North.



Figure 4.3 Llangage Links



Actions in support of the government's motorcycling strategy:

- The innovative motorcycles in bus lanes experimental order has been widely praised and supported by the public and the emergency services. This scheme has seen citywide upgrading of signage, publicity through motorcycle events in Plymouth and the surrounding areas, consultation with the public, motorcycle groups, public transport providers, taxi providers and the emergency services and educational material giving advice to all road users. This experimental order will be recommended for permanent implementation at the end of the trial period (January 09).
- A number of safety-related improvements have been made to the road network to encourage use of motorcycles. These are described in Chapter 6 on Safer Roads.
- Education and encouragement has been carried out through cinema screen publicity and moped events in partnership with Devon & Cornwall Constabulary and Devon and Cornwall Safety Camera Partnership and local business to improve riding skills and increase conspicuity.

4.5 Delivery Strategy 2009-11

In 2008 a local indicator of congestion has been developed which assesses progress against a series of milestones in the Council's programme of measures to manage travel demand.

Table 4.2 provides the key milestones to manage travel demand as a local indicator in the LAA.

Task Summary	Description	Date scheduled for Completion
Community Infrastructure Fund	Submission of a full business case to the second round of Community Infrastructure Fund for accelerating delivery of the East End Community Transport Improvement Scheme as part of the Eastern Corridor	October 2008
Strategic Modelling	Complete 2007 and 2015 committed baseline models for Plymouth TTWA and multi-modal variable demand modelling capability	December 2008
Local Bus Network Review	Complete the quartet of studies reviewing the local bus network and produce an action plan for growing public transport patronage following workshops with stakeholders.	March 2009
Major Scheme Bid to RFA2	Submit the Major Scheme Bid for the Eastern Corridor to the DfT for Programme Entry	July 2009
Bus Punctuality	Complete and agree a Bus Punctuality Plan with local stakeholders	August 2009
Demand Management	Produce robust evidence base on strategic transport requirements to support the Derriford/Seaton and City Centre Area Action Plans incorporating a demand management strategy and parking strategy	September 2009
Network Management Plan	Complete Transport Asset Management Plan and the consultation and adopt the Network Management Plan incorporating an Intelligent Transport Systems Strategy	December 2009
East End	Complete design and secure all necessary permissions to commence delivery of the East End Community Transport Improvements Scheme funded through CIF	March 2010
Local Transport Plan	Complete the draft 3rd Local Transport Plan	July 2010
Major Scheme Bid to RFA2	Submit the Major Scheme Bid for the Northern Corridor to the DfT for Programme Entry	March 2011
East End	Complete delivery of East End Community Improvement Scheme funded through CIF	March 2011
Local Transport Plan	Submit the 3rd Local Transport Plan	March 2011

Table 4.2 Local Congestion Indicator Action Plan

Demand management and network management:

Specific actions to be carried out in support of the Network Management Duty include:

- The statutory Traffic Manager post leads the Network Management Team, ensuring close partnership working to achieve the goals set out in the Plan.
- The highways service provider Amey will fulfil the functions of Urban Traffic Management and Control, co-ordination of street works and the design and implementation of capital works. The retained teams will maintain responsibility for strategic planning, programme management, public transport co-ordination, road safety and Public Rights of Way, with a new dedicated Network Management Team being set up to manage and monitor the contract with the service provider.
- Performance monitoring of the working of the partnership will be achieved by means of a series of strategic and service level indicators. The Network Management Team will monitor these indicators, and incentives are built in to the contract with Amey to encourage the achievement of the Council's targets.

Public transport improvements:

- The RTPI system will continue to expand. Real-time information will be provided at modal interchange points, such as the Torpoint Ferry passenger shelters and Cremyll Quay where buses from the Rame Peninsula link with the Cremyll Ferry to Stonehouse in Plymouth. A feasibility study is being commissioned to look at linking RTPI to traffic control systems through a Common Database.
- Following the improvements to the George Junction Park & Ride site during the current financial year, an improved shuttle bus connection to Derriford Hospital will be delivered.
- Other public transport measures which will contribute to sustainable travel are detailed in Chapter 5 on Delivering Accessibility.

Walking and cycling:

- Measures to be taken to improve and encourage use of walking and cycling facilities are covered in the chapter on Delivering Accessibility and under the associated indicators.

Land use planning:

- The Eastern Corridor Scheme is envisaged as the second phase of the HQPT network as the George Junction park and ride was the first, facilitating the major housing developments at Sherford and Plymstock Quarry, for which the Major Scheme Bid is to be submitted during 2009. Patronage benefits generated by this route are expected to be derived from the location of a new community at Sherford which is designed as a sustainable community to encourage the use of public transport and maximise abstraction of traffic from the A38.
- An Expression of Interest for RFA2 has also been submitted for the Northern Corridor as an integral part of supporting the development outlined in the Derriford Area Action Plan.
- Regeneration projects in the Millbay area will provide significant opportunities for long-term network improvements. Developer contributions will finance a new bus terminal in the area, enabling the extension of bus routes to this as new transport hub. Means will be sought to pump-prime the use of this terminal by bus services currently terminating in Royal Parade.

Other initiatives to support smarter travel choices:

- A close relationship will be maintained with bus operators in order to deliver all of the improvements detailed. This will be encompassed within the Growth Management Plan which will include the development of Quality Bus Partnerships and the implementation of the Plymouth Punctuality Improvement Partnership.
- The Council is in the process of setting up Travel Plan Forums. These are intended

to act as a focus for travel planning discussions and will be an opportunity for co-ordinators and the Council to meet on a regular basis to discuss all aspects of sustainable work based travel. The Council places a high value on the comments, ideas and suggestions of all people involved with travel plans and sees the forums as an opportunity to create effective partnerships which will allow sustainable travel to be promoted across the City.

- The Council will continue to work in partnership with schools to promote school travel plans. Plymouth is on schedule to reach the 2010 target of 100% of schools with active STP's.
- STP's will be developed for remaining schools throughout Plymouth and existing plans will be reviewed and developed use Plymouth's own PASST (Plymouth Award for Sustainable School Travel) scheme.
- The consultation process for STP's and Safer Routes To School (SRST) has been improved leading to greater involvement and ownership from all stakeholders in the school community, achieving the increased uptake of walking and cycling encouragement initiatives and interventions and also facilitating three new SRTS schemes this financial year.
- This year the city will publicise and consult on its new Sustainable School Travel Strategy, which will encourage smarter travel choices and promote greater accessibility to all schools.
- Provision of personalised travel information on the internet through easily accessible web based portals providing information on services, timetables and maps of bus stops.

Actions in support of the government's motorcycle strategy:

- Plymouth is in the early stages of working with TRL Ltd on a study to trial a scheme permitting motorcycles to use advance stop lines at junctions, which were originally designed for pedal cycles. Suitable locations will be selected for the trial implementation, and will be carefully monitored.
- Targets will be set in workplace travel plans to increase the use of motorcycling as a means of commuting.
- The Council will continue to work in partnership with the PMF (Peninsula Motorcycle Forum) to promote rider safety through encouraging riding throughout the whole year, encouraging the use of high quality protective clothing and developing the rider skills beyond the initial motorcycle test. This partnership includes Devon & Cornwall Constabulary Motorcycle Wing, Devon & Cornwall Safety Camera Partnership, Highways Agency, Devon and Torbay Local Authorities. The Forum holds regular public meetings and attends events at which feedback is received from the public.
- Plymouth has signed up to the 'See It Report It' initiative with Devon and Cornwall County Councils, which encourages motorcyclists to report any road defects to a dedicated phone number. Procedures have been put in place under the partnership with Amey to handle the anticipated volume of calls and take appropriate action.

4.6 Risks Identified

- Unforeseen details arising in the highly complex process of mobilising the partnership between the Council and Amey could cause delays in the implementation of the Network Management Duty.
- The current economic slowdown may affect negotiations for external sources of funding such as developer contributions, which may reduce the resources available for demand and congestion management. The introduction of the Plymouth Development Tariff described in Section 10.3 will assist in simplifying and speeding up the process of negotiations, reducing this risk. The key contributions regarding the Sherford and Plymstock Quarry developments are still progressing. An economic downturn may also produce a slowing in the rate of traffic growth, giving more time for the necessary infrastructure to be put in place.
- The risk that the Eastern Corridor Major Scheme Bid is regarded as low, but will be further mitigated by the short listing of the CIF bid mentioned in Section 3.5.
- Volatility in fuel prices is a risk being imposed upon bus operating costs which in turn impacts on fares and service provision. These factors could impact on bus patronage. Whilst private motoring costs are increasing, so too are bus fares. However, Plymouth Citybus have recently removed restrictions on their day return tickets so that they can now be purchased all day. Such changes in fare structures are likely to combat reduced patronage due to increasing costs.
- As far as the HQPT network is concerned, there is a risk that the expected level of developer contributions may not be realised to support implementation of individual schemes, requiring funding to be found from other sources. One possibility would be the Regional Infrastructure Fund, which would provide financing repayable by future developer contributions.



Chapter Five

Delivering Accessibility

Delivering Accessibility

5.1 Delivering Accessibility

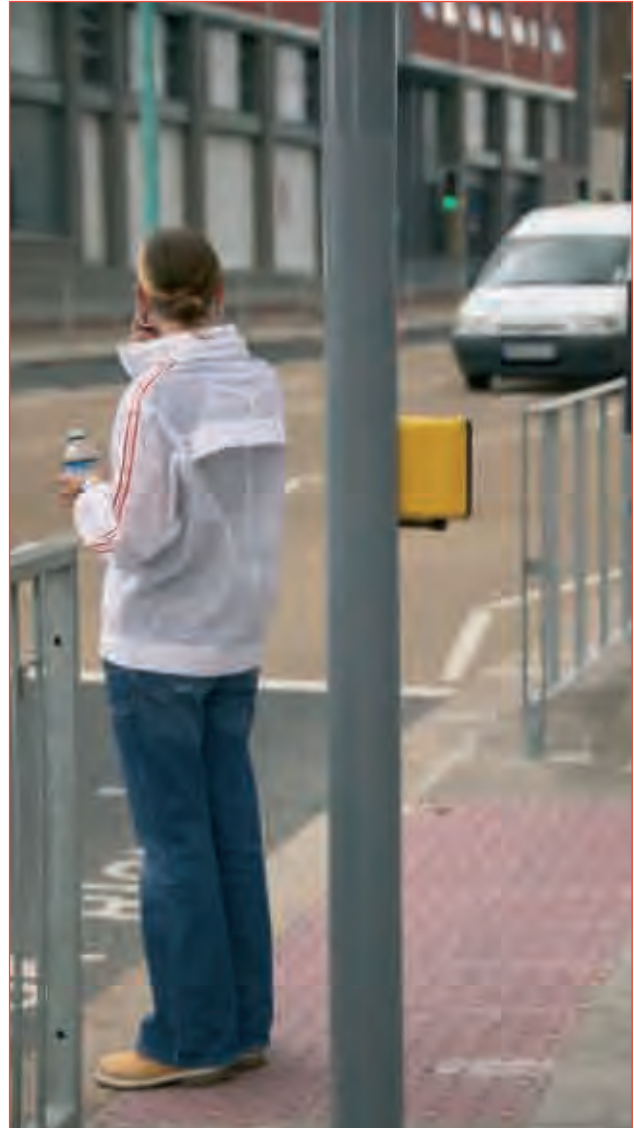
Accessibility is at the heart of transport planning. The ultimate objective of Plymouth's transport system is to provide access to the appropriate economic, health, educational and leisure activities which allow residents to enjoy a good quality of life. This is reflected in the Council's priorities by CIP11, Improving accessibility. However, it is recognised that there are groups which suffer inequality of access to these services, hence the need to develop Accessibility Action Plans which identify these groups and provide for their particular needs. Typically, these groups are those which have low levels of access to a car, hence many of the measures described in this chapter are related to improving public transport, cycling and walking options.

Relevant LTP2 objectives

Objective 1. To improve accessibility and social inclusion

Objective 5. To support Plymouth's urban renaissance and sustainable growth

Objective 6. To improve quality of life



5.2 Summary of Relevant LTP2 Indicators

Indicator	On target
LTP1(a) Accessibility (health services)	Yes
LTP1(b) Accessibility (employment)	Yes
LTP3 Cycling trips index	Yes
LTP4(a) Percentage of journeys to school by car: 5 to 10 years	Yes
LTP4(b) Percentage of journeys to school by car: 11 to 16 years	Yes
Patronage on Community Transport (Ring and Ride)	No
Pedestrian trips into the city centre	Yes

Table 5.1 LTP2 indicators

LTP1(a) and (b) will be replaced by NI175 'Access to services and facilities by public transport, walking and cycling'. Targets will be set for this indicator in the LAA. NI176 'Working age people with access to employment by public transport (and other specified modes)' will also be reported, but will have no target set. LTP4(a) and (b) will be replaced by NI198 'Mode of travel to school'; this will have no target set.

Overall car journeys to school by car have decreased by 14% since 2005 (when school travel plans began to have a significant impact on smarter travel choices in schools). School Travel Plans have now reached over 27,000 pupils in 72 schools, encouraging school communities to consider sustainable travel options, increase road safety awareness and increase fitness.

5.3 Contribution to Wider Local Objectives

- CIP4 'Narrowing the gap between communities' will be positively affected by each of the Accessibility Action Plans by reducing the "gap" between levels of access to health, employment, training and leisure.
- Accessibility measures targeted at certain groups can make a significant contribution to other LAA objectives. Indicators such as 'Number of vulnerable people achieving independent living' and NI124 'People with a long-term condition supported to be independent and in control of their condition', are likely to be positively impacted on by better access to health and other services.
- CIP6 'Widening cultural and leisure opportunities' will be achieved by specific measures such as the subsidy of the Cremyll Ferry as well as accessibility measures in existing action plans. A culture and leisure Accessibility Action Plan is due to be developed by October 2009.
- NI151 'Overall employment rate' is likely to be positively affected by measures to improve accessibility to employment and training opportunities which are in

the Young People's and Barne Barton Accessibility Action Plans.

- CIP3 'Supporting independent living (Adult Social Care)' is also addressed through provision of concessionary fares, community transport, bus boarders and low floor buses.
- This year we have seen the increasing success of the independent travel scheme. Plymouth City Council train students from special schools to use public transport, who have previously relied on door to door school transport. They also received road safety education. This scheme is changing lives for the better. Successful students have greater independence and increased education and employment prospects.
- A local indicator 'Percentage of the adult population participating in 30 minutes of moderate physical activity once a week' and NI 56 "obesity among primary school age children in year six" will be positively affected by measures that support walking and cycling access.

5.4 Progress to date

Publication of Accessibility Action Plans:

At the heart of the accessibility planning process is the development of Accessibility Action Plans, which has involved buy-in from local partners at an early stage.

- The plans in the table below have been agreed with local partners. Each action plan includes a list of evidenced problems that have been identified in partnership with the relevant organisation, and a set of agreed solutions.
- Significant progress has been made on these actions. This includes delivery of a bike-based wheels-to-work scheme Bike Links which is believed to be the only wholly cycle-based scheme in the country.
- Also significant are the many smaller actions such as changes to hospital web sites and appointment letters to include public transport information.

Accessibility Action Plan	Partner organisation
Derriford Hospital Accessibility Action Plan 2007	Plymouth Hospitals NHS Trust
Barne Barton Accessibility Action Plan 2008	Barne Barton Forum
Young People's Accessibility Action Plan 2007	Connexions Devon and Cornwall

Table 5.2 Completed Accessibility Action Plans

Further progress in partnership working:

- A draft Devonport Accessibility Action Plan has been agreed with the Devonport Regeneration Community Partnership (DRCP). An accessibility study using £26,000 of developer funding is to be commissioned in order to develop the evidence base more fully.
- Discussions with Jobcentre plus have led to the organisation providing the Council with monthly updates on the problems experienced accessing jobs and training by their clients. This information has helped inform the completed Accessibility Action Plans, and will help in the completion of a Jobs and Training Accessibility Action Plan.
- Derriford Hospital new entrance: PCC has played a significant role working with the Plymouth Hospitals Trust to maximise accessibility by non-car modes to the planned Derriford Hospital entrance and interchange.

Public transport improvements:

- Access to Leisure: Mount Edgecumbe House and Country Park represents a significant leisure resource for Plymouth residents. It is jointly owned and managed by Plymouth City Council and Cornwall County Council. The main non-car access is via the Cremyll Ferry (foot passengers and cycles). It was identified that the high fares on this represented a significant barrier to non-car access to the Park and the surrounding countryside. From Cornwall's perspective it was also agreed that this represented a barrier for Cornwall's residents reaching employment opportunities in Plymouth. A business case for an ongoing subsidy of the Cremyll Ferry following DfT guidance was produced which

considered accessibility, decongestion and environmental benefits. An annual subsidy of £28,000 has been agreed, which includes contributions from Cornwall County Council and PCC leisure services. The impacts of the subsidy will be maximised via a marketing campaign and improved bus connections delivered in partnership with Cornwall County Council and PCC leisure services.

- A programme of installation of new bus stop flags and poles is being rolled out across the network which include an SMS text messaging service across the network developed in partnership with Traveline South West. This enables users to receive real time information at any stop without the need for installing real time displays.
- Developer funding (section 106) continues to provide enhancements to the network including continuing bus fleet replacement with low floor vehicles, enhanced service frequencies and improved ticketing solutions.
- The Northern Corridor will be the primary focus for the Council during the remaining period of LTP2 as it will deliver a number of key objectives in terms of improved punctuality, reduced congestion and improved air quality.
- At the end of March 2008 a new innovative service, the Northern Connect, was introduced linking the interchange points of Derriford Hospital and the George Junction Park & Ride with industrial estates and business parks. Included within the Northern Connect service is a dedicated non-urgent NHS patient transfer service. Both elements of the service were shaped around the needs of stakeholders following consultation.

- Funding has also been secured for eleven new low-floor vehicles, to be used in the north of the city.
- Fast tracking of the Northern Corridor Bus Priority Project has been identified as an action for the Derriford Hospital Accessibility Action Plan. This project consists of 15 improvement schemes, the first three of which are due to be delivered in the financial year 08/09.
- A large body of evidence on public perceptions has been gathered as part of the consultation exercises on the Eastern and Northern Corridors. A detailed survey of bus travel has also been carried out on the Eastern Corridor using face-to-face interviews.
- Plymouth has delivered its entire concessionary fares programme on schedule, the only local authority in the South West to do so. This is expected to have a significant positive impact on patronage and will also meet objectives of accessibility and social inclusion for older users. Impacts of this will be taken into account when evaluating the supported bus network, to secure best value for money from both concessionary fares spending and service support.
- A successful Urban Bus Challenge Bid was used to fund the Northern Connect taxibus service (see information panel below). A taxibus service in the St Budeaux area has also contributed to accessibility improvements in a socially excluded area.
- A methodology has been developed for distributing subsidy amongst supported bus services. This uses the Accession accessibility planning tool to identify services at which subsidy can be targeted to give best value for money in terms of delivering accessibility to identified socially excluded groups.



