

# Appendix A

## Summary of Key Differences

between March 2006 Plan and the July 2005 Provisional Plan

### Chapters One - Introduction and Context

#### Chapter Two - Transport Strategy for Devon

- European, National, Regional and Local context of the Plan (Chapter One) presented separately from the Transport Strategy for Devon (Chapter Two)
- European context rewritten to demonstrate linkage to Plan
- Chapters recast to show flow through the layers of policy to Plan objectives
- Additional text provided in relation to Regional Spatial Strategy
- Transport planning policies for Devon included.

#### Chapter Three - Challenges and Objectives

- Revised and additional targets presented in separate Chapter (Chapter Four)
- Consultation process updated
- Traffic Management Duty text expanded and updated
- Demand management section added
- Bus strategy text expanded and updated
- Bus information strategy included
- Accessibility section expanded and updated to include mapping and local accessibility planning
- Road safety section updated to include new arrangements for safety camera funding
- Air Quality section expanded to include proposals for Crediton and Exeter AQMAs.

#### Chapter Four - Performance Management

- New Chapter
- Expanded details of full set of targets with risks and trajectories
- Monitoring and performance management role described
- Value for money assessment explained.

**Chapter Five – Devon Local Transport Plan Programme 2006-2011**

- Programmes developed in light of 2006/07 allocation and planning guidelines for 2007/08 to 2010/11
- Expanded sections for principal urban area programmes explaining challenges, opportunities, and analysis undertaken
- Detailed costed programmes linking schemes to objectives and targets included
- Major scheme details updated to reflect Regional Funding Allocation advice
- Section regarding potential spending of funding above planning guidelines added.

**Chapter Six – Transport Asset Management**

- Expanded and updated to demonstrate progress to date.

**Chapter Seven – Transport Issues and Impacts**

- Taxi and Private Hire Vehicles section expanded in light of discussions at Devon Licensing Officers Forum
- Distribution of freight section updated and expanded to include Regional Freight Map and Freight Quality Partnerships
- Coaches section expanded to include tourism aspects of coach travel
- SEA section updated in light of March 2006 SEA Statement.

**Appendices**

Appendices added to cover the following issues

- Key differences March 2006 Plan / July 2005 Provisional Plan
- Network Management Duty
- Costed five year summary of spending by scheme type
- Summary of number of schemes by scheme type over five year programme
- Summary of location of evidence in relation to assessment criteria
- Department for Transport Mandatory Indicator Proforma.

# Appendix B

## Network Management Duty

### Devon's response to the Traffic Management Act 2004

Devon appointed a Traffic Manager on 1st December 2005 in order to fulfil the requirements of the Traffic Management Act 2004 (TMA) and specifically the Network Management Duty.

#### The process

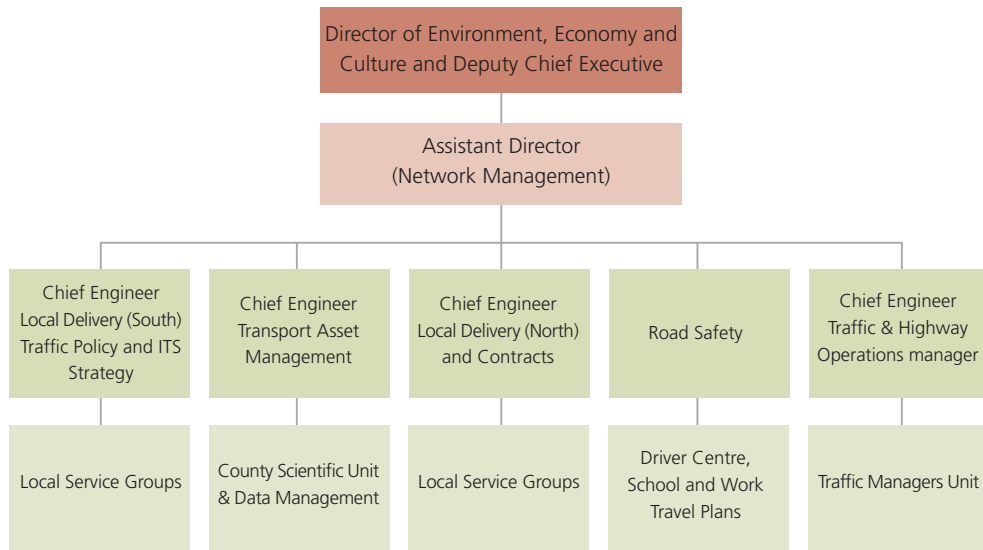
A Senior Manager was seconded to examine the TMA in detail and analyse the impact on the working methods and procedures of the County Council in September 2004 following the enactment of the TMA and prior to the Network Management Duty being activated in January 2005. This resulted in a report to the Executive recommending the creation of four new posts, including the appointment of a Traffic Manager in order to fulfil the requirements of the Act and more specifically the Network Management Duty.