Northern Connect taxibus service:

Northern Connect is an innovative service using wheelchair-accessible vehicles, both conventional buses and hail-and-ride taxibuses, which serves Derriford Hospital and various employment, education and retail sites. It operates through the existing transport hubs of the George Junction Interchange and the Hospital. The service increases the access to remote business parks from areas of low employment by coupling good public transport services to business parks. The service is operated in partnership with a bus operator, Target Travel, and a local taxi operator, Taxifast. Apart from the obvious accessibility benefits of the scheme, this service adds value to the existing Park and Ride by means of a seamless interchange.

This service was set up with grant funding from a bid to DfT's Urban Bus Challenge.

- Improving access to public transport information: Difficulty accessing public transport information has been highlighted by several of our partners, and has also been identified as an issue in successive Plymouth Points of View surveys. Traveline information is available on the websites and printed literature of the Council and various partners. PlymGo is a travel information website which is soon to be launched which is Plymouth specific and includes information on walking and cycling as well as planned road works.
- Plymouth has been ranked highly on public satisfaction with public transport services, in a benchmarking survey carried out across 30 councils (see information panel in Chapter 8).

Improved accessibility by cycle:

Low (but improving) levels of cycling have been identified as a problem in terms of accessibility in the city. Most journeys within the city are within thirty minutes travelling time by cycle, which indicates that cycling has a great deal of potential to improve accessibility for young people in particular.

- Numbers of trips by cycle: Plymouth is currently exceeding its target to increase levels of cycling in the city which is a reflection of cycle promotion works such as the publication of the Plymouth cycle map and development of school travel plans as well as completed infrastructure measures.
- Strategic Cycling Network: The development of cycling infrastructure, has at times been piecemeal. To provide a more integrated approach, an aspirational

Strategic Cycle Network has been produced in partnership with the Cyclists' Touring Club which has been approved by the Plymouth Cycle Forum. The next stage is to identify a flagship route, which can be branded and marketed, for fast-track delivery.

- Bike Links: Through partnership work with Connexions, it was identified that a major barrier for young people was the cost of bus fares. The example of 50% of Young Apprentices' wages being taken by bus fares was given. In response to this an innovative wheels-to-work scheme has been implemented to overcome social and economic exclusion. This is the only bike based scheme of its type in the country. Where it is shown that transport has been a barrier to getting into education, employment or training, the Council in partnership with Connexions, the Youth Service and Looked after Children's Services offers bikes, accessories and cycle training to Bikeability level 2.
- Achievements that are detailed in the chapters on Better Air Quality and Safer Roads will also contribute to improving the safety and comfort of cycling.

Improved accessibility by walking:

The importance of walking as a means of accessing services in its own right, as well as in conjunction with public transport is recognised by the Council. As noted above, the Council is on target to meet its indicator for numbers of walking trips into the city centre. Measures that will improve the comfort, convenience and safety are included in the Better Air Quality and Safer Roads chapters.

Bike Links:

Bike Links is the only wholly cycle wheels to work scheme in the country. One client said of the scheme....

“the bike has changed a lot of things for me. I can get about Plymouth.....and I definitely have no excuses for not being able to get anywhere....the course wasn't too challenging and I learned a lot”.

5.5 Delivery Strategy 2009-11

The accessibility planning agenda is now well underway with effective partnerships and Accessibility Action Plans in place with several partners. The AAP's will be made available publicly on the PCC website. The challenge for the remainder of the LTP period is to integrate accessibility planning more fully into the way that the council works across different departments, and also to forge stronger partnerships with external partners. In order to achieve this, accessibility planning will be embedded into the Local Strategic Partnership (LSP) mechanism. Each Accessibility Action Plan will report to one of the LSP theme groups; these are summarised in the table below:



Accessibility Action Plan	Appropriate LSP theme group to which AAP will report
Derriford Hospital Accessibility Action Plan	Health and Well-Being
Young People's Accessibility Action Plan	Wealthy (and to a lesser extent Wise)
Barne Barton Accessibility Action Plan	Wealthy (to a lesser extent Health and Well-Being)
Devonport Accessibility Action Plan (to be completed summer 2009)	Wealthy (to a lesser extent Health and Well-Being)
Leisure Accessibility Action Plan (to be completed October 2009)	To be defined
Health Accessibility Action Plan (to be completed May 2009)	Health and Well-Being

Table 5.3. Links between Accessibility Action Plans and LSP theme groups.

5.6 Key Actions

Some of the key actions relating to the Accessibility Action Plans and the wider accessibility planning agenda are set out below, with their respective timescales:

- Interchange improvements will be completed at Cremyll Quay and Admirals Hard (December 2008).
- The contract for the Cremyll Ferry service will begin in 2009.
- Studies are to be commissioned on the future of community transport and of supported services. These two studies, together with the other work already being carried out on targeted investment and on Park and Ride, are expected to inform policy development in public transport for the next 20 years and provide the framework for the development of a network which provides a real and attractive alternative to private car use and can support Plymouth's growth aspirations.
- A Devonport accessibility study will be completed (July 2009).
- The Devonport Accessibility Action Plan will be finalised (September 2009).
- The completed accessibility action plans of Derriford Hospital, Young People, and Barne Barton will be renewed (December 2009).

- Each of these action plans will be supported by the appropriate theme groups of the LSP.

5.7 Risks Identified

- There is a risk associated with local partners not signing up to, or not giving sufficient priority to, Accessibility Action Plans. However, as the benefits of existing plans become more apparent, and can be disseminated by PCC partners, this risk will be lessened. Adoption of the Accessibility Action Plans by relevant LSP theme groups should also increase the priority given to this agenda.
- Reductions in bus subsidy, due to the expiry of developer funding (section 106) contributions, may affect accessibility. As stated in the next section, it is proposed to use accessibility planning software to review provision of these services with a view to delivering accessibility more efficiently.
- Risk to the timely delivery of the Northern corridor bus priority project: Major bus priority projects of this type have significant political implications. It will be important to ensure that plans developed meet objectives but are also politically acceptable. Continued consultation with the public and elected members is vital. It is also expected that the new delivery partnership with Amey, "Plymouth Transport and Highways", will help to deliver in this area.
- Accessibility by cycling: Levels of cycling represent a reasonable proxy for the perceived accessibility of destinations by cycle; this is currently relatively low for a city or Plymouth's climate, size and topography. Each of the Accessibility Action Plans have identified this as a priority and this is an area for improvement that has been identified several times by the DfT. Progress is being made but significant work is required to accelerate the achievements that are being made for cycling. The partnership with Amey represents an opportunity to access skills and resources available to deliver in this area.



Chapter Six

Safer Roads

Safer Roads

6.1 Safer Roads

Road safety represents a significant proportion of the effort expended in executing the Local Transport Plan for a number of reasons. Clearly, the overriding imperative is to continue to reduce the number of people who suffer the serious consequences of traffic collisions, as Plymouth has consistently demonstrated its ability to do over recent years. Plymouth City Council do this by employing data led interventions, focusing on high risk groups.

Additionally however, the perception of accident risk has an important bearing on other areas of transport delivery. Greater levels of safety for vulnerable road users will remove important barriers to walking and cycling, contributing to greater use of those modes and hence to reducing congestion and traffic emissions. Safety improvements targeted at facilitating pedestrian and cycle movements can also improve levels of accessibility to many locations and for many disadvantaged groups.

Plymouth's strategy on road safety combines an evidence-based approach with multi-disciplinary working and community involvement, and has proved successful in reducing the number and severity of serious casualties.

Relevant LTP2 objectives

Objective 1. To improve accessibility and social inclusion

Objective 3. To improve road safety

Objective 5. To support Plymouth's urban renaissance and sustainable growth

Objective 6. To improve quality of life



6.2 Summary of Relevant LTP2 Indicators

Indicator	On target
BV099a All persons killed or seriously injured in road accidents	Yes
BV099b All children killed or seriously injured in road accidents	Yes
BV099c All persons slightly injured in road accidents	No

Table 6.1 LTP indicators

BV099a and BV099b will become NI47 'People killed or seriously injured in road traffic accidents' and NI48 'Children killed or seriously injured in road traffic accidents' respectively.

and the result of excellent partnership working with the emergency, health and children's services, local business and local communities, including all educational establishments.

6.3 Contribution to Wider Local Objectives

- The LAA local indicator 'Hospital admission caused by unintentional injuries to children and young people' is impacted upon by road safety.
- Targeted road safety interventions in certain areas should also have an effect on the LAA indicator 'Gap in life expectancy between the fifth of areas with the highest life expectancy and the fifth with the lowest life expectancy,' given that it is known that some deprived areas can suffer higher accident rates. By the same token, road safety also addresses CIP4 'Narrowing the gap between communities'.

- The success in reducing the severity of casualties has produced an upward pressure on the number of slight accidents; this is being addressed through the implementation of Mass Action Schemes.

Road safety engineering measures:

6.4 Progress to Date

- Plymouth remains on target to maintain its exceptionally low level of fatalities and serious injuries arising from road traffic collisions. In 2006, the authority was recognised as having the lowest level of serious casualties per 100,000 population in the country. As a result of this achievement, the Council has consulted and shared best practice with Southampton City Council, which resulted in Road Safety professionals from Southampton visiting Plymouth for two days in September 2008. This visit focused on the excellent partnership activities which the Council encourage and employ.
- Road safety investment is based on a proven methodology for introducing targeted, evidence-led interventions
- Potential Local Safety Schemes are initially identified by carrying out cluster analysis on Stats 19 accident data supplied by the Devon and Cornwall Constabulary. Analysis of collision frequency and seriousness has led to the delivery of 44 of these schemes through the LTP integrated block. Stats 19 reports are also analysed by a small group including Road Safety Officers, Engineers and the Police Casualty Reduction Officer.
- A programme of Mass Action Schemes has been put forward such as a number of pedestrian refuge islands where pedestrian crossings could not be justified, to access bus stops in residential areas for example.
- Safety audits are routinely carried out on the Council's own road safety schemes and those which are funded by developer contributions, thus adding value to externally funded infrastructure.
- A strategic review of speed limits, has been undertaken, as a result of which speed limits at many locations across the city have been lowered, delivering safety benefits.
- 20 mph zones, VMS signs and the rationalisation of all school keep-clear ways have been funded from the Safer Routes to

School resource. Also, three Safer Routes To School schemes will be implemented this financial year.

Education, training and publicity:

- Education, training and publicity interventions are again targeted by interrogation of Stats 19 data.
- This year the Council has formed the 'Plymouth Casualty Reduction Partnership', which has already delivered a very successful 'Think You Can Drive' event aimed at 17-24 year olds and will be delivering the 'Learn 2 Live' Roadshow in early 2009.
- The 17-24 year old age range is over-represented in Plymouth's casualty statistics. It is now widely accepted, and shown in recent studies, that using the consequences of poor decision making which leads to devastating collisions is a preferred method than shock tactics, to influence the decision making process of road users. This method is being used for the 'Learn 2 Live' Roadshow, February 2009. This initiative will see approximately 3,500 post-16 students attend a hard hitting event where they learn of the consequences of being involved in a road traffic collision through the personal recollections of actual victims, relatives, emergency service personnel and offenders. This event will be funded and delivered by the Plymouth Casualty Reduction Partnership, including Plymouth City Council, Devon & Cornwall Constabulary, Devon and Somerset Fire & Rescue, South West Ambulance Service, Plymouth Primary Care Trust, the Association of Professional Driving Instructors, the Highways Agency, the Institute of Advanced Motorists, local business, Devon and Torbay Local Authorities and Plymouth Sound radio station.
- This year, Plymouth City Council Road Safety Trainers will have given interactive road safety lessons to every primary aged child in Plymouth schools. This has been achieved by using a mixture of technology (Qwizdom interactive voting modules) and exciting presentations.
- The City has seen the road safety character 'Ricky the Road Safety Dog' visit many school events and appear in the local media, to increase the recognition and awareness of road safety to school pupils.
- School Travel Plans have inspired Road Safety Weeks, Walk to School Weeks and Walking Buses. The Council held another very successful School Travel Plan Award Ceremony, spreading best practice and further promoting the PASST (Plymouth Award for Sustainable School Travel) School Travel Plan development tool. This year Plymouth's schools received £74,275 in grant money to provide school improvements to encourage walking and cycling.
- Plymouth's schools have received £32,000 for smaller walking initiatives to further encourage the take up of Walking Bus schemes. There are currently 12 Walking buses operating in Plymouth.
- Over 130 volunteers are now on the city's register of Walkwise trainers, providing training to Key Stage 1 pupils.
- Over 135 volunteer cycling instructors are registered to provide cycle training to upper Key Stage 2 pupils.
- This year the Council have introduced the national Bikability Training scheme. £32,000 has been secured to train 1200 Key Stage 2 and 3 students to National Standard Child Level 2.
- The Council are working in partnership with local supermarket garages to display frequently changed DfT Think Campaign publicity through the use of advertising A-Boards. This is another example of a good partnership with Devon and Somerset Fire & Rescue, who will be delivering and updating the educational publicity poster to each supermarket garage.
- PCC has, this year, redesigned the structure and content of the Minibus training day. This compliments changes in the law and increases direct tuition time for delegates.

The skills imparted during this course, by experienced Approved Driving Instructors, not only ensures a good standard of competence for minibus driving but is also carried into everyday driving. This year it will train up to 200 minibus drivers and retrain approximately 100 minibus drivers.

- In 2009, the Council will produce an easy to read Casualty Report Leaflet (also displayed on the web), stating what has occurred in the previous year and what our areas of focus will be for the following year.
- This year has seen the introduction of Fatality Briefings. These contain initial information within days of the fatality that is circulated to all Plymouth City Council Councillors and Heads of Department, to raise awareness, inform and elicit positive involvement.

Actions in support of the government's motorcycle strategy:

- A programme of removal of signing and lighting columns from the edge of the carriageway is being implemented to improve safety for motorcyclists. Signing has been upgraded to standards appropriate for the higher speeds at which motorcycles frequently travel.
- Plymouth's trial of allowing motorcycles to use bus lanes will reduce the exposure of motorcyclists to collisions caused by filtering through stationary or slow moving traffic. Neighbouring Local Authorities are awaiting the results of this trial.
- Education, training and publicity initiatives have targeted moped riders in the 17-24 age group, which have been identified from data as a vulnerable group, accounting for nearly half of all motorcycle casualties. Skills courses have been provided in which riders were instructed in safe riding and the use of high-visibility clothing. Use of data enabled these courses to be targeted at specific geographical areas and principal corridors.
- An anti-skid mass action scheme has been implemented including downhill bends, thus increasing motorcycle safety in these areas.

6.5 Delivery Strategy 2009-11

- Local Safety Schemes will continue to be implemented during this period; however, the success achieved so far in reducing in-vehicle casualties is likely to mean that the emphasis is likely to shift towards reduction in pedestrian casualties by means of Mass Action Schemes. Where resurfacing work is to be carried out on roads, advantage will continue to be taken to assess the possibility of including greater pedestrian or cycle provision at the same time.
- At signalised junctions where red light violation cameras exist, these are being modified to be able to detect vehicle speeds, especially at locations where a pedestrian phase is included, as a means of reducing collision risk.
- The staff currently responsible for carrying out safety-related engineering measures are to be transferred to Amey under the Transformational Change programme. To ensure continuity of the highly specialised and experienced skill set of this team, in-house training on Design for Safety will be implemented.
- Plymouth is in the early stages of working with the Transport Research Laboratory on a trial study of the safety benefits of allowing motorcycles to use advanced stop lines designed for pedal cycles. This is a logical next step to the use of bus lanes by motorcycles.

6.6 Risks Identified

- A risk associated with Plymouth's growth plans is that increased housing and economic activity produces greater vehicle mileage, hence increasing the likelihood of accidents. It is expected that encouraging the use of sustainable modes such as public transport, walking and cycling will lessen this risk.
- Incentives to use motorcycles, be they policy initiatives or fuel price rises, might be likely to increase the severity of injuries suffered in road accidents. This risk may

be minimised by appropriate publicity and training directed at motorcyclists and other road users.

- Given the small numbers of serious casualties that Plymouth is now reporting, especially for children, and the nature of road accidents, there is the risk that a few isolated incidents could have a large detrimental difference to the indicators. Low numbers of casualties also mean our casualty data is more challenging to interpret. Previously identified schemes have in many cases already been carried out, which will potentially lead to future benefits being made predominantly from softer measures including education, training and publicity.
- Statistics received from the police will no longer include damage-only accidents. This reduces the evidence base available for accident analysis by around 60-70%. However, these statistics are not critical to the analysis normally carried out.



Chapter Seven

Better Air Quality

Better Air Quality

7.1 Better Air Quality

There is a recognised relationship between road traffic emissions and the standard of air quality and as such the Local Transport Plan 2006-11 sought to recognise this by integrating transport and air quality issues and proposals together.

Plymouth has two transport-related declared Air Quality Management Areas (AQMAs) for Mutley Plain and Exeter Street / Embankment Road. Both AQMAs are on principal transport routes for the city and are expected to experience significant increases in trips related to the scale of development proposed for the northern, eastern and city centre areas of the city over the next 20 years.

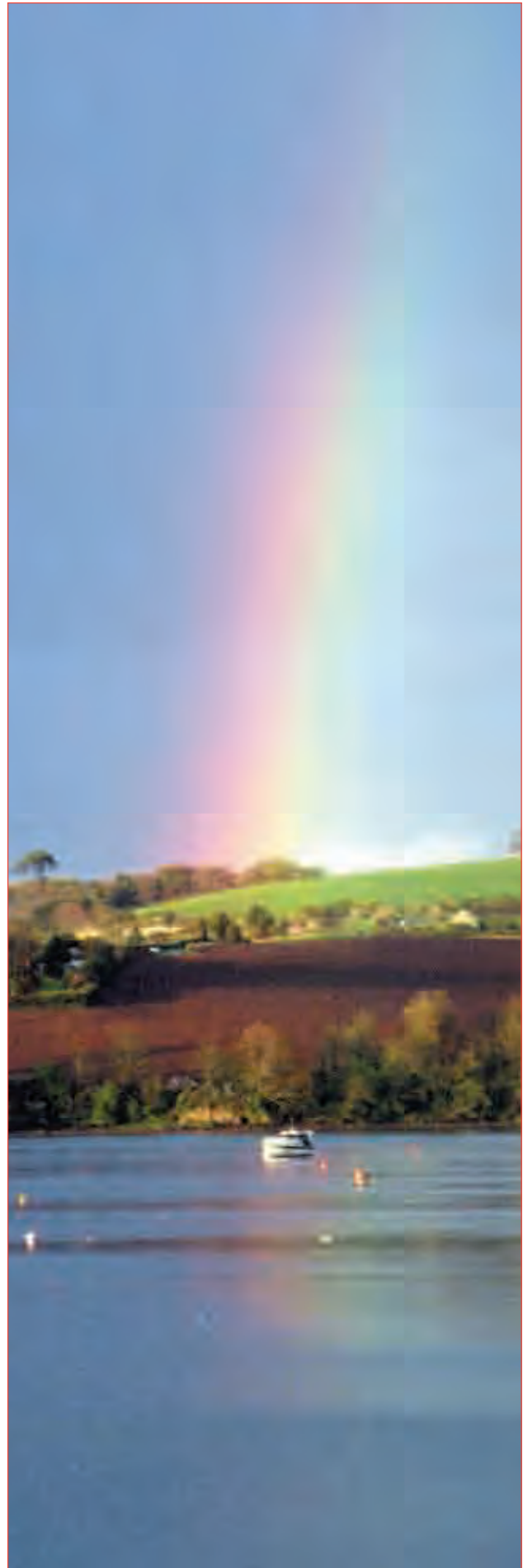
The Council is in the process of implementing a programme of actions to reduce the impact of traffic emissions on the two AQMA's identified in LTP2. Many of these measures are therefore coincident with efforts described in Chapter 4 on Tackling Congestion.

Relevant LTP2 objectives

Objective 4. To improve air quality and the environment

Objective 5. To support Plymouth's urban renaissance and sustainable growth

Objective 6. To improve quality of life



7.2 Summary of Relevant LTP2 Indicators

Indicator	On target
LTP8a(i) Air quality: Exeter Street	Yes
LTP8a(ii) Exeter Street: vehicle flows	Yes
LTP8b(i) Air quality: Mutley Plain	Yes
LTP8b(ii) Mutley Plain: vehicle flows	Yes

Table 7.1 LTP2 indicators

There is no target in the Local Area Agreement (LAA) for transport related emissions specifically, but targets will be set against NI186 'Per capita CO₂ emissions in the local authority area', as mentioned below.

7.3 Contribution to Wider Local Objectives

Whilst no target is set for transport related emissions specifically in the LAA, achievements on reducing these will have a positive impact on NI186 'Per capita CO₂ emissions in the local authority area'. It may also be expected to have an impact on LAA objectives regarding health inequalities between areas.

7.4 Progress to date

Recognition of air quality issues in spatial planning processes:

Air quality and transport considerations have been incorporated into the LDF and AAP processes.

Traffic management at pollution hotspots:

A draft Intelligent Transport Systems (ITS) strategy has been produced. This has air quality integrated into its key objectives, and includes the monitoring of emissions in AQMA's. Data from this monitoring will inform future traffic management actions and also may be used to provide real-time air quality information via Variable Message Signs (VMS) or the Internet.

VMS have been added to the principal routes. These will be used to promote Park and Ride services and inform users of air quality levels, traffic congestion and journey times.

Taxi emissions reduction:

Emissions standards have been incorporated into the Council's taxi licensing policy that was adopted in November 2008. The deadlines for the introduction of the new standards are: Euro III by 2010; Euro IV by 2012; and Euro V by 2014.

The adoption of this policy places Plymouth at the forefront of local authorities in tackling vehicle emissions from taxis.

Safer Routes to School focus in AQMA's:

Four schools, two in each AQMA, have completed STP's with targets for reducing car travel to school being met.

Cycling facilities in AQMA's:

A review of cycling infrastructure and information has been undertaken.

Off-road cycle facilities have been provided within the Exeter Street AQMA.

Priority will be given to filling gaps in the cycle network in or near to AQMA's as part of the transport capital programme.

Roadside emissions testing:

In partnership with the other South-West local authorities roadside emissions testing was carried out at two sites during March and July 2008.

Greener Council fleet:

PCC has a ten year plan for the renewal of its vehicle fleet. This specifies the strictest emissions standards available (currently Euro V). 171 light vehicles and 29 refuse collection vehicles have so far been replaced.

Alternative technologies are also being evaluated for future replacements.

Reallocation of road space and increased priority for buses, cyclists and pedestrians in AQMA's:

Detailed traffic modelling has been commissioned for Plymouth's Northern Corridor (which includes the Mutley Plain AQMA) to consider various public transport and traffic management options. This is on target to deliver results in 2009.

The Council submitted a bid in October 2008 to the DfT and DCLG for Community Infrastructure Funding (CIF) to accelerate ahead of programme the section of the Eastern Corridor Major Scheme between Laira Bridge and Cattedown Roundabout. Assessment of the proposals indicate that there will be significant air quality benefits within the Exeter Street / Embankment Road AQMA between Cattedown Roundabout and Laira Bridge with traffic diverted away from Embankment Road onto Gdynia Way.

Tree Planting:

Tree planting is considered during the feasibility and design stages of scheme development.

7.5 Delivery Strategy 2009-11**Recognition of air quality issues in spatial planning processes:**

Air quality issues will continue to be included within future AAPs and other planning documents that are due to be produced.

Traffic management at pollution hotspots:

Adoption and delivery of the ITS Strategy which will include pollution-responsive traffic management using real-time pollution data to be developed for the AQMAs. This may include better use of the available routing options available from the north of the city into the city centre using Mannamead Road and Outland Road.

Taxi emissions reduction:

Operation and enforcement of the new standards by their target deadlines will be undertaken.

Safer Routes to School focus in AQMA's:

A further three schools within or adjacent to the AQMAs have been prioritised for the future.

Cycling facilities in AQMA's:

The Strategic Cycle Map will be produced and provision of cycling facilities, infrastructure and information will be improved.

Roadside emissions testing:

Roadside emissions testing will be repeated in future years.

Follow-up action may include information letters being sent to owners of vehicles identified as not meeting the standard.

Greener Council fleet:

Between 2009 and 2012 the next phase of replacement vehicles for 2013 will be considered and investigated.

The service provider Amey will introduce electric and hybrid vehicles to its service fleet. An electric vehicle is currently being trialled as a pool car for staff.

Reallocation of road space and increased priority for buses, cyclists and pedestrians in AQMA's:

The Eastern Corridor Major Scheme includes better provision for sustainable transport modes including a HQPT route from the eastern edge of the city to the city centre.

Option development and delivery for each AQMA will provide increased priority for sustainable transport modes including bus users, pedestrians and cyclists.

Tree Planting:

Tree planting will be considered during the feasibility and design stages of scheme development in the Exeter Street AQMA and citywide.

7.6 Summary Table of Progress and Future Delivery

Measure	Progress	Future Delivery
Recognition of air quality issues in spatial planning processes:	Incorporation of air quality issues into LDF and AAP processes	Continued recognition of air quality issues within the planning system
Traffic management at pollution hotspots:	Draft ITS strategy written. Five more VMS added taking the total to eight	Adoption and delivery of an ITS strategy
Taxi emissions reduction:	New Taxi Licensing Policy adopted – November 2008	Operation and enforcement of the new policy
Safer Routes to School focus in AQMA's:	Four schools have completed travel plans	Three further plans to be developed and delivered in the near future
Cycling facilities in AQMA's:	Cycling review of infrastructure and information. Off-road cycle facilities provided on Exeter Street AQMA.	Production of Plymouth's Strategic Cycle Map Gaps in the cycle network within AQMA's will be afforded a high priority
Roadside emissions testing:	Undertaken in March and July 2008	Repeat tests will be undertaken in future years. Information to owners of failed vehicles
Greener Council fleet:	171 light vehicles and 29 refuse collection vehicles have so far been replaced as part of the council's 10 year replacement vehicle programme.	Vehicle replacement will continue in accordance with the programme
Reallocation of road space and increased priority for buses, cyclists and pedestrians in AQMA's:	Traffic modelling for Plymouth's Northern Corridor (which includes the Mutley Plain AQMA) to consider various public transport and traffic management options. CIF bid submitted to accelerate ahead of programme the section of the Eastern Corridor Major Scheme between Laira Bridge and Cattedown Roundabout.	Option development and delivery for each AQMA to provide increased priority for sustainable transport modes. The Eastern Corridor Major Scheme includes better provision for sustainable transport modes including a HQPT route from the eastern edge of the city to the city centre.
Tree Planting	Contributions from developments for tree planting have already been obtained and opportunities for tree planting are considered during scheme feasibility and design stages.	Tree planting is being considered during the feasibility and design stages of scheme development

Table 7.2 Summary table of progress and future delivery

7.7 Risks Identified

- The principal risk is that growing travel demand will cause a corresponding increase in emissions. The main strategy for managing this risk is to encourage mode shift by major public transport improvements on the two corridors which pass through the AQMA's.



Chapter Eight

Asset Management

Asset Management

8.1 Asset Management

The maintaining of the city's transport assets in optimum condition has been a critical element of LTP2. Despite good performance by the indicators in this area, Plymouth is continuing to develop a more systematic approach to the valuation and maintenance of its assets in the on-going compilation of its Transport Asset Management Plan (TAMP).

Relevant LTP2 objectives

Objective 3. To improve road safety

Objective 5. To support Plymouth's urban renaissance and sustainable growth

Objective 7. To make maintenance more efficient and effective



8.2 Summary of Relevant LTP2 Indicators

Indicator	On target
BV178 Percentage of rights of way seen as being easy to use	Yes
BV187 Footway condition	Yes
BV223 Principal road condition	Yes
BV224a Non-principal road condition	Yes
BV224b Unclassified road condition	Yes

Table 8.1 LTP2 Indicators

BV223 and BV224a will become NI168 'Principal roads where maintenance should be considered' and NI169 'Non-principal roads where maintenance should be considered' respectively. No targets are set for these in the LAA.

8.3 Contribution to Wider Local Objectives

Maintaining transport infrastructure in good condition is important for fulfilling all transport objectives of the LAA. It will also therefore be key to meeting the two transport-related CIP's.

8.4 Progress to Date

Transport Asset Management Plan (TAMP):

- The Council has embraced the principles of effective and efficient asset management planning, with respect to the highway and the broader transport assets. This has been made an integral part of delivering LTP2 objectives. Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway and transport infrastructure to meet the needs of current and future customers.
- The Council's approach is based on the County Surveyors' Society Framework for Highway Asset Management (2004).

- A draft has been produced of the Plymouth TAMP, which will provide the basis for the eventual Plan.
- A complete inventory of all highway assets is a key element in the formulation of the Plan. An existing inventory of the street lighting system is currently held in the Mayrise system, and road condition surveys are regularly carried out under a partnership contract with WDM Ltd. This feeds into the 5 year planned maintenance programme. The same contractor carries out an annual footway condition survey. Additionally, all footways and carriageways are inspected by highways safety inspectors.
- In the NHBVBC Customer Satisfaction Survey carried out this year (see information panel below), Plymouth was ranked in top position for its management of roadworks and second for satisfaction with its provision of street lighting.

Rights of Way:

- Plymouth's Definitive Map was published in 2006.
- The Plymouth Local Access Forum is actively engaging with its appointing authority and other partners in providing advice on improving access to outdoor recreational facilities. DEFRA have highlighted the Plymouth Local Access Forum as an example of good practice for urban Local Access Fora.
- A programme of short term improvements had been identified and implemented. The data collected is now being used to drive

forward the Rights of Way Improvement Plan which determines how the rights of way network will be maintained in the future.

- The Council's website has a dedicated section on Rights of Way, which has been highlighted by Central Government as an example of best practice (www.plymouth.gov.uk/prow).

8.5 Delivery Strategy 2009-11

Transport Asset Management Plan (TAMP):

- The TAMP will deliver strategies, policies and financial plans which give a basis for a better understanding of the scope and value of transport assets and deliver value for money. It will also help to pave the way for Central Government's Whole Government Accounting in 2010.
- The partnership with the service provider Amey will facilitate the use of alternative materials and processes with respect to routine and planned maintenance, as a result of greater procurement ability.
- The TAMP will link into the Audit Commission's Comprehensive Area Assessment and the overall approach to Key Lines of Enquiry. From April 2009 this will include a section on managing highway assets.
- Data and data quality are key to the success of the Plan. Evidence gathered and consultation carried out will use the COUNT (Count Once and Use Numerous Times) principle.

NHBVBC Customer Satisfaction Survey:

The National Highways Best Value Benchmarking Club, together with the South West Highways Service Improvement Group of the County Surveyors' Society, commissioned IPSOS MORI to carry out a benchmarking survey on customer satisfaction with local authorities' transport services. 33 councils across England participated in the survey during 2008, which gleaned information on public satisfaction with aspects of transport as diverse as road safety, public transport, roadworks, maintenance and provision for walking and cycling.

Overall, Plymouth was ranked fifth out of the 30 authorities which published results, scoring particularly highly with respect to street works and public transport provision.

- The Council will submit a bid to the DfT to enable consideration of a contribution from the £23million funding stream that is being made available for asset management projects by December 2008.
- The service provider Amey is to undertake the production of a complete TAMP by December 2009. This will enable experience to be drawn in from other contractual arrangements elsewhere in the country and appropriate resources to be dedicated to the task. Asset management has been identified as a key element to the success of the contract.
- The TAMP will be fully aligned with the relevant Corporate Improvement Priorities.

Rights of Way:

- The Rights of Way Improvement Plan (ROWIP) is to be published during 2008/09, and will be subject to a full Equality Impact Assessment (EIA).
- Data collected, as well as feedback from users, have indicated priorities including: unrecorded public paths; insufficient bridleways; better information; Rights of Way which better serve homes and workplaces and better maintenance and waymarking. These priorities will continue to guide investment in public rights of way.

8.6 Risks Identified

- The reallocation of resources to less well performing areas may bring a risk of reduced service delivery; however good monitoring of asset condition and feeding of this into the Programme Board (for more information see Chapter 10) should minimise this risk.
- Recent incidents of severe flooding in other areas have highlighted the risk of extreme weather conditions, as demonstrated by the Pitt report. Highway drainage will therefore form a very important element of the TAMP, as will any potential effect of climate change.





Chapter Nine

Transport's Contribution to Wider Local Objectives

Transport's Contribution to Wider Local Objectives

9.1. Plymouth's Local Area Agreement

The way in which local authorities are assessed by central government is changing. Previously each Council was evaluated on a stand alone basis, against its performance on a set of Best Value Performance Indicators (BVPI's). Now councils are to be judged as part of the whole locality, so as to be able to evaluate the effectiveness of partnership working with other local stakeholders. This work is achieved by means of the Local Strategic Partnership, which in Plymouth is branded as 'Plymouth 2020'. This oversees the Local Area Agreement, which sets out priorities and targets for Plymouth during the years 2008-11. These targets are set against indicators, some of which are selected from the new set of National Indicators (NI's), which replace the BVPI's, and some of which are locally defined indicators. Since the LTP has targets set against some BVPI's, these indicators will continue to be reported.

With regard to transport, the main priorities, and hence targets, relate to maintaining and improving accessibility levels and to managing the expected growth in travel demand, in line with corporate and regional policy.

Whilst transport accounts directly for only two indicators in the Local Area Agreement for Plymouth, it makes a contribution to many of the indicators for which targets are set, and hence to the wider LAA objectives. These include priorities relating to health, economic activity, environment, leisure and customer service. Additionally, it contributes to a number of the new National Indicators which are non-transport related.

The table below summarises the contribution to the LAA priorities made by the transport measures being carried out in LTP2.



LAA Priority	LAA Indicator	How transport contributes
Reduce health inequalities between neighbourhoods and communities of interest within the city	Local Indicator: Gap in life expectancy between the fifth of areas with the highest life expectancy and the fifth of areas with the lowest life expectancy to be no more than 2.64 years	Better access to health services achieved through transport improvements, such as the Derriford Hospital Accessibility Action Plan, will reduce health inequalities. Additionally, targeted road safety measures help to reduce casualties in deprived areas which are known to suffer higher accident rates.
Prevent illness and promote health and well-being by tackling the underlying causes of ill-health	NI 56: Obesity among primary school age children in Year 6	Encouraging and enabling children to use sustainable modes of travel to school such as walking, through the development of School Travel Plans, will help to reduce obesity amongst young children.
	Local Indicator: Percentage of adult population (16-74) participating in 30 minutes of moderate physical activity once a week	Improvements to walking and cycling infrastructure, plus initiatives which encourage travel on foot or bicycle, such as workplace travel plans, will enable many to combine trip-making with physical exercise.
Improve the quality of life and independence of people living with disability and chronic illness and those over 65 in Plymouth	NI 124 People with a long-term condition supported to be independent and in control of their condition	Accessibility measures, such as Community Transport, bus boarders and low-floor buses, help many with disability to achieve independent mobility. Concessionary bus travel also assists independence for older residents. These improvements enable better targeting of social services' resources to more disadvantaged groups.
	NI 136: People supported to live independently through social services (all ages)	
Increase both the size and number of businesses in the city	NI 171: VAT registration rate	Good accessibility to areas of employment growth, effective management of network congestion and innovative schemes such as the Northern Connect taxibus serving the Tamar Science Park will help to increase both start-up and growth of local businesses.
	NI 172: VAT registered businesses in the area showing growth	
Reduce levels of worklessness	NI 151: Overall employment rate	The same measures mentioned above which contribute to business growth will also increase availability of, and access to, employment opportunities.
Provide the infrastructure to support the city's sustainable economic, employment and housing growth	NI 154: Net additional homes provided	Integration of land-use and transport planning, for example by aligning Major Schemes with development envisaged in Area Action Plans, ensures that housing development is both enabled and stimulated by the provision of adequate transport infrastructure and services.
Increase the supply of new affordable housing	NI 155: Number of affordable homes delivered (gross)	

Manage the growth in congestion and improve accessibility by sustainable modes of transport (buses, bicycles and on foot)	NI 175: Access to services and facilities by public transport, walking and cycling (% of households with no car, that are within 30 minutes travel time by public transport to Derriford Hospital between 1 and 3pm)	See chapters on Tackling Congestion and Delivering Accessibility.
	NI 175: Access to services and facilities by public transport, walking and cycling (% of non car-owning residents within 30 mins of Derriford Hospital and Science park between 7 and 9am)	
	Local Indicator: Achieve robust evidence of the impact of sustainable economic and housing growth on traffic and identify and implement a programme of measures to manage demand for travel	See chapter on Tackling Congestion
Increase the numbers of young people participating in higher level education and skills training	NI 117: 16 to 18 year olds who are not in education, training or employment	Improvements to public transport, walking and cycling infrastructure will increase the mobility of this age group, which is typically socially excluded through low car ownership, thus increasing access to training and employment opportunities.
Widen cultural and leisure opportunities	Indicators to be developed during 2008 for insertion at refresh 2009	Better accessibility will increase the range of leisure activities available to much of the population.
Improve community involvement and engagement in decision-making and service delivery	NI 4: Percentage of people who feel they can influence decisions in their locality	Extensive consultations carried out in preparation for major schemes on the Eastern and Northern corridors contribute to community engagement in those areas. Good levels of response to these and other surveys on transport services, such as the NHBVBC survey, indicate generally good involvement and customer satisfaction.
	Local Indicator: Percentage of residents actively engaged and surveyed satisfied with their neighbourhood as a place to live	
Ensure equity of access to services	NI 140: Fair treatment by local services	Targeted improvements to accessibility in deprived areas, such as the Barne Barton Accessibility Action Plan, or for disadvantaged groups, as in the Young People's Accessibility Action Plan, will bring services within the reach of a greater proportion of the population.
Address the impacts of climate change and move towards a low-carbon economy	NI 186: Per capita CO2 emissions in the LA area	The measures described in the chapter on Better Air Quality will contribute to lowering overall carbon emissions across the city.