The Environment, Economy and Culture Directorate has been critically examined to identify all works streams, which informed a structure review designed to ensure a separation between operational issues and the Network Management Duty. This separation will ensure the independent operations of the Traffic Manager and provide the ability to demonstrate parity between highway authority activities, utilities and others.

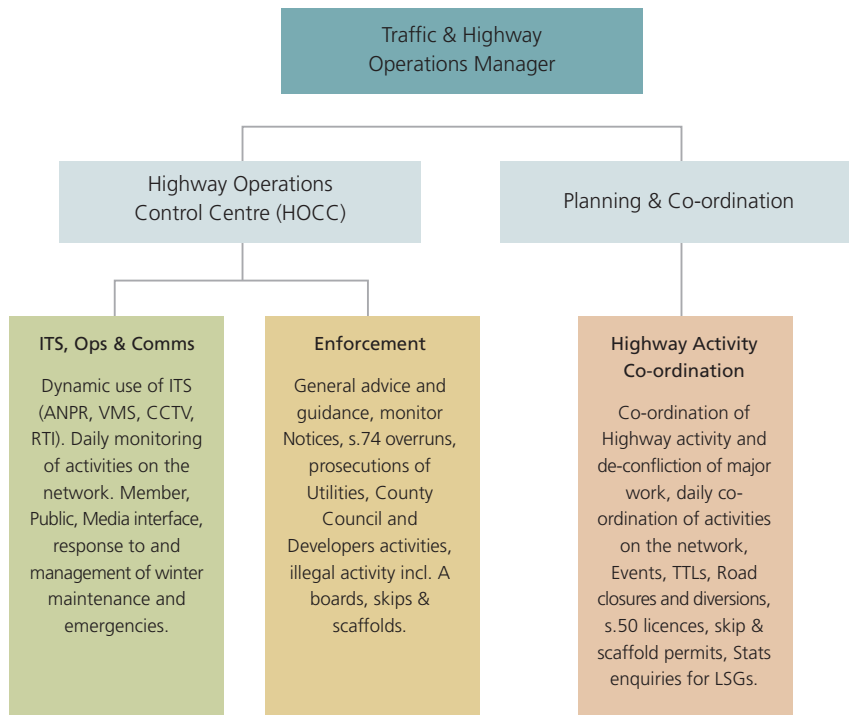
#### The structure

The **Traffic and Highway Operations Manager (THOM)** is a third tier post at Chief Engineer level and is known as the Traffic Manager. The new Network Management Duty role is being discharged through a newly formed team known as the **Traffic Manager's Unit (TMU)** which is a consolidation of the existing Control and Information Room and the Street Works Team. This Unit is separate to and independent of the works commissioning part of the Directorate and as such can operate with impartiality. The Local Service Groups (local delivery) are responsible for managing the Asset, whilst the TMU is responsible for managing the Network. The Street Works Inspectors (LSG based) have also been re-aligned to fall within the Traffic Managers jurisdiction which will enable a cohesive and consistent approach to the TMA. Contact details are available through the website, main switchboard, email ([streetwo@devon.gov.uk](mailto:streetwo@devon.gov.uk)) and has also been published on the DfT website.

## Directorate Structure



## Traffic Manager's Unit



### The role

The THOM is the single focus for all activities and events on the highway network in Devon with the aim of minimising delays to the travelling public and improving the reliability of journey times, especially for public transport, by improving planning and coordination of activities on the network. The TMU will monitor all activity on the network, by making use of Intelligent Transport Systems (ITS) and Information and Communications Technology (ICT), with authority to intervene as required in order to remove blockages and keep traffic moving.

**(a) Co-ordination of activities**

Co-ordinating planned works and events, and communicating information to road users and interested parties will be the primary tasks, which aim to minimise disruption on the network. All planned works such as road works, utility works, developers and Events (e.g. Devon County Show) will be 'Noticed' through the TMU which will aim to de-conflict activities and direct the timing of works to minimise disruption to the travelling public. ICT systems are being developed to automate this process as far as practicably possible and the first version has recently been published to the DCC Internet Homepage and can be found at the following link [http://www9.devon.gov.uk/WIP/default.aspx?&xmlpath:public\\_works.xml](http://www9.devon.gov.uk/WIP/default.aspx?&xmlpath:public_works.xml).