Table 9.1: Contribution to wider LAA priorities.

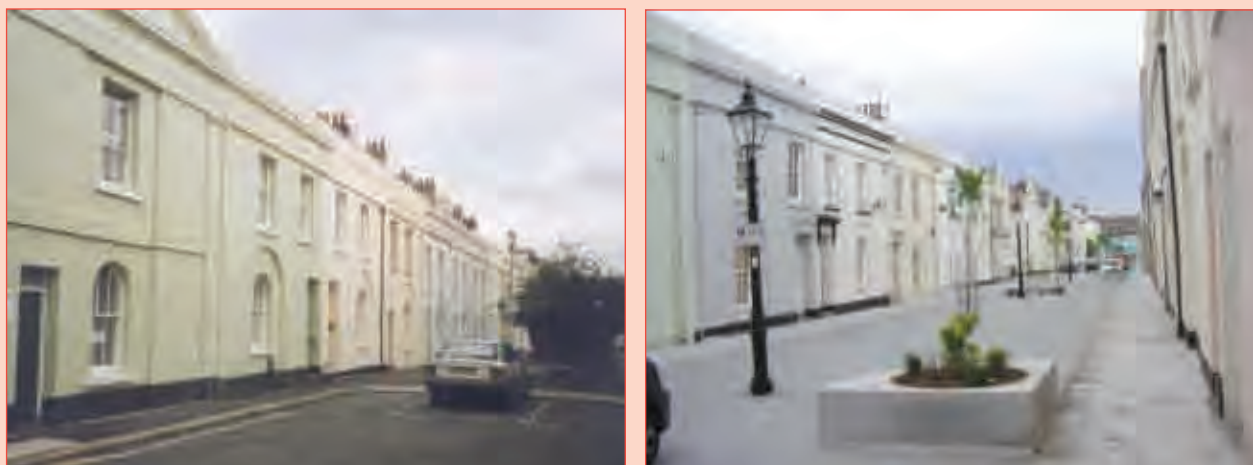


Figure 9.1 Adelaide Park Home Zone – example of scheme that contributes to wider objectives

Adelaide Park is situated in the historic urban area of Stonehouse, which in recent years had suffered from a poor image due to its proximity to the run-down area around Union Street and unsuccessful previous attempts at regeneration.

It was decided that a new, holistic regeneration effort should be carried out using Home Zone principles, whilst respecting the architectural significance of the area and the wishes of its community. A high degree of residents' involvement was achieved in the design process, in which many ideas originating from local people were incorporated in the final design.

The result is a safer street environment with a better quality of life for the local people, where pedestrians and cyclists can mix safely with car traffic whilst respecting the need for residents' parking.

Projects such as this are fully integrated into the Millbay and Stonehouse Area Action Plan and contribute to wider objectives such as improvement in the quality of life and healthier living.

Funding for this project has been drawn from a diversity of sources including LTP2, Section 106 contributions and other grant funding. The Adelaide Park Home Zone has been short listed for the Royal Town Planning Institute Planning Award for 2008.



Chapter Ten

Use of resources

Use of Resources

10.1 LTP2 Integrated Block Funding

During the LTP2 period, measures have been put in place to ensure that the allocation of capital resources is appropriately aligned with local priorities, is able to react to changing circumstances and can best take advantage of complementary funding obtained.

A Programme Board was set up in 2007 at departmental management level which operates on PRINCE2 principles and meets on a monthly basis to prioritise funding and make decisions on the programme in respect of issues arising. For each of six main areas (Demand Management, Road Safety, Public Transport, Walking and Cycling, Regeneration and Urban Renewal and Capitalised Maintenance) the Board revisits, re-evaluates and prioritises the programme. It is thus able to take into account progress to date in delivering on priorities and reallocate resources to those projects offering best value for money in terms of LTP2 outcomes. By this means, a greater control is also exercised over spending and delivery.

Table 10.1 below, identifies the LTP2 investment priorities and summarises the performance indicator progress since the beginning of LTP2.

As can be seen from Table 10.1, Plymouth has taken a proactive approach to programme management and priority investment funding in response to how the Council is performing relative to its key indicators. This ability to be able to efficiently adapt to change based on performance has helped to direct funding to the key priority areas and improving the service that the Council delivers for its customers.

Table 10.1, suggests that the indicator for Demand Management is improving from its 2006/07 'amber' status to its 2007/08 'green' status, however this is largely due to the change in the way air quality is assessed. Therefore Demand Management remains a high priority for the Council along with Public Transport and this is reflected in the investment allocated for 2008/09.

From 1st December 2008 the highway service provider, Amey Ltd, will be responsible for delivery of the capital programme and fulfilling the function of urban traffic management and control and co-ordination of streetworks. It is anticipated that this partnership will result in savings of between £6-11 million over a 10 year period by improved value for money and efficiency gains.

	LTP2 2006/07 budget (£)	2006/07 Indicator	LTP2 2007/08 budget (£)	2007/08 Indicator	LTP2 2008/09 Budget (£)
Demand Management	630,000		262,200		1,358,000
Public Transport	680,000		1,321,200		808,000
Road Safety	645,000		524,400		645,000
Walking and Cycling	214,000		598,800		426,000
Regeneration and Urban Renewal	176,000		265,000		176,000
Capitalised Maintenance	1,737,000		1,398,400		1,614,000

Table 10.1 Spending Priorities against Performance
(Green = more than 2/3 of indicators on target. Amber = between 1/3 and 2/3 of indicators on target).

10.2. Major Scheme Bids

The key priority outcome for the Plymouth sub-region is to improve the local economy. This will have significant positive impacts both locally and regionally. Providing additional housing, including affordable housing, raising skill levels and improving the transport system will enable the economic improvements to be delivered. A key role for delivering the management of Plymouth's anticipated growth is the development of a HQPT network.

Plymouth's second Local Transport Plan proposed a number of mechanisms by which this is to be achieved but with a focus on sustainable travel and providing real alternatives to private car use. The LTP introduced the long term vision of the development of the strategic high quality public transport network, providing high quality, high frequency, reliable public transport on key strategic routes. The George Junction public transport major scheme was the first phase of realising this vision. The next phase is to upgrade the Eastern Corridor, already

given priority in the first round of the Regional Funding Allocation (RFA), followed by the Northern Corridor for which an Expression of Interest (EoI) has been submitted to the region. Activities on the Western corridor at this stage, are focussed supplementing the existing well used public transport network through the LTP and other resources with a flexible and adaptive transport network responding to the needs of the community.

In support of delivering this key priority outcome, Plymouth has submitted a full business case bid for £9.8 million for the second round of Community Infrastructure Funding (CIF2). Furthermore, Plymouth will be submitting a Major Scheme Bid to the Department for Transport in July 2009, to deliver the essential infrastructure and transport network to bring forward sustainable development on Plymouth's Eastern Corridor. In September 2008, Plymouth submitted an EoI to the region for major funding of a package of transport measures on Plymouth's Northern Corridor to facilitate significant levels of growth and development.





Figure 10.1 Eastern Corridor High Quality Public Transport Major Scheme Bid:

The Eastern Corridor provides the opportunity to create sustainable new communities at Sherford (5,500 homes) and Plymstock Quarry (1,650 homes), in modern mixed-use new growth developments. The emphasis in these settlements will be on greater self-containment and the minimisation of the carbon footprint. The Eastern Corridor also enables the rapidly expanding employment areas of Langage, co-located with the Energy Park, to be linked by HQPT to the predominantly residential and retail areas of the city centre and the inner city.

The provision of very effective transport infrastructure serving Sherford, Langage and Plymstock Quarry is the real challenge to unlocking of the potential these important sites.

Possible future expansion is also allowed for by the Regional Spatial Strategy in the period post 2021/2026, subject to full environmental assessment. This could take place north of Elburton and north of Hazeldene Quarry.

The proposals for Sherford and North Plymstock both include the provision of educational and other community facilities. Transport infrastructure includes the Eastern Corridor HQPT, as well as cycle and footpath networks, park and ride facilities, and traffic mitigation measures.

Plymouth will be submitting a major scheme bid to support the growth agenda on the Eastern Corridor. The focus of this bid is to unlock residential development by ensuring the required transport infrastructure is in place to support it. This will follow on from the proposals in the CIF project to create a High Quality Public Transport network from the east to the city centre and eventually to the north of the city.

The Eastern Corridor HQPT scheme is critical to the delivery of sustainable developments in the Eastern Corridor. The proposed major scheme bid provides a package of measures to deliver a High Quality Public Transport (HQPT) Network linking the east of Plymouth to destinations in the city centre and new development to the west of the city centre at Millbay. The scheme includes elements that will be delivered by private developers as part of their respective developments or through planning obligations, as well as those elements that will form part of an MSB. The scheme is seen as a priority infrastructure requirement within the draft RSS. £77 million is currently included in the Regional Funding Allocation list for the period 2012 to 2016. The base cost of the entire scheme to emerge from the East of Plymouth Infrastructure Study is £102 million, including £36million for A38 junction improvements. This

is likely to be the preferred option submitted to the DfT for RFA. This scheme will require significant assistance on design and advice, before the scheme can be submitted to Major Scheme Programme Entry.

Design options have been developed for a HQPT route and improvements to the highway network and accompanying walking and cycling facilities. The scheme will provide:

- Accelerated delivery of a proportion of the 10,000 dwellings planned for the east of Plymouth including Sherford New Community and Plymstock Quarry community;
- Dedicated public transport priority links to above new mixed-use developments and employment areas to provide a realistic and viable alternative to the private car;
- Improved public transport journey times relative to equivalent car journeys;
- Improved reliability of public transport journey times;
- Improved efficiency of operation and increased capacity of public transport arising from reduced journey times and improved reliability;
- Reduced impact on community severance from existing major transport routes and future development traffic;
- Improved air quality particularly in existing AQMAs;
- Improved vehicular journey times and reduced inappropriate mileage;
- Increase cycle usage through improved cycle link connectivity, providing safer off-line routes and reduced journey times;
- Greater uptake of cycling as a realistic means of travel as an alternative to the private car;
- Improved route and network management;
- Reduced mileage through residential and inappropriate areas;
- Improved freight access to Cattewater Port facilities.

Extensive consultation has been carried out with key stakeholders and the community enabling the responses from which to inform the option and scheme development. The scheme will be extensively tested using the City's microsimulation model (Paramics) testing the effects of the scheme in terms of public transport journey times, general vehicular journey times and congestion. This information will be used in order to inform the cost benefit assessment to be undertaken as part of the major scheme bid.

Figure 10.2 Plymouth HQPT Northern Corridor Major Scheme:

The development of a second centre for Plymouth in the Derriford area will be vital in enabling the full potential of the city to be realised. Significant employment already exists there at the Regional Acute Hospital, Science Parks, Colleges and Airport, but much more is possible.

Development proposals feature expansion of Derriford Hospital (including a new public transport interchange facility), provision of a new hospital, new employment and retail uses and the provision of a new district centre to serve the north of the city. Alongside and in amongst this employment district, the potential exists to construct a sustainable ‘new settlement’ with up to 5,000 homes – together with the retail and community infrastructure needed to support it. In addition, approximately 100,000 to 150,000 sq m of employment floor-space is envisaged.

New transport links with bus priority are proposed as an integral part of the developments, through the Forder Valley, and to the Airport.

The Northern Corridor project seeks to develop HQPT along Plymouth’s Northern Corridor which will link to the Eastern and Western Corridor HQPTs, along with improved cycle and footpath links. Sustainable transport options for mass and individual travel are preferred to private car use. Amongst the options being considered for this project is the use of a long-standing widening line to provide public transport priority facilities on the A386 and a new link road, with public transport priority facilities, between the Derriford development area and Forder Valley Interchange, so as to provide access to the Sherford new community to the east of the City. In other locations, it may not be feasible to reallocate highway space so more innovative solutions, using intelligent transport systems, will be employed. Any infrastructure measures will need to be supported by demand management techniques and travel plans in order to facilitate sustainable growth in an already congested environment. Such measures will include managing supply and availability of public and private car parking facilities.

Plymouth is working with the South West Regional Development Agency (SWRDA) and other partners in order that the project can stimulate economic development and provide the springboard to unlocking regionally important mixed use development sites. The scheme promotes the reuse of brownfield sites encouraging regeneration in previously declining areas, links the growth areas of Plymouth enhancing inward investment and promotes business productivity and competitiveness. The scheme links new communities through improved accessibility and reduced reliance upon the private car to employment areas along the corridor, education facilities such as the University of Plymouth, University College Plymouth St Mark and St John and City colleges and leisure facilities such as the planned Life Centre at Central Park.



10.3 Resourcing other major transport schemes

Much funding has been drawn from a diversity of other sources to add value to LTP2 funding and to assist in meeting LTP2 objectives. Developer (section 106) contributions have been secured to make a number of improvements to infrastructure, principally to public transport facilities and pedestrian accessibility.

Major redevelopment in the Millbay area has enabled the Council to secure significant

transport improvements through developer contributions. Under Section 278 agreements, a pedestrian and bus friendly boulevard will connect Millbay with the city centre, at a cost of £5.5 million. A further £2.3 million will be contributed through these agreements to improve public transport, including a new interchange, RTP1 installations, bus boarders and travel passes for residents.

Contributions from developers have helped fund and deliver similar improvements across the City, including the dedicated Northern Connect taxi-bus and 11 new buses operated



Figure 10.3 The Barbican landing stage:

The new Barbican landing stage is currently being constructed at a cost of £11 million. This has been part funded by LTP money, but around half of the cost has come from other sources, including a grant of £350,000 from English Partnerships.

The landing stage will enable wheelchair and pushchair access from road level on to a tidal pontoon, which will be used by boat services connecting with Mount Batten, Cremyll, Cawsand and other leisure operations. A pedestrian shelter will give a waiting facility with the potential to include real-time passenger information. Direct interchange with an existing bus service will give access to the city centre.

by Plymouth Citybus as part of a 500 new homes development in Southway and Tamerton Foliot. Contributions have also been secured to improve pedestrian access to the University, health facilities, important retail sites and a variety of residential areas.

The inflow of developer contributions has been delayed with respect to the anticipated timetable by the length of time taken for various major planning approvals to be obtained. A Supplementary Planning Document (SPD) will make the process of securing contributions from developers simpler, more transparent and less resource intensive for both developers and planning officers by introducing a Plymouth Development Tariff. The tariff will set out fixed contributions per unit of residential development and per 100 square metres of commercial development. A prescribed and significant proportion of this tariff will be dedicated to support of LTP expenditure to develop a city wide High Quality Public Transport network.

The anticipated growth in developer funded projects will increase the volume of design work needed to take advantage of all the resources obtained; the new service provider Amey which is taking over this role will have the flexibility to bring in new resources to this task.

Additionally, regeneration projects which involve transport improvements have drawn down a total of over £11 million, multiplying by a factor of ten the LTP2 resource spent on these projects. These include improvements in access to local amenities in the deprived area of Devonport, upgrading of facilities used by the Cremyll Ferry and to the Barbican landing stage (see information panel Figure 10.3), pedestrian signage in the City Centre and work on the Waterfront walkway, part of the South West Coast Path.

Major contributors to regeneration projects have been the Heritage Lottery Fund, the Devonport Regeneration Community Partnership, English Partnerships and other Council funding sources.



Chapter Eleven

Indicator by indicator summaries

Indicator by indicator summaries

11.1 Actions, Outcomes and Indicator Information Tables

To identify clearly the link between actions and outcomes, information for each indicator is presented in the form of a table. Each table gives background information on the definition

and measurement of the indicator together with its relevance for the Local Area Agreement, the Council's Corporate Improvement Priorities and the DfT's shared priorities, progress to date, identified in terms of actions carried out which contribute to the improving of the indicator, future actions and the risks identified.

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Identifier	Indicator Name	Reported values and targets																		
BV102	Public Transport Patronage	<table border="1"> <caption>Public Transport Patronage Data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>20.5</td> <td>19.5</td> </tr> <tr> <td>2007/08</td> <td>19.8</td> <td>19.5</td> </tr> <tr> <td>2008/09</td> <td>19.8</td> <td>19.8</td> </tr> <tr> <td>2009/10</td> <td>20.0</td> <td>20.0</td> </tr> <tr> <td>2010/11</td> <td>20.2</td> <td>20.2</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	20.5	19.5	2007/08	19.8	19.5	2008/09	19.8	19.8	2009/10	20.0	20.0	2010/11	20.2	20.2
Year	Actual	Target																		
2006/07	20.5	19.5																		
2007/08	19.8	19.5																		
2008/09	19.8	19.8																		
2009/10	20.0	20.0																		
2010/11	20.2	20.2																		
Description		<p>2007/08 value: 19,776,839 passenger journeys</p>																		
<p>All passenger journeys by bus originating in the local authority area during the 2007/08 financial year.</p> <p>Basic figure obtained from bus ticket machine returns, but this is factored up to account for under recording of pre-paid tickets. The adjustment factor is determined by a bus boarding survey undertaken annually.</p> <p>The 2007/08 figure has been uplifted by the DfT agreed national figure of 4%, following a survey demonstrating that under recording does occur in Plymouth.</p> <p>This indicator will become NI177 'Local bus passenger journeys originating in the local authority area'.</p>																				
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
No targets are set in the LAA regarding bus services, but improvements to public transport will contribute to indicators of both accessibility and sustainable growth in travel demand.	<p>CIP11: Improving accessibility</p> <p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Delivering accessibility</p> <p>Tackling congestion</p> <p>Better air quality</p>																		
Progress to date																				
<p>The Real Time Passenger Information system, which went live in 2006 and includes SMS text messaging and web-based information options.</p> <p>A series of studies is being carried out to define future strategies and options for the public transport network for the next two decades.</p> <p>Bus boarders have been installed at 29 locations during the first 2 years of LTP2.</p> <p>The issue of concessionary passes in 2008 was delivered on time.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: A trio of studies is being prepared to map out the future development of the bus network. The Integrated Transport Block for the final 3 years of LTP2 has been prioritised to deliver quality bus corridor improvements on the Northern Corridor.</p> <p>The RTPI system will be extended across other areas of the city, funded partly out of S106 contributions. Enhancements will be made to various Park and Ride sites, including 300 new parking spaces at the George P&R site and junction improvements at Milehouse to reduce journey times for buses.</p> <p>The development of HQPT corridors proposed in Major Scheme Bids, supporting new housing growth, is expected to produce longer term growth in bus patronage.</p> <p>Redevelopment in the Millbay area will fund a new public transport interchange and a boulevard providing a direct route to Millbay dedicated for use by bus, cycle and pedestrians.</p> <p>Risks identified: Operators may face cost rises and revenue losses as a result of fuel prices pushing up costs and fares. This may be offset by increased private car running costs producing modal shift.</p> <p>Longer term risks are associated with the economic downturn and the slowdown in the housing market, which may impact on new housing development and make developer contributions harder to obtain. Much of this funding has however already been secured.</p> <p>Reduction in funding available for supported services may represent a risk to these services. This will be tackled using the methodology developed for optimising resources used for supporting services.</p>																				

Identifier	Indicator Name	Reported values and targets																		
BV103	Satisfaction with public transport information	<table border="1"> <caption>Satisfaction with public transport information (2006/07 - 2010/11)</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>56</td> <td>62</td> </tr> <tr> <td>2007/08</td> <td>56</td> <td>62</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>62</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>72</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>72</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	56	62	2007/08	56	62	2008/09	-	62	2009/10	-	72	2010/11	-	72
Year	Actual (%)	Target (%)																		
2006/07	56	62																		
2007/08	56	62																		
2008/09	-	62																		
2009/10	-	72																		
2010/11	-	72																		
Description		<p>2007/08 value: 56%</p>																		
Percentage of users expressing satisfaction with the provision of public transport information.	This is measured in the triennial Best Value Satisfaction Survey. This is a survey carried out to measure residents' satisfaction with Council services and local issues across a range of areas. The last survey was carried out in 2006; hence no change is reported for 2007/08.																			
A recent customer satisfaction survey (NHBVBC) placed Plymouth fifth out of 30 authorities with respect to satisfaction with bus information.	A recent customer satisfaction survey (NHBVBC) placed Plymouth fifth out of 30 authorities with respect to satisfaction with bus information.																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
No targets are set in the LAA regarding bus services, but improvements to public transport will contribute to indicators of both accessibility and sustainable growth in travel demand.	CIP11: Improving accessibility CIP12: Accelerating sustainable economic and housing growth	Delivering accessibility Tackling congestion Better air quality																		
Progress to date																				
<p>The Real Time Passenger Information (RTPI) system went live in 2006 and has extended beyond the original specification. SMS text messaging of real-time bus information has been rolled out to all the network and stop flags have been updated to give user information. Real-time information has also been made available via a website (www.checkthatbus.plymouth.gov.uk) and via interactive displays in retail locations.</p>																				
<p>Provision of printed timetable information at bus stops has also been increased by 31% since 2006/07, as of August 2008.</p>																				
<p>A new area-wide timetable booklet has been published during 2008 to replace the previous area-specific guides. This includes information on how to access health, leisure and retail sites around Plymouth and beyond by bus and ferry.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: RTPI is to be extended to a number of further locations through developer funded installations.</p>																				
<p>The Plymgo website will also provide personalised travel information.</p>																				
<p>The Traveline website to be relaunched in January 2009 will include maps of bus routes and stops.</p>																				
<p>The Public Transport Information Strategy will be implemented to support the delivery of a network to meet the aspirations of the travelling public in the future.</p>																				
<p>Risks identified: Reductions in developer funding due to the economic downturn may put at risk funding available for RTPI extension. However, Major Scheme Bids are expected to provide opportunities for rolling out the system over more of the network.</p>																				

Identifier	Indicator Name	Reported values and targets																		
BV104	Satisfaction with public transport services	<table border="1"> <caption>Reported values and targets for Satisfaction with public transport services</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>62</td> <td>70</td> </tr> <tr> <td>2007/08</td> <td>62</td> <td>70</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>70</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>74</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>74</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	62	70	2007/08	62	70	2008/09	-	70	2009/10	-	74	2010/11	-	74
Year	Actual	Target																		
2006/07	62	70																		
2007/08	62	70																		
2008/09	-	70																		
2009/10	-	74																		
2010/11	-	74																		
Description																				
<p>Percentage of users expressing satisfaction with public transport services.</p> <p>This is measured in the triennial Best Value Satisfaction Survey. This is a survey carried out to measure residents' satisfaction with Council services and local issues across a range of areas. The last survey was carried out in 2006; hence no change is reported for 2007/08.</p> <p>A recent customer satisfaction survey (NHBVBC) placed Plymouth fourth out of 30 authorities with respect to satisfaction with bus services.</p>		<p>2007/08 value: 62%</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
<p>No targets are set in the LAA regarding bus services, but improvements to public transport will contribute to indicators of both accessibility and sustainable growth in travel demand.</p>	<p>CIP11: Improving accessibility</p> <p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Delivering accessibility</p> <p>Tackling congestion</p> <p>Better air quality</p>																		
Progress to date																				
<p>The Real Time Passenger Information system went live in 2006 and includes SMS text messaging and web-based information options.</p> <p>A series of studies is being carried out to define future strategies and options for the public transport network for the next two decades.</p> <p>Bus boarders have been installed at 29 locations during the first two years of LTP2.</p> <p>The concessionary fares programme has been delivered on time.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: A trio of studies is being prepared to map out the future development of the bus network. The Integrated Transport Block for the final 3 years of LTP2 has been prioritised to deliver quality bus corridor improvements on the Northern Corridor.</p> <p>The RTPI system will be extended across other areas of the city, funded partly out of S106 contributions. Enhancements will be made to various Park and Ride sites, including 300 new parking spaces at the George and junction improvements at Milehouse.</p> <p>The development of HQPT corridors proposed in Major Scheme Bids is expected to produce a step change in service quality.</p> <p>Redevelopment in the Millbay area will fund a new public transport interchange and a bus-friendly boulevard.</p> <p>Risks identified: Operators may face cost rises and revenue losses as a result of fuel prices pushing up costs and fares. This may be offset by increased private car running costs producing modal shift.</p> <p>Longer term risks are associated with the economic downturn and the slowdown in the housing market, which may impact on new housing development and make developer contributions harder to obtain. Much of this funding has however already been secured.</p> <p>Reduction in funding available for supported services may represent a risk to these services. This will be tackled using the methodology developed for optimising resources used for supporting services.</p>																				

Identifier	Indicator Name	Reported values and targets
LTP2	Area wide road traffic	
Description		
<p>Total millions of vehicle kilometres travelled over all local authority managed roads (ie. excluding motorways and trunk roads) during the calendar year 2007.</p> <p>This figure is estimated by the Department for Transport from traffic counts carried out at a number of points during the year, using a model of traffic growth.</p>		<p>2007/08 value: 1,150 million vehicle kilometres</p>
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed
<p>There is no equivalent indicator in the LAA, but this figure contributes evidence on managing the impact of growth on travel demand. It is also relevant to the LAA targets on NI186 'Per capita CO2 emissions'.</p>	<p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion Better air quality Safer roads</p>
Progress to date		
<p>Greater integration of spatial planning with transport planning has been achieved through the LTP and LDF processes, which will assist in reducing travel demand and average journey lengths.</p> <p>Improvements to public transport, walking and cycling facilities covered elsewhere will contribute to lessening overall vehicle mileage.</p> <p>Measures taken to reduce travel demand have also included work-based travel plans and school travel plans.</p>		
Delivery strategy and risks identified		
<p>Delivery strategy: The longer-term means of reducing growth in vehicle mileage is to provide high-quality public transport options. The Major Scheme Bids for the Northern and Eastern Corridors are significant steps towards this.</p> <p>Centres of employment and retail activity created by new development, linked with public transport improvements, will help to reduce travel demand and journey lengths.</p> <p>The draft Parking Strategy will address parking standards applied to new development, residential parking requirements and factors affecting parking demand.</p> <p>On-going work will progress on developing workplace and school travel plans.</p> <p>Risks identified: Failure to secure funding for major public transport schemes may mean that proposed developments increase road traffic. The appointment of a dedicated team to work on major schemes will reduce this risk.</p>		

Identifier	Indicator Name	Reported values and targets																		
LTP5	Bus punctuality	<table border="1"> <caption>Bus Punctuality Data (2006/07 - 2010/11)</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>79</td> <td>73</td> </tr> <tr> <td>2007/08</td> <td>87</td> <td>74</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>77</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>81</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>85</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	79	73	2007/08	87	74	2008/09	-	77	2009/10	-	81	2010/11	-	85
Year	Actual (%)	Target (%)																		
2006/07	79	73																		
2007/08	87	74																		
2008/09	-	77																		
2009/10	-	81																		
2010/11	-	85																		
Description																				
<p>Percentage of scheduled bus services running between one minute early and five minutes late at all timing points.</p> <p>For 2007/08, this was measured using the RTPi system. This is expected to give a much greater sample size and therefore greater accuracy than the manual survey previously employed.</p> <p>This indicator will become NI178 'Bus services running on time'</p>																				
		2007/08 value: 87%																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
No target is set for NI178 in the LAA, but greater punctuality will improve accessibility and make services more attractive, contributing to congestion management.	CIP11: Improving accessibility CIP12: Accelerating sustainable economic and housing growth	Delivering accessibility Tackling congestion																		
Progress to date																				
<p>Fortnightly Network Management meetings are held between PCC, bus operators and the police to address day-to-day operational problems.</p> <p>The draft Punctuality Improvement Plan, as outlined in the 2006-11 Public Transport Strategy, has been completed.</p> <p>Options for improving bus priority on the Northern Corridor have been developed and analysed.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The Punctuality Improvement Plan will be completed during the summer of 2009.</p> <p>It is expected that implementation of the Network Management Duty will help to reduce bus delays due to road congestion, given that increasing attractiveness of bus services is one of the priorities supported by the Duty.</p> <p>Linking of the Real Time Passenger Information system to Urban Traffic Control through a common database will enable delays to bus services to be minimised by co-ordinating information on network conditions with bus schedule compliance. The feasibility study looking at all aspects of this work will be commissioned in 2007.</p> <p>Risks identified: Increased levels of traffic due to development and economic growth may have an adverse effect on bus punctuality. Whilst the economic downturn may delay any such effect, it is still regarded as important to minimise this risk by effective demand management, implementation of the Network Management Duty and the Punctuality Improvement Plan, together with the long-term development of a High Quality Public Transport system.</p>																				

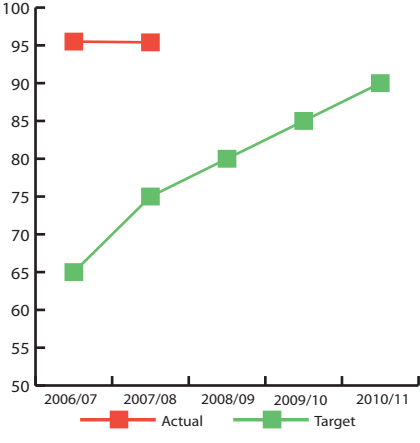
Identifier	Indicator Name	Reported values and targets																		
LTP6	Peak period traffic flows into the city centre	<table border="1"> <caption>Peak period traffic flows into the city centre</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>~13,000</td> <td>15,121</td> </tr> <tr> <td>2007/08</td> <td>15,121</td> <td>15,121</td> </tr> <tr> <td>2008/09</td> <td>~15,121</td> <td>15,121</td> </tr> <tr> <td>2009/10</td> <td>~15,121</td> <td>15,121</td> </tr> <tr> <td>2010/11</td> <td>~15,121</td> <td>15,121</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	~13,000	15,121	2007/08	15,121	15,121	2008/09	~15,121	15,121	2009/10	~15,121	15,121	2010/11	~15,121	15,121
Year	Actual	Target																		
2006/07	~13,000	15,121																		
2007/08	15,121	15,121																		
2008/09	~15,121	15,121																		
2009/10	~15,121	15,121																		
2010/11	~15,121	15,121																		
Description		<table border="1"> <tr> <td data-bbox="1002 741 1214 819">2007/08 value:</td> <td data-bbox="1219 741 1436 819">15,121 vehicles</td> </tr> </table>	2007/08 value:	15,121 vehicles																
2007/08 value:	15,121 vehicles																			
Number of vehicles travelling towards the city centre between 7am and 10 am during a two week period in October.	This is measured using four Automatic Traffic Counters, situated in Union Street, Saltash Road, Mutley Plain and Exeter Street.																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
There is no equivalent indicator in the LAA, but this figure contributes evidence on managing the impact of growth on travel demand. It is also relevant to the LAA targets on NI186 'Per capita CO2 emissions.	CIP12: Accelerating sustainable economic and housing growth	Tackling congestion Better air quality																		
Progress to date																				
<p>Greater integration of spatial planning with transport planning has been achieved through the LTP and LDF processes, which will assist in reducing travel demand for travel to central areas.</p> <p>Improvements to public transport, walking and cycling facilities covered elsewhere will contribute to lessening overall vehicle flows.</p> <p>Measures taken to reduce travel demand have also included work-based travel plans and school travel plans, some of which will benefit central areas.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The longer-term means of reducing growth in vehicle flows is to provide high-quality public transport options. The Major Scheme Bids for the Northern and Eastern Corridors are significant steps towards this.</p> <p>Centres of employment and retail activity created by new development, linked with public transport improvements, will help to reduce the number of trips into the city centre.</p> <p>The draft Parking Strategy will address parking standards applied to new development, residential parking requirements and factors affecting parking demand.</p> <p>On-going work will progress on developing workplace and school travel plans.</p> <p>Risks identified: Failure to secure funding for major public transport schemes may mean that proposed developments increase road traffic. The appointment of a dedicated team to work on major schemes will reduce this risk.</p>																				

Identifier	Indicator Name	Reported values and targets																		
Local 3	Patronage on the Tamar Valley Community Railway	<table border="1"> <caption>Actual and Target Passenger Journeys</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>130,000</td> <td>122,000</td> </tr> <tr> <td>2007/08</td> <td>137,000</td> <td>125,000</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>128,000</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>130,000</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>133,000</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	130,000	122,000	2007/08	137,000	125,000	2008/09	-	128,000	2009/10	-	130,000	2010/11	-	133,000
Year	Actual	Target																		
2006/07	130,000	122,000																		
2007/08	137,000	125,000																		
2008/09	-	128,000																		
2009/10	-	130,000																		
2010/11	-	133,000																		
Description		<p>Total number of passenger journeys on the Plymouth to Gunnislake railway line during the calendar year.</p> <p>Data is returned to PCC by the operator First Great Western.</p> <p>As of August 2008, patronage is up 6.1% on the same period in 2007.</p>																		
		<table border="1"> <tr> <td>2007/08 value:</td> <td>137,196 journeys</td> </tr> </table>	2007/08 value:	137,196 journeys																
2007/08 value:	137,196 journeys																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
Accessibility is enhanced by stations serving some of the more deprived areas of Plymouth, which are thus directly connected with the main line network and local countryside. Car trips may also be taken off the busy northern radial routes.	CIP11: Improving accessibility	Delivering accessibility Tackling congestion																		
Progress to date																				
A number of special promotions have helped to boost patronage on this line, including reduced price weekend travel during the winter months, inclusion in local rover ticket schemes and pre-paid ticketing from local retail outlets.																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The reopening of the Bere Alston to Tavistock connection, which would generate significant commuting patronage, may be developer funded provided that the West Devon Local Development Framework can allocate sufficient land for a proposed housing development.</p> <p>A new afternoon service will fill an existing gap in the timetable from December 2008. Capacity will be increased on certain services known to suffer overcrowding. Dedicated trains for this line will enable a more tourist-friendly cleaning regime, making for a better travel experience. Connections at Plymouth with main line services will be improved.</p> <p>A new post will be created in the Devon and Cornwall Rail Partnership by Natural England, to promote local rail travel to groups in deprived areas of Plymouth. Funding is also being sought from Access For All to improve stations in these areas.</p> <p>Risks identified: If the West Devon LDF does not allocate sufficient land for the proposed housing, the developer will not fund the Tavistock reopening. Securing necessary funds will be delayed by the economic downturn. However, this should not affect the growth currently being observed on the existing service.</p>																				

Identifier	Indicator Name	Reported values and targets																			
Local 4	Non car-based passengers on the Torpoint Ferry	<table border="1"> <caption>Reported values and targets data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>580</td> <td>860</td> </tr> <tr> <td>2007/08</td> <td>610</td> <td>870</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>880</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>890</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>900</td> </tr> </tbody> </table>		Year	Actual	Target	2006/07	580	860	2007/08	610	870	2008/09	-	880	2009/10	-	890	2010/11	-	900
Year	Actual	Target																			
2006/07	580	860																			
2007/08	610	870																			
2008/09	-	880																			
2009/10	-	890																			
2010/11	-	900																			
Description		<p>2007/08 value: 606</p>																			
<p>Total number of pedestrians, cyclists, motorcyclists and bus users travelling towards Plymouth on the Torpoint Ferry between 7am and 10am on a weekday.</p> <p>This is measured on a single day in February.</p> <p>The targets for this indicator were set before the introduction of new ferries which increased vehicle capacity. It is believed that the greater availability of car spaces has reduced the queuing time for car users relative to the priority given to the bus.</p>																					
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																			
<p>This indicator provides evidence of modal shift away from car use for commuting trips from the Rame peninsular.</p>	<p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion</p>																			
Progress to date																					
<p>Bus schedules have been adjusted by the operator First, to reduce the number of buses missing ferry departures, following a survey carried out by PCC.</p> <p>Real time bus information has been made available to the ferry operator, which will enable ferries to be held for a specified period when a bus is expected. This will improve punctuality and hence attractiveness of bus services on the crossing.</p>																					
Delivery strategy and risks identified																					
<p>Delivery strategy: A study is to be commissioned into improvements for non-car using passengers on the Ferry. This may include in its scope improved bus priority on the route and better pedestrian access.</p> <p>The tendering out of a subsidised service on the Cremyll Ferry is expected to reduce fares on this service, thereby increasing the number of pedestrians and cyclists travelling from the Rame peninsular and reducing the volume of cars on the Torpoint Ferry.</p> <p>Risks identified: An increase in traffic congestion on the bus route using the ferry could increase the likelihood of buses missing ferry departures. However, this risk will be reduced by the implementation of bus real time information in the ferry dispatching system.</p>																					

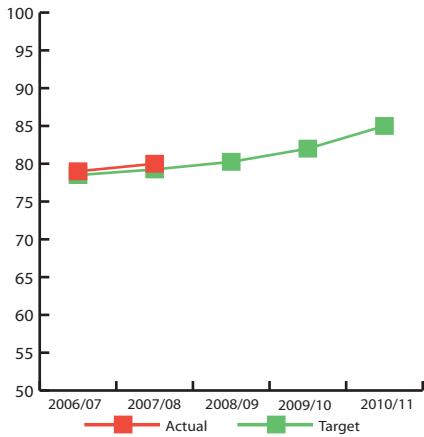
Identifier	Indicator Name	Reported values and targets																		
Local 5a	Traveline data completeness and accuracy to timing point level	<table border="1"> <caption>Reported values and targets data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2007/08</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2008/09</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2009/10</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2010/11</td> <td>100%</td> <td>100%</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	100%	100%	2007/08	100%	100%	2008/09	100%	100%	2009/10	100%	100%	2010/11	100%	100%
Year	Actual	Target																		
2006/07	100%	100%																		
2007/08	100%	100%																		
2008/09	100%	100%																		
2009/10	100%	100%																		
2010/11	100%	100%																		
Description		<p>Percentage of all bus information on the Traveline database which is in place and correct, for all timing points along all bus routes. This data is supplied by South West Public Transport Information Ltd.</p>																		
		<p>2007/08 value: 100%</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
Good personalised public transport information will contribute to mode shift and hence to managing growth in travel demand	<p>CIP11: Improving accessibility</p> <p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion</p> <p>Delivering accessibility</p>																		
Progress to date																				
<p>Traveline has played a leading part in the development of real-time bus information supply by SMS text messaging.</p> <p>Information on bus fares has been introduced to the Traveline call centre.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: A contract will be let by Traveline to implement a mobile internet service, in partnership with major mobile operators. Initially this will deliver real-time next-service information, but will be developed to include journey planning.</p> <p>A three year advertising campaign will be launched by Traveline on TV and radio focussing on encouraging use of public transport.</p> <p>Risks identified: Short-notice registration of changes to bus services by operators may introduce a temporary delay in updating Traveline data. This is recognised as being a low risk in Plymouth, as the main operators are known to give sufficient notice; the risk will in any case be lessened by the direct import of data from the bus service registration database.</p> <p>There is a small risk associated with operators being unable to verify data due to resource pressures; however this is not currently the case with the main operators in Plymouth.</p>																				

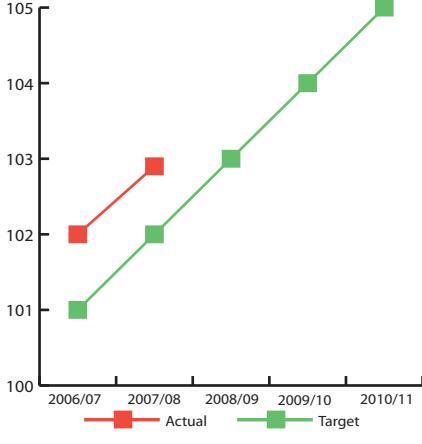
Identifier	Indicator Name	Reported values and targets																		
Local 5b	Traveline data completeness and accuracy to all stop level	<table border="1"> <caption>Traveline data completeness and accuracy (2006/07 to 2010/11)</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>95</td> <td>95</td> </tr> <tr> <td>2007/08</td> <td>96</td> <td>96</td> </tr> <tr> <td>2008/09</td> <td>97</td> <td>97</td> </tr> <tr> <td>2009/10</td> <td>98</td> <td>98</td> </tr> <tr> <td>2010/11</td> <td>100</td> <td>100</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	95	95	2007/08	96	96	2008/09	97	97	2009/10	98	98	2010/11	100	100
Year	Actual (%)	Target (%)																		
2006/07	95	95																		
2007/08	96	96																		
2008/09	97	97																		
2009/10	98	98																		
2010/11	100	100																		
Description																				
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Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
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Identifier	Indicator Name	Reported values and targets																		
Local 5c	Verified Traveline data	 <table border="1" data-bbox="1050 282 1471 723"> <caption>Actual and Target Values for Verified Traveline Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>95.4</td> <td>65</td> </tr> <tr> <td>2007/08</td> <td>95.4</td> <td>75</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>80</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>85</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>90</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	95.4	65	2007/08	95.4	75	2008/09	-	80	2009/10	-	85	2010/11	-	90
Year	Actual (%)	Target (%)																		
2006/07	95.4	65																		
2007/08	95.4	75																		
2008/09	-	80																		
2009/10	-	85																		
2010/11	-	90																		
Description		<p data-bbox="161 416 1026 539">Percentage of all bus information on the Traveline database which has been confirmed by the bus operator or contracting authority as being correct. This data is supplied by South West Public Transport Information Ltd.</p>																		
			<p data-bbox="1050 745 1257 808">2007/08 value:</p> <p data-bbox="1265 745 1471 808">95.4%</p>																	
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
Good personalised public transport information will contribute to mode shift and hence to managing growth in travel demand	CIP11: Improving accessibility CIP12: Accelerating sustainable economic and housing growth	Tackling congestion Delivering accessibility																		
Progress to date																				
<p data-bbox="161 1055 1471 1115">Traveline has played a leading part in the development of real-time bus information supply by SMS text messaging.</p> <p data-bbox="161 1133 1026 1162">Information on bus fares has been introduced to the Traveline call centre.</p>																				
Delivery strategy and risks identified																				
<p data-bbox="161 1223 1471 1317">Delivery strategy: A contract will be let by Traveline to implement a mobile internet service, in partnership with major mobile operators. Initially this will deliver real-time next-service information, but will be developed to include journey planning.</p> <p data-bbox="161 1335 1471 1395">A three year advertising campaign will be launched by Traveline on TV and radio, focussing on encouraging use of public transport.</p> <p data-bbox="161 1458 1471 1585">Risks identified: Short-notice registration of changes to bus services by operators may introduce a temporary delay in updating Traveline data. This is recognised as being a low risk in Plymouth, as the main operators are known to give sufficient notice; the risk will in any case be lessened by the direct import of data from the bus service registration database.</p> <p data-bbox="161 1603 1471 1664">There is a small risk associated with operators being unable to verify data due to resource pressures; however this is not currently the case with the main operators in Plymouth.</p>																				

Identifier	Indicator Name	Reported values and targets																		
Local 6	Percentage of journeys to work by car	<table border="1"> <caption>Actual vs Target Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>65</td> <td>58</td> </tr> <tr> <td>2007/08</td> <td>64</td> <td>58</td> </tr> <tr> <td>2008/09</td> <td>58</td> <td>58</td> </tr> <tr> <td>2009/10</td> <td>57</td> <td>58</td> </tr> <tr> <td>2010/11</td> <td>57</td> <td>58</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	65	58	2007/08	64	58	2008/09	58	58	2009/10	57	58	2010/11	57	58
Year	Actual (%)	Target (%)																		
2006/07	65	58																		
2007/08	64	58																		
2008/09	58	58																		
2009/10	57	58																		
2010/11	57	58																		
Description																				
<p>Percentage of journeys to work made as a car driver or passenger.</p> <p>This is measured by means of the 'Plymouth Points of View' survey. A questionnaire is distributed to a panel of around 1000 residents of Plymouth, which includes questions on normal mode of travel to work. Although a steady decrease in car use has been observed, the baseline taken from the 2001 Census has not yet been reproduced by this survey method, suggesting that the sample obtained by this means may correctly capture the tendency, but not necessarily the overall figure for car use.</p>		<p>2007/08 value: 64%</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
This indicator contributes to management of congestion.	CIP12: Accelerating sustainable economic and housing growth	Tackling congestion																		
Progress to date																				
<p>Improvements to public transport, walking and cycling facilities covered elsewhere will contribute to lessening overall car use.</p> <p>Innovative public transport services such as the Northern Connect taxibus and the demand responsive service to Langage have contributed to making workplaces more accessible without a car.</p> <p>Measures taken to reduce car use have also included work-based travel plans.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The longer-term means of managing growth in car use is to provide high-quality public transport options. The Major Scheme Bids for the Northern and Eastern Corridors are significant steps towards this.</p> <p>The draft Parking Strategy will address parking standards applied to new development, residential parking requirements and factors affecting parking demand.</p> <p>On-going work will progress on developing workplace and school travel plans.</p> <p>Risks identified: Failure to secure funding for major public transport schemes may mean that proposed developments increase car use. The appointment of a dedicated team to work on major schemes will reduce this risk.</p>																				

Identifier	Indicator Name	Reported values and targets																		
LTP1a	Accessibility (health services)	<table border="1"> <caption>Accessibility (health services) - Reported values and targets</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>83</td> <td>82</td> </tr> <tr> <td>2007/08</td> <td>86</td> <td>83</td> </tr> <tr> <td>2008/09</td> <td>84</td> <td>84</td> </tr> <tr> <td>2009/10</td> <td>85</td> <td>85</td> </tr> <tr> <td>2010/11</td> <td>87</td> <td>87</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	83	82	2007/08	86	83	2008/09	84	84	2009/10	85	85	2010/11	87	87
Year	Actual	Target																		
2006/07	83	82																		
2007/08	86	83																		
2008/09	84	84																		
2009/10	85	85																		
2010/11	87	87																		
Description																				
<p>Percentage of population with no car within 30 minutes travel time of Derriford hospital between 1pm and 3pm by public transport as determined by the Accession software.</p> <p>The Accession program estimates access to chosen destinations by bus services, assuming a 400 metre walking limit to/from the nearest bus stop. The model is run during February or March each year to produce a figure for the financial year.</p>																				
		<table border="1"> <tr> <td>2007/08 value:</td> <td>86%</td> </tr> </table>	2007/08 value:	86%																
2007/08 value:	86%																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
This indicator will become part of NI175 'Access to services and facilities by public transport, walking and cycling'. Targets are set for this in the LAA. Accessibility also contributes to LAA priorities on reduction of health inequalities between neighbourhoods and improving independent living of vulnerable adults.	CIP11: Improving accessibility	Delivering accessibility																		
Progress to date																				
<p>An Accessibility Action Plan has been completed for Derriford Hospital, which will report to the Health and Well-being theme group of the LSP.</p> <p>Accessibility Action Plans have also been completed for the Barne Barton area and for young people.</p> <p>Improvements have been made to the public transport interchange and the entrance at Derriford Hospital to improve accessibility by non-car modes.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: A Health Accessibility Action Plan is being developed and is to be completed in 2009; this will secure improvements to accessibility of health facilities at locations other than Derriford, and will also report to the Health and Well-being theme group.</p> <p>Other general improvements to the public transport, walking and cycling networks will contribute to better access to health facilities.</p> <p>Risks identified: Changes to commercial bus services could reduce direct connectivity to Derriford Hospital from certain areas. This risk may be reduced by taking this into account when reviewing supported services, which is carried out using the same Accession software as for estimating the accessibility indicators.</p>																				

Identifier	Indicator Name	Reported values and targets																		
LTP1b	Accessibility (employment)	 <table border="1" data-bbox="1008 277 1433 712"> <caption>Accessibility (employment) Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>~79</td> <td>~78</td> </tr> <tr> <td>2007/08</td> <td>80</td> <td>~79</td> </tr> <tr> <td>2008/09</td> <td>~81</td> <td>~80</td> </tr> <tr> <td>2009/10</td> <td>~82</td> <td>~81</td> </tr> <tr> <td>2010/11</td> <td>~85</td> <td>~84</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	~79	~78	2007/08	80	~79	2008/09	~81	~80	2009/10	~82	~81	2010/11	~85	~84
Year	Actual (%)	Target (%)																		
2006/07	~79	~78																		
2007/08	80	~79																		
2008/09	~81	~80																		
2009/10	~82	~81																		
2010/11	~85	~84																		
Description		<p>Percentage of the population within 30 minutes travel time by public transport of Derriford Hospital and Tamar Science Park between 7am and 9am as determined by the Accession software.</p> <p>The Accession program estimates access to chosen destinations by bus services, assuming a 400 metre walking limit to/from the nearest bus stop. The model is run during February or March each year to produce a figure for the financial year.</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
This indicator will become part of NI175 'Access to services and facilities by public transport, walking and cycling'. Targets are set for this in the LAA. Accessibility also contributes to LAA targets for NI151 'Overall employment rate'.	CIP11: Improving accessibility	Delivering accessibility																		
Progress to date																				
<p>An Accessibility Action Plan has been completed for Derriford Hospital, which will improve access to employment opportunities in that area.</p> <p>Accessibility Action Plans have also been completed for the Barne Barton area and for young people, which should deliver better accessibility to an area of relatively high unemployment and to a group which is often socially excluded in terms of mobility.</p> <p>The Northern Connect taxibus service runs into the Tamar Science Park as of 31/3/08. Bus services 46 and 47 also now enter into the Science Park.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: Accessibility Action Plans are being completed for access to health and leisure and for the Devonport area. These will enable easier access to employment at the benefited sites.</p> <p>Other general improvements to the public transport, walking and cycling networks will contribute to better access to employment sites.</p> <p>Risks identified: Changes to commercial bus services could reduce direct connectivity to Derriford from certain areas. This risk may be reduced by taking this into account when reviewing supported services, which is carried out using the same Accession software as for estimating the accessibility indicators.</p>																				

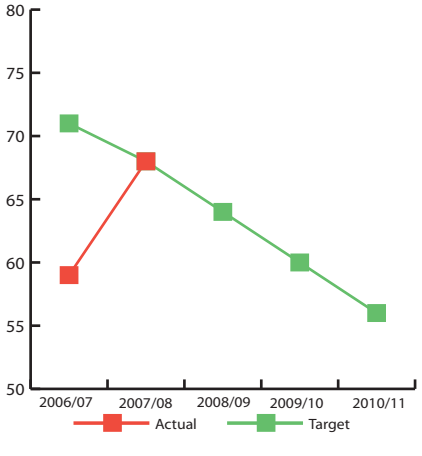
Identifier	Indicator Name	Reported values and targets																		
LTP3	Cycling trips index	 <table border="1" data-bbox="1046 282 1469 723"> <caption>Cycling trips index data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>102.0</td> <td>101.0</td> </tr> <tr> <td>2007/08</td> <td>102.9</td> <td>102.0</td> </tr> <tr> <td>2008/09</td> <td>103.0</td> <td>103.0</td> </tr> <tr> <td>2009/10</td> <td>104.0</td> <td>104.0</td> </tr> <tr> <td>2010/11</td> <td>105.0</td> <td>105.0</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	102.0	101.0	2007/08	102.9	102.0	2008/09	103.0	103.0	2009/10	104.0	104.0	2010/11	105.0	105.0
Year	Actual	Target																		
2006/07	102.0	101.0																		
2007/08	102.9	102.0																		
2008/09	103.0	103.0																		
2009/10	104.0	104.0																		
2010/11	105.0	105.0																		
Description																				
<p>Annualised index of cycling trips recorded at 7 sites around the city.</p> <p>Cycling trips are continuously monitored by 12 automatic cycle counters around Plymouth. Of these, 7 were chosen to represent commuting routes (Central Park, Gdynia Way, Tavistock Road East, Embankment Road, Laira Bridge, Tamar Bridge and Plymouth Road). Taking the base year of 2005/06 to be 100, the total number of cycles recorded at these sites is given as an index relative to that year.</p>		<table border="1" data-bbox="1046 745 1469 819"> <tr> <td data-bbox="1046 745 1257 819">2007/08 value:</td> <td data-bbox="1257 745 1469 819">103.7</td> </tr> </table>	2007/08 value:	103.7																
2007/08 value:	103.7																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
<p>This indicator provides evidence of sustainable growth in travel demand. It will also impact on the local indicator 'Percentage of adult population participating in 30 minutes of moderate physical activity once a week.'</p>	<p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion</p> <p>Better air quality</p>																		
Progress to date																				
<p>A Strategic Cycle Network has been set out in partnership with the Cyclists' Touring Club and approved by the Plymouth Cycle Forum. A flagship route will be identified for a pilot project.</p> <p>The 'Bike Links' scheme, which encourages cycling to work, has been set up.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: Priority will be given to filling in gaps in the existing cycle network.</p> <p>The Eastern Corridor Major Scheme includes off-road provision for cycling.</p> <p>The 'Plymgo' travel information website will include information on cycling.</p> <p>Risks identified: The location of much new development in peripheral locations may slow the rate of growth of cycle trips. This risk is minimised by the provision of good quality segregated cycle routes such as those planned for the Eastern Corridor and the future projection of the Strategic Cycle Network.</p>																				

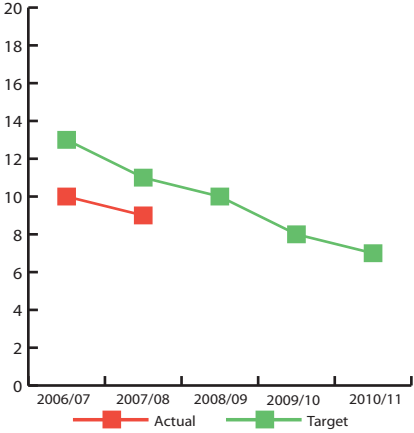
Identifier	Indicator Name	Reported values and targets																		
LTP4a	Percentage of journeys to school by car (5-10 years)	<table border="1"> <caption>Actual vs Target Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>27</td> <td>43</td> </tr> <tr> <td>2007/08</td> <td>32</td> <td>43</td> </tr> <tr> <td>2008/09</td> <td>43</td> <td>43</td> </tr> <tr> <td>2009/10</td> <td>43</td> <td>43</td> </tr> <tr> <td>2010/11</td> <td>43</td> <td>43</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	27	43	2007/08	32	43	2008/09	43	43	2009/10	43	43	2010/11	43	43
Year	Actual (%)	Target (%)																		
2006/07	27	43																		
2007/08	32	43																		
2008/09	43	43																		
2009/10	43	43																		
2010/11	43	43																		
Description		<p>2007/08 value: 32%</p>																		
<p>Percentage of 5 to 10 year old children whose usual mode of travel to school is car.</p>	<p>This is measured by means of the School Census carried out in August.</p>																			
<p>This indicator will become part of NI198 'Children travelling to school – mode of travel usually used'.</p>																				
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
<p>This indicator contributes to the management of congestion and may also have an impact on targets set for NI56 'Obesity among primary school age children in Year 6'.</p>	<p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion</p>																		
Progress to date																				
<p>As of August 2008, 72 of the original 110 schools on which the target was based had travel plans in place. Educational material has been prepared and distributed to all primary schools in the city regarding pedestrian safety. Other walking and cycling improvements will encourage travel to school by those modes.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: PCC expects to have 100% of all School Travel Plans in place by 2010.</p> <p>Risks identified: An increase in car ownership may cause an increase in car use for trips to school. However, the planned combination of School Travel Plans, road safety measures and education and training initiatives should reduce this risk.</p>																				

Identifier	Indicator Name	Reported values and targets																		
LTP4b	Percentage of journeys to school by car (11-16 years)	<table border="1"> <caption>Actual vs Target Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>21</td> <td>23</td> </tr> <tr> <td>2007/08</td> <td>20</td> <td>23</td> </tr> <tr> <td>2008/09</td> <td>23</td> <td>23</td> </tr> <tr> <td>2009/10</td> <td>23</td> <td>23</td> </tr> <tr> <td>2010/11</td> <td>23</td> <td>23</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	21	23	2007/08	20	23	2008/09	23	23	2009/10	23	23	2010/11	23	23
Year	Actual (%)	Target (%)																		
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2007/08	20	23																		
2008/09	23	23																		
2009/10	23	23																		
2010/11	23	23																		
Description																				
<p>Percentage of 11 to 16 year old children whose usual mode of travel to school is car.</p> <p>This is measured by means of the School Census carried out in August.</p> <p>This indicator will become part of NI198 'Children travelling to school – mode of travel usually used'.</p>																				
		<table border="1"> <tr> <td>2007/08 value:</td> <td>20%</td> </tr> </table>	2007/08 value:	20%																
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Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
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<p>As of August 2008, 72 of the original 110 schools on which the target was based had travel plans in place.</p> <p>Other walking and cycling improvements will encourage travel to school by those modes.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: PCC expects to have 100% of all School Travel Plans in place by 2010.</p> <p>Risks identified: An increase in car ownership may cause an increase in car use for trips to school. However, the planned combination of School Travel Plans, road safety measures and education and training initiatives should reduce this risk.</p>																				

Identifier	Indicator Name	Reported values and targets																		
Local 2	Patronage on Community Transport	<table border="1"> <caption>Patronage on Community Transport Data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>~5500</td> <td>~6400</td> </tr> <tr> <td>2007/08</td> <td>~5400</td> <td>~6800</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>~7200</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>~7600</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>~8000</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	~5500	~6400	2007/08	~5400	~6800	2008/09	-	~7200	2009/10	-	~7600	2010/11	-	~8000
Year	Actual	Target																		
2006/07	~5500	~6400																		
2007/08	~5400	~6800																		
2008/09	-	~7200																		
2009/10	-	~7600																		
2010/11	-	~8000																		
Description																				
<p>Total number of passenger journeys per annum on Ring and Ride and Taxi Card services.</p> <p>It is believed that the fall in patronage for these services is attributable to the expansion of bus boarders and low floor buses making mainstream public transport more accessible.</p>		<p>2007/08 value: 5,445 journeys</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
<p>There is no indicator for this in the LAA, but Community Transport contributes to greater accessibility and supports independent adult living, which both have indicators with targets set against them.</p>	<p>CIP11: Improving accessibility</p>	<p>Delivering accessibility</p>																		
Progress to date																				
<p>A Section 106 agreement has secured funding for Community4hire minibus and other community transport improvements in the Millbay area.</p>																				
<p>An Urban Bus Challenge grant has been obtained to carrying out a funding review of Community Transport.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: A study is to be commissioned on developing a strategy for Community Transport for Plymouth, as part of a quartet of studies mapping out the future development of public transport for the next two decades.</p> <p>Risks identified: Further improvements in the accessibility of mainstream public transport may gradually erode the need for community transport; this would become a problem if it threatened the viability and hence the service level of community transport. The study commissioned on these services will be expected to propose means of maximising the effectiveness and value for money of community transport and hence its patronage.</p>																				

Identifier	Indicator Name	Reported values and targets																		
Local 7	Pedestrian trips into the city centre	<table border="1"> <caption>Actual vs Target Data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>~7400</td> <td>~6200</td> </tr> <tr> <td>2007/08</td> <td>8,253</td> <td>~6300</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>~6350</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>~6400</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>~6450</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	~7400	~6200	2007/08	8,253	~6300	2008/09	-	~6350	2009/10	-	~6400	2010/11	-	~6450
Year	Actual	Target																		
2006/07	~7400	~6200																		
2007/08	8,253	~6300																		
2008/09	-	~6350																		
2009/10	-	~6400																		
2010/11	-	~6450																		
Description																				
<p>All pedestrian movements passing through the four subways at North Cross roundabout on the edge of Plymouth City Centre between the railway station and the City Centre.</p> <p>This is measured by an annual survey carried out on one day in August, between 6am and 6pm. August is chosen to filter out the effect of the adjacent University, hence capturing a picture of work-based trips better.</p>		<p>2007/08 value: 8,253</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
This indicator provides evidence of sustainable growth in travel demand. It will also impact on the local indicator 'Percentage of adult population participating in 30 minutes of moderate physical activity once a week.'	CIP12: Accelerating sustainable economic and housing growth	Tackling congestion Better air quality																		
Progress to date																				
<p>New pedestrian signage has been installed around the city centre costing £120,000; £100,000 was funded by the City Centre Company, £1,000 from Safer Stronger Communities and £10,000 from PCC's own funds.</p> <p>Improvements to the Rights of Way network mentioned elsewhere will contribute to the ease of walking.</p> <p>The restoration of the footbridge over Saltash Road will improve pedestrian access to Plymouth railway station.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The 'Plymgo' travel information website will include information on walking.</p> <p>Many of the Mass Action road safety schemes improve the attractiveness of pedestrian routes including the city centre.</p> <p>Risks identified: The flow of pedestrians into the centre still shows strong growth.</p>																				

Identifier	Indicator Name	Reported values and targets																		
BV99a	All persons killed or seriously injured in road traffic accidents	 <table border="1" data-bbox="1010 280 1433 734"> <caption>Reported values and targets</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>59</td> <td>71</td> </tr> <tr> <td>2007/08</td> <td>68</td> <td>68</td> </tr> <tr> <td>2008/09</td> <td>64</td> <td>64</td> </tr> <tr> <td>2009/10</td> <td>60</td> <td>60</td> </tr> <tr> <td>2010/11</td> <td>56</td> <td>56</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	59	71	2007/08	68	68	2008/09	64	64	2009/10	60	60	2010/11	56	56
Year	Actual	Target																		
2006/07	59	71																		
2007/08	68	68																		
2008/09	64	64																		
2009/10	60	60																		
2010/11	56	56																		
Description																				
<p>Total number of people killed or seriously injured during the calendar year 2007.</p> <p>This information is obtained from Devon and Cornwall Police in the form of the Stats19 database, which is independently validated by PCC and DfT.</p> <p>This indicator will become NI47 ' People killed or seriously injured in road traffic accidents'.</p>		<p>2007/08 value: 68</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
<p>No target is set for casualty figures in the LAA, but targeted road safety improvements may contribute to reduction of inequality in life expectancy between different areas.</p>	<p>CIP4: Narrowing the gap between communities</p>	<p>Safer roads</p>																		
Progress to date																				
<p>A total of 44 Local Safety Schemes have been delivered down to August 2008, which have been effectively targeted to maintain the low casualty figures Plymouth has achieved.</p> <p>A number of Mass Action Schemes have also been completed to reduce the probability of accidents involving pedestrians.</p> <p>PCC is a leading contributor to the Devon and Cornwall Safety Camera Partnership. A review of speed limits has been carried out, resulting in a number of safety-related speed limit reductions being imposed.</p> <p>Education, training and publicity initiatives have targeted groups which have been identified from data as being at risk. These include moped riders and drivers in the 17-24 age group and young pedestrians.</p> <p>The motorcycles in bus lanes experimental order has been implemented.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The emphasis will shift in this period from the data-led Local Safety Schemes to the community-led Mass Action Schemes, which improve pedestrian accessibility as well as safety.</p> <p>PCC will contribute £85,000 to invest in new technology for the Safety Camera Partnership.</p> <p>Education, training and publicity initiatives will be targeted at improving decision-making processes of road users.</p> <p>In-house training will ensure that continuity of skills is maintained under the transferral to an external service provider.</p> <p>Risks identified: If Plymouth's planned growth is achieved, the resultant growth in travel demand could increase the number of collisions. This would be mitigated by good provision of public transport, walking and cycling facilities for new development.</p> <p>Increased motorcycle use, whilst desirable for other objectives, is likely to increase the frequency of collisions involving death or serious injury. Changes to roadside furniture and appropriate training will reduce this risk.</p> <p>The non-availability of damage-only accident information reduces the evidence base for targeting road safety measures; however it is believed that many of the most likely spots for vehicle accidents have already been identified and treated.</p>																				

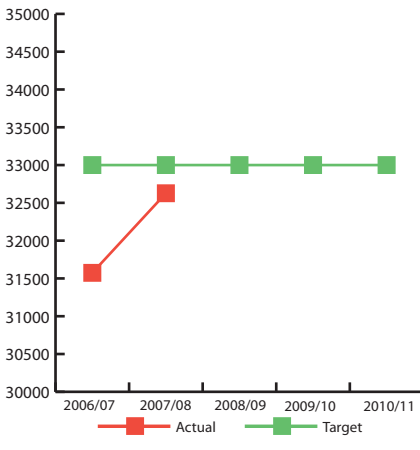
Identifier	Indicator Name	Reported values and targets																		
BV99b	All children killed or seriously injured in road traffic accidents	 <table border="1" data-bbox="1050 282 1465 712"> <caption>Reported values and targets</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>10.2</td> <td>13.2</td> </tr> <tr> <td>2007/08</td> <td>9.0</td> <td>11.2</td> </tr> <tr> <td>2008/09</td> <td></td> <td>10.2</td> </tr> <tr> <td>2009/10</td> <td></td> <td>8.2</td> </tr> <tr> <td>2010/11</td> <td></td> <td>7.2</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	10.2	13.2	2007/08	9.0	11.2	2008/09		10.2	2009/10		8.2	2010/11		7.2
Year	Actual	Target																		
2006/07	10.2	13.2																		
2007/08	9.0	11.2																		
2008/09		10.2																		
2009/10		8.2																		
2010/11		7.2																		
Description																				
<p>Total number of children killed or seriously injured during the calendar year 2007.</p> <p>This information is obtained from Devon and Cornwall Police in the form of the Stats19 database, which is independently validated by PCC and DfT.</p> <p>This indicator will become NI48 'Children killed or seriously injured in road traffic accidents'.</p>		<p>2007/08 value: 9</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
<p>No target is set for casualty figures in the LAA, but targeted road safety improvements may contribute to reduction of inequality in life expectancy between different areas.</p>	<p>CIP4: Narrowing the gap between communities</p>	<p>Safer roads</p>																		
Progress to date																				
<p>A total of 44 Local Safety Schemes have been delivered up to March 2008, which have been effectively targeted to maintain the low casualty figures Plymouth has achieved.</p> <p>A number of Mass Action Schemes have also been completed to reduce the probability of accidents involving pedestrians.</p> <p>PCC is a leading contributor to the Devon and Cornwall Safety Camera Partnership. A review of speed limits has been carried out, resulting in a number of safety-related speed limit reductions being imposed.</p> <p>Education, training and publicity initiatives have targeted groups which have been identified from analysis of data, as being at risk. These include moped riders and drivers in the 17-24 age group and young pedestrians.</p>																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The emphasis will shift in this period from the data-led Local Safety Schemes to the community-led Mass Action Schemes, which improve pedestrian accessibility as well as safety, particularly for children.</p> <p>£85,000 is to be invested in new technology for the Safety Camera Partnership.</p> <p>Education, training and publicity initiatives will be targeted at improving decision-making processes of road users.</p> <p>In-house training will ensure that continuity of skills is maintained under the transferral to an external service provider.</p> <p>Risks identified: If Plymouth's planned growth is achieved, the resultant growth in travel demand could increase the accident rate. This would be mitigated by good provision of public transport, walking and cycling facilities for new development.</p>																				

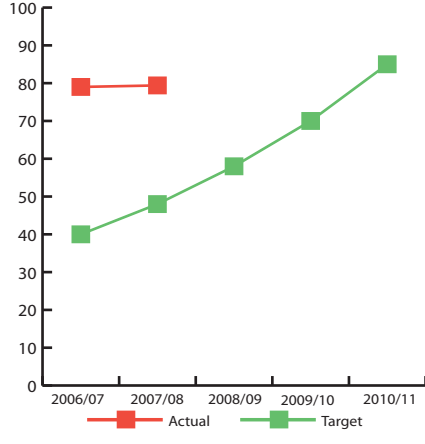
Identifier	Indicator Name	Reported values and targets																			
BV99c	All persons slightly injured in road traffic accidents	<table border="1"> <caption>Reported values and targets data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>1050</td> <td>980</td> </tr> <tr> <td>2007/08</td> <td>1070</td> <td>960</td> </tr> <tr> <td>2008/09</td> <td>950</td> <td>940</td> </tr> <tr> <td>2009/10</td> <td>920</td> <td>920</td> </tr> <tr> <td>2010/11</td> <td>900</td> <td>900</td> </tr> </tbody> </table>		Year	Actual	Target	2006/07	1050	980	2007/08	1070	960	2008/09	950	940	2009/10	920	920	2010/11	900	900
Year	Actual	Target																			
2006/07	1050	980																			
2007/08	1070	960																			
2008/09	950	940																			
2009/10	920	920																			
2010/11	900	900																			
Description		<p data-bbox="113 414 997 548">Total number of people slightly injured during the calendar year 2007. This information is obtained from Devon and Cornwall Police in the form of the Stats19 database, which is independently validated by PCC and DfT.</p>																			
				2007/08 value:	1054																
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																			
No target is set for casualty figures in the LAA, but targeted road safety improvements may contribute to reduction of inequalities in health between different areas.	CIP4: Narrowing the gap between communities	Safer roads																			
Progress to date																					
<p data-bbox="113 1115 1437 1182">A total of 44 Local Safety Schemes have been delivered down to August 2008, which have been effectively targeted to maintain the low casualty figures Plymouth has achieved.</p> <p data-bbox="113 1189 1437 1256">A number of Mass Action Schemes have also been completed to reduce the probability of accidents involving pedestrians.</p> <p data-bbox="113 1263 1437 1330">PCC is a leading contributor to the Devon and Cornwall Safety Camera Partnership. A review of speed limits has been carried out, resulting in a number of safety-related speed limit reductions being imposed.</p> <p data-bbox="113 1337 1437 1404">Education, training and publicity initiatives have targeted groups which have been identified from data as being at risk. These include moped riders and drivers in the 17-24 age group and young pedestrians.</p> <p data-bbox="113 1411 1437 1435">The motorcycles in bus lane experimental order has been implemented.</p>																					
Delivery strategy and risks identified																					
<p data-bbox="113 1489 1437 1624">Delivery strategy: The emphasis will shift in this period from the data-led Local Safety Schemes to the community-led Mass Action Schemes, which improve pedestrian accessibility as well as safety. These will also benefit the rate of slight casualties, as they are not subject to the requirement of needing serious accidents to happen at a site in order to be implemented.</p> <p data-bbox="113 1630 1437 1653">£85,000 is to be invested in new technology for the Safety Camera Partnership.</p> <p data-bbox="113 1659 1437 1727">Education, training and publicity initiatives will be targeted at improving decision-making processes of road users.</p> <p data-bbox="113 1733 1437 1800">In-house training will ensure that continuity of skills is maintained under the transferral to an external service provider.</p> <p data-bbox="113 1845 1437 1935">Risks identified: If Plymouth's planned growth is achieved, the resultant growth in travel demand could increase the accident rate. This would be mitigated by good provision of public transport, walking and cycling facilities for new development.</p> <p data-bbox="113 1942 1437 2009">Increased motorcycle use, whilst desirable for other objectives, is likely to increase severity of accidents. Changes to roadside furniture and appropriate training will reduce this risk.</p> <p data-bbox="113 2016 1437 2105">The non-availability of damage-only accident information reduces the evidence base for targeting road safety measures; however it is believed that many of the most likely spots for vehicle accidents have already been identified and treated.</p>																					

Identifier	Indicator Name	Reported values and targets												
LTP8a(i)	Air quality (Exeter Street)	<table border="1"> <caption>Actual vs Target Data</caption> <thead> <tr> <th>Year</th> <th>Actual (µg/m³)</th> <th>Target (µg/m³)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>~43</td> <td>40</td> </tr> <tr> <td>2007/08</td> <td>37.16</td> <td>40</td> </tr> <tr> <td>2010/11</td> <td>~40</td> <td>40</td> </tr> </tbody> </table>	Year	Actual (µg/m³)	Target (µg/m³)	2006/07	~43	40	2007/08	37.16	40	2010/11	~40	40
Year	Actual (µg/m³)	Target (µg/m³)												
2006/07	~43	40												
2007/08	37.16	40												
2010/11	~40	40												
Description														
Concentration of nitrogen dioxide in the Exeter Street Air Quality Management Area (AQMA) measured in µg/m ³ . This is to be reduced to below the national target of 40 µg/m ³ by 2010.														
		<table border="1"> <tr> <td>2007/08 value:</td> <td>37.16 µg/m³</td> </tr> </table>	2007/08 value:	37.16 µg/m³										
2007/08 value:	37.16 µg/m³													
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed												
This indicator contributes to targets set for NI186 'Per capita CO ₂ emissions in the LA area', if overall pollution levels are decreased.	CIP12: Accelerating sustainable economic and housing growth	Better air quality												
Progress to date														
Off-road cycle facilities have been provided within the Exeter Street AQMA. Two schools in the area have completed Travel Plans.														
Delivery strategy and risks identified														
<p>Delivery strategy: The Eastern Corridor Major scheme will include traffic management and mode shift measures to reduce traffic flow in the AQMA. An air quality assessment will also be carried out. A full business case has been submitted to the second round of the Community Infrastructure Fund for the East End Community Transport scheme to be delivered by March 2011.</p> <p>Parking and delivery restrictions are being considered on both AQMA's.</p> <p>Risks identified: Growth in travel demand may increase emissions. Measures are in place to encourage use of more sustainable modes on the corridors where the two AQMA's are situated. The growth agenda for the City Centre and the city as a whole will require traffic volumes to be managed.</p>														

Identifier	Indicator Name	Reported values and targets																		
LTP8a(ii)	Exeter Street: vehicle flows	<table border="1"> <caption>Vehicle Flow Data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>47,500</td> <td>55,000</td> </tr> <tr> <td>2007/08</td> <td>52,000</td> <td>55,000</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>55,000</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>55,000</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>55,000</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	47,500	55,000	2007/08	52,000	55,000	2008/09	-	55,000	2009/10	-	55,000	2010/11	-	55,000
Year	Actual	Target																		
2006/07	47,500	55,000																		
2007/08	52,000	55,000																		
2008/09	-	55,000																		
2009/10	-	55,000																		
2010/11	-	55,000																		
Description																				
Traffic flow through the Exeter Street Air Quality Management Area, measured in terms of a five day average of vehicles passing both ways, during the month of October.		<table border="1"> <tr> <td>2007/08 value:</td> <td>51,542 vehicles</td> </tr> </table>	2007/08 value:	51,542 vehicles																
2007/08 value:	51,542 vehicles																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
This indicator contributes to targets set for NI186 'Per capita CO2 emissions in the LA area', if overall pollution levels are decreased.	CIP12: Accelerating sustainable economic and housing growth	Better air quality																		
Progress to date																				
Off-road cycle facilities have been provided within the Exeter Street AQMA. Two schools in the area have completed Travel Plans.																				
Delivery strategy and risks identified																				
<p>Delivery strategy: The Eastern Corridor Major scheme will include traffic management and mode shift measures to reduce traffic flow in the AQMA. An air quality assessment will also be carried out. A full business case has been submitted to the second round of the Community Infrastructure Fund for the East End Community Transport scheme to be delivered by March 2011.</p> <p>Parking and delivery restrictions are being considered on both AQMA's.</p> <p>Risks identified: Growth in travel demand may increase emissions. Measures are in place to encourage use of more sustainable modes on the corridors where the two AQMA's are situated. The growth agenda for the City Centre and the city as a whole will require traffic volumes to be managed.</p>																				

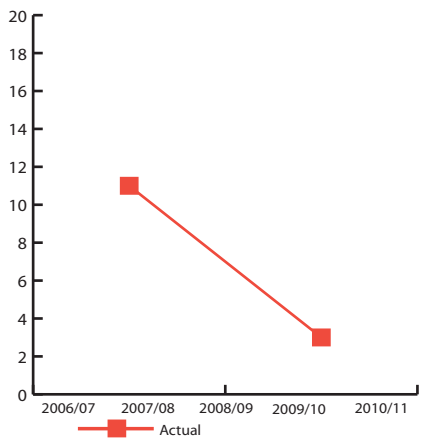
Identifier	Indicator Name	Reported values and targets																		
LTP8b(i)	Air quality (Mutley Plain)	<table border="1"> <caption>Actual vs Target Values</caption> <thead> <tr> <th>Year</th> <th>Actual (µg/m³)</th> <th>Target (µg/m³)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>~49</td> <td>-</td> </tr> <tr> <td>2007/08</td> <td>41.40</td> <td>-</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>-</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>-</td> </tr> <tr> <td>2010/11</td> <td>~40</td> <td>40</td> </tr> </tbody> </table>	Year	Actual (µg/m³)	Target (µg/m³)	2006/07	~49	-	2007/08	41.40	-	2008/09	-	-	2009/10	-	-	2010/11	~40	40
Year	Actual (µg/m³)	Target (µg/m³)																		
2006/07	~49	-																		
2007/08	41.40	-																		
2008/09	-	-																		
2009/10	-	-																		
2010/11	~40	40																		
Description																				
Concentration of nitrogen dioxide in the Mutley Plain Air Quality Management Area (AQMA) measured in µg/m ³ . This is to be reduced to below the national target of 40 µg/m ³ by 2010.																				
		<table border="1"> <tr> <td>2007/08 value:</td> <td>41.40 µg/m³</td> </tr> </table>	2007/08 value:	41.40 µg/m³																
2007/08 value:	41.40 µg/m³																			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
This indicator contributes to targets set for NI186 'Per capita CO ₂ emissions in the LA area', if overall pollution levels are decreased.	CIP12: Accelerating sustainable economic and housing growth	Better air quality																		
Progress to date																				
Roadside emissions monitoring was carried out at this site during March and July 2008. PCC has a 10 year programme to replace its vehicle fleet with Euro V emissions standard vehicles.																				
Delivery strategy and risks identified																				
<p>Delivery strategy: Taxi licensing policy will require Euro III standard by 2010, Euro IV by 2012 and Euro V by 2014, subject to consultation.</p> <p>Tree planting in the area is being considered as a measure to improve air quality.</p> <p>Local measures are to be implemented on Mutley Plain to smooth traffic flow.</p> <p>Risks identified: Growth in travel demand may increase emissions. Measures are in place to encourage use of more sustainable modes on the corridors where the two AQMA's are situated.</p>																				

Identifier	Indicator Name	Reported values and targets		
LTP8b(ii)	Mutley Plain: vehicle flows			
Description				
Traffic flow through the Mutley Plain Air Quality Management Area, measured in terms of a five day average of vehicles passing both ways, during the month of October.		<table border="1"> <tr> <td data-bbox="1007 705 1219 775">2007/08 value:</td> <td data-bbox="1219 705 1428 775">32,627 vehicles</td> </tr> </table>	2007/08 value:	32,627 vehicles
2007/08 value:	32,627 vehicles			
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed		
This indicator contributes to targets set for NI186 'Per capita CO2 emissions in the LA area', if overall pollution levels are decreased.	CIP12: Accelerating sustainable economic and housing growth	Better air quality		
Progress to date				
<p>Detailed traffic modelling has been commissioned for the Northern Corridor, which includes this AQMA, to evaluate public transport and traffic management options. A further study has been commissioned to consider all routes around the AQMA.</p> <p>Two schools in the area have completed Travel Plans.</p>				
Delivery strategy and risks identified				
<p>Delivery strategy: The traffic modelling studies will help identify traffic management and mode shift measures to reduce traffic flow in the AQMA.</p> <p>Parking and delivery restrictions are being considered on both AQMA's.</p> <p>Risks identified: Growth in travel demand may increase emissions. Measures are in place to encourage use of more sustainable modes on the corridors where the two AQMA's are situated.</p>				

Identifier	Indicator Name	Reported values and targets																		
BV178	Percentage of rights of way seen as being easy to use	 <table border="1" data-bbox="1043 282 1469 723"> <caption>Actual vs Target Values</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>79</td> <td>40</td> </tr> <tr> <td>2007/08</td> <td>80</td> <td>48</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>58</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>70</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>85</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2006/07	79	40	2007/08	80	48	2008/09	-	58	2009/10	-	70	2010/11	-	85
Year	Actual (%)	Target (%)																		
2006/07	79	40																		
2007/08	80	48																		
2008/09	-	58																		
2009/10	-	70																		
2010/11	-	85																		
Description		<p data-bbox="161 416 1026 477">Percentage of rights of way, as included in the Definitive Map, which were recorded as being easy to use.</p> <p data-bbox="161 495 994 618">This is determined by a survey, according to the County Surveyors Society methodology. 'Easy to use' is understood to mean adequately signposted, free from obstruction and having the surface and lawful barriers, such as stiles or gates, in good repair.</p>																		
			<p data-bbox="1043 745 1257 808">2007/08 value:</p> <p data-bbox="1265 745 1469 808">79.4%</p>																	
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
Rights of way which are easy to use contribute to good accessibility.	CIP11: Improving accessibility	Delivering accessibility																		
Progress to date																				
<p data-bbox="161 1021 823 1050">Plymouth's updated Definitive Map has been published.</p> <p data-bbox="161 1068 1461 1128">A Local Access Forum has been set up and works with PCC and neighbouring authorities to improve rights of way.</p> <p data-bbox="161 1146 1445 1207">An evidence-based programme of improvements has been identified, which is being implemented. Amongst other benefits, this has greatly improved waymarking.</p> <p data-bbox="161 1225 903 1254">PCC's website now has a dedicated section on Rights of Way.</p>																				
Delivery strategy and risks identified																				
<p data-bbox="161 1312 1461 1373">Delivery strategy: The Rights of Way Improvement Plan is to be completed during 2008. Delivery of the Plan will take place during 2009.</p> <p data-bbox="161 1391 1461 1451">Improvements identified for the ROW network include recording of unrecorded paths; provision of bridleways; better information and improving accessibility to homes and workplaces.</p> <p data-bbox="161 1514 1414 1574">Risks identified: As this indicator is comfortably on target, no significant risks have been identified at this stage.</p>																				

Identifier	Indicator Name	Reported values and targets																			
BV187	Footway condition	<table border="1"> <caption>Footway Condition Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>13.5</td> <td>24.0</td> </tr> <tr> <td>2007/08</td> <td>14.0</td> <td>23.5</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>23.0</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>22.5</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>21.5</td> </tr> </tbody> </table>		Year	Actual (%)	Target (%)	2006/07	13.5	24.0	2007/08	14.0	23.5	2008/09	-	23.0	2009/10	-	22.5	2010/11	-	21.5
Year	Actual (%)	Target (%)																			
2006/07	13.5	24.0																			
2007/08	14.0	23.5																			
2008/09	-	23.0																			
2009/10	-	22.5																			
2010/11	-	21.5																			
Description		2007/08 value: 13.6%																			
<p>Percentage of Category 1, 1a and 2 footway network where structural maintenance should be considered.</p>	<p>Categories 1, 1a and 2 represent the higher category of footway, with high levels of footfall. Condition is determined by Detailed Visual Inspection. A survey is carried out annually by contractor WDM.</p>																				
<p>Percentage of Category 1, 1a and 2 footway network where structural maintenance should be considered.</p> <p>Categories 1, 1a and 2 represent the higher category of footway, with high levels of footfall. Condition is determined by Detailed Visual Inspection. A survey is carried out annually by contractor WDM.</p>																					
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																			
<p>Good condition of footways will contribute to higher levels of walking and public transport use, enabling sustainable growth in travel demand.</p>	<p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion</p> <p>Better air quality</p>																			
Progress to date																					
<p>On-going maintenance and monitoring of footway condition has achieved good performance of this indicator.</p> <p>A draft of the Transport Asset Management Plan (TAMP) has been prepared, taking into account all currently available guidance and local priorities.</p>																					
Delivery strategy and risks identified																					
<p>Delivery strategy: The TAMP will ensure that maintenance of footways is appropriately managed and resourced, and is aligned with corporate objectives.</p> <p>The partnership with Amey will enable the required level of resources and expertise to be deployed on the development and implementation of the TAMP.</p> <p>Risks identified: Reallocation of resources to boost lesser performing areas may reduce funding available for maintenance. Monitoring and reviewing resource allocation will reduce this risk.</p> <p>The risk of severe weather damage will be taken into account in the TAMP and appropriate measures identified.</p> <p>The quality of work carried out by statutory undertakers will need to be carefully monitored to ensure repairs comply with PCC requirements.</p>																					

Identifier	Indicator Name	Reported values and targets																		
BV223	Principal road condition	<table border="1"> <caption>Principal road condition data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>8.2</td> <td>8.2</td> </tr> <tr> <td>2007/08</td> <td>3.1</td> <td>8.2</td> </tr> <tr> <td>2008/09</td> <td>8.2</td> <td>8.2</td> </tr> <tr> <td>2009/10</td> <td>8.2</td> <td>8.2</td> </tr> <tr> <td>2010/11</td> <td>8.2</td> <td>8.2</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	8.2	8.2	2007/08	3.1	8.2	2008/09	8.2	8.2	2009/10	8.2	8.2	2010/11	8.2	8.2
Year	Actual	Target																		
2006/07	8.2	8.2																		
2007/08	3.1	8.2																		
2008/09	8.2	8.2																		
2009/10	8.2	8.2																		
2010/11	8.2	8.2																		
Description		<p>Percentage of the principal road network where structural maintenance should be considered.</p> <p>This is determined using the SCANNER (Surface Condition Assessment for the National Network of Roads) surveys.</p> <p>Slight changes to the methodology for calculating this indicator, to eliminate double counting and false positives, have caused a reduction in this indicator. However, the corresponding value for unclassified roads (BV224b), for which these changes in methodology have not been made, suggests that there is an underlying improvement in maintenance.</p>																		
		<p>2007/08 value: 3.1%</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
Good management of road maintenance will assist in reducing congestion.	CIP12: Accelerating sustainable economic and housing growth	Tackling congestion																		
Progress to date																				
<p>On-going maintenance and monitoring of road condition has achieved good performance of this indicator.</p> <p>A draft of the Transport Asset Management Plan (TAMP) has been prepared, taking into account all currently available guidance and local priorities.</p>																				
Delivery strategy and risks identified																				
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Identifier	Indicator Name	Reported values and targets							
BV224a	Non-principal road condition	 <table border="1" data-bbox="1007 282 1430 723"> <caption>Reported values and targets for BV224a</caption> <thead> <tr> <th>Fiscal Year</th> <th>Value (%)</th> </tr> </thead> <tbody> <tr> <td>2007/08</td> <td>11</td> </tr> <tr> <td>2009/10</td> <td>3.1</td> </tr> </tbody> </table>		Fiscal Year	Value (%)	2007/08	11	2009/10	3.1
Fiscal Year	Value (%)								
2007/08	11								
2009/10	3.1								
Description		<p>Percentage of the non-principal road network where structural maintenance should be considered.</p> <p>This is determined using the SCANNER (Surface Condition Assessment for the National Network of Roads) surveys.</p> <p>Slight changes to the methodology for calculating this indicator, to eliminate double counting and false positives, have caused a reduction in this indicator. However, the corresponding value for unclassified roads (BV224b), for which these changes in methodology have not been made, suggests that there is an underlying improvement in maintenance.</p> <p>No target is set for this indicator.</p>							
<p>Percentage of the non-principal road network where structural maintenance should be considered.</p> <p>This is determined using the SCANNER (Surface Condition Assessment for the National Network of Roads) surveys.</p> <p>Slight changes to the methodology for calculating this indicator, to eliminate double counting and false positives, have caused a reduction in this indicator. However, the corresponding value for unclassified roads (BV224b), for which these changes in methodology have not been made, suggests that there is an underlying improvement in maintenance.</p> <p>No target is set for this indicator.</p>				<p>2007/08 value:</p>	<p>3.1%</p>				
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed							
<p>Good management of road maintenance will assist in reducing congestion.</p>	<p>CIP12: Accelerating sustainable economic and housing growth</p>	<p>Tackling congestion</p>							
Progress to date									
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Identifier	Indicator Name	Reported values and targets																		
BV224b	Unclassified road condition	<table border="1"> <caption>Actual and Target Values for Unclassified Road Condition</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2006/07</td> <td>9.0</td> <td>13.0</td> </tr> <tr> <td>2007/08</td> <td>7.0</td> <td>12.5</td> </tr> <tr> <td>2008/09</td> <td></td> <td>11.5</td> </tr> <tr> <td>2009/10</td> <td></td> <td>10.5</td> </tr> <tr> <td>2010/11</td> <td></td> <td>8.0</td> </tr> </tbody> </table>	Year	Actual	Target	2006/07	9.0	13.0	2007/08	7.0	12.5	2008/09		11.5	2009/10		10.5	2010/11		8.0
Year	Actual	Target																		
2006/07	9.0	13.0																		
2007/08	7.0	12.5																		
2008/09		11.5																		
2009/10		10.5																		
2010/11		8.0																		
Description		<p>Percentage of the unclassified road network where structural maintenance should be considered.</p> <p>This is determined by Coarse Visual Inspection.</p>																		
		<p>2007/08 value: 6.5%</p>																		
Relevance to LAA	Corporate Improvement Priorities	DfT Shared Priorities addressed																		
Good management of road maintenance will assist in reducing congestion.	CIP12: Accelerating sustainable economic and housing growth	Tackling congestion																		
Progress to date																				
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Appendix One

Table of Abbreviations

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AAP	Area Action Plan or Accessibility Action Plan (<i>according to context</i>)
ACC	Automatic Cycle Counter
AQAP	Air Quality Action Plan
ANPR	Automatic Number Plate Recognition
AQMA	Air Quality Management Area
ATC	Automatic Traffic Counter
BVPI	Best Value Performance Indicator
CAA	Comprehensive Area Assessment
CIF	Community Infrastructure Fund
CIP	Corporate Improvement Priorities
D&CSCP	Devon and Cornwall Safety Camera Partnership
DCLG	Department for Local Government and Communities
DfT	Department for Transport
DPD	Development Plan Document
ETP	Education, Training and Publicity
GOSW	Government Office for the South West
LAA	Local Area Agreement
LDF	Local Development Framework
LSP	Local Strategic Partnership
LSS	Local Safety Scheme
LTP(2)	(Second) Local Transport Plan (<i>Note: the use of 'LTP2' to refer to the indicator of that name should not be confused with its use as an abbreviation for the Second Local Transport Plan</i>)
MAS	Mass Action Scheme
MSB	Major Scheme Bid
NHBVBC	National Highways Best Value Benchmarking Club
NI	National Indicator
NMD	Network Management Duty
PCC	Plymouth City Council
PPS	Planning Policy Statement
RFA	Regional Funding Allocation
RoW	Rights of Way
RSS	Regional Spatial Strategy
S106	Section 106 agreement (<i>legal agreement which obliges developers to contribute funding to transport improvements as a condition for obtaining planning permission</i>)
S278	Section 278 agreement (<i>legal agreement which; obligers developers to construct transport improvements as a condition fro obtaining planning permission</i>)
SCS	Sustainable Communities Strategy
STP	School Travel Plan
SPD	Supplementary Planning Document
SWPTI	South West Public Transport Information Ltd.
VMS	Variable Message Sign
WTP	Workplace Travel Plan

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