**(b) Network Monitoring**

The existing Control and Information Room is being enhanced to take advantage of new and emerging technology and is being re-branded as the **Highway Operations and Control Centre (HOCC)**. This is to reflect the new and emerging roles and responsibilities of the TMU and the relationship with the Police, Highway Agency's Regional Control Centre and neighbouring highway authorities. Staff will be able to keep traffic moving by making best use of ITS such as Closed Circuit Television, Automatic Number Plate Recognition, Urban Traffic Control etc. The HOCC will direct and control activities, with authority to intervene where necessary to avoid disruption and congestion. A major role will be to ensure that Members and the public are kept informed of activities and events on the network. A web-based browser has been published to the DCC web site and is being further developed to enable anyone to access current and proposed activities on the network. Other tools under development include text messaging, variable message signs and real time information for public transport. Emergencies are handled by the HOCC, in conjunction with the Police and other Agencies, including emergency diversion routes and major weather events.

**(c) Enforcement**

The third part of the new responsibility is the monitoring and enforcement of activities on the network by anyone, including utilities, contractors and the activities of any third party such as the placing of skips and scaffolds and 'A' boards, etc on the public highway. The group will also undertake enforcement in relation to illegal activities under the Highways Act 1980. This role will focus on education and encouraging compliance, with enforcement being a last resort.

**The Traffic Manager's priorities are to:**

- Identify and tackle the causes of traffic congestion
- Coordinate all activities on the network, including road works, streetworks and events to minimise disruption
- Ensure a consistent approach to all works promoters and event organisers in order to provide a level playing field
- Ensure that all highway activities are specified in advance and that road space is reserved for them
- Ensure a consistent standard of reinstatement after roadworks have been completed
- Develop and publish a Network Management Plan
- Work with adjacent authorities to develop cross boundary working
- Continue to Chair the South West Counties Traffic Managers Group with membership from the Region's Traffic Authorities, the Highways Agency and Police

- Continue to develop, in partnership with WDM Ltd, the GIS Windows Information Page, which enables all planned construction works to be actively coordinated. Future developments will include social events (e.g. carnivals and parades), incidents and licences issued under the HA 1980
- Identify needs for further development of the ITS integration tool (Tennet graphical user interface) to bring together all ITS data in a common database and display it on a map in order to integrate real time network data with forward planning data to pro-actively manage the road network
- Develop and implement network operation strategies so appropriate interventions (e.g. diversion routing, route advise, congestion alerts etc) can be instigated in response to changing conditions on the network
- Development of the HOCC, which is at the forefront of the delivery of the Network Management Duty and is currently being updated to accept new ITS equipment in order to actively monitor the network and support the objectives of the TMA
- Ensure the dissemination of timely and quality information to network users and operators to help maximise the efficient use of the network
- Work with the ITS Strategy team and Urban area strategy managers to develop ITS in the major urban areas in support of the congestion strategy
- Revise the Traffic Sensitive Streets document based on the criteria in the Act.

The TMU is designed as three discrete elements which are mutually supporting and have a single sense of purpose. The three elements are:

- Forward planning & Co-ordination and informing policy development
- Day to day, real time management
- Enforcement.

### **Engagement to date**

The THOM has engaged with all sections of the Directorate including consulting partners and the Term Maintenance Contractor by delivering presentations to staff on the aims and objectives of the Act and the responsibilities of staff in applying the Network Management Duty. Staff have been made aware of the draft Noticing requirements and are now being actively encouraged to book road space.

Pro-active coordination is in place with Utility works and Highway works being equally directed for timing and duration.

ICT solutions are under development for the electronic raising of orders and billing of works completed by the County Councils' Term Maintenance Contractor and includes road space booking. The current Term Maintenance Contractor is fully engaged with developing the ICT solutions in order to ensure their requirements are included.

Further work has been carried out in influencing the development of Local Transport Plan schemes and objectives, Bus Punctuality Improvement Plans, the development of the Highway Structural Maintenance five year programme, Casualty & Severity Reduction Schemes, ITS development and development control issues.

Devon's Traffic Manager has been instrumental in setting up a South West Counties Traffic Managers Group (SWCTMG) of 15 authorities, including the HA and Police, to share best practice and ensure closer liaison in order to improve cross boundary/agency working. The group has met on four occasions (at the time of

going to print) and are keen to demonstrate an inter authority/agency approach to the Network Management Duty on a Regional basis.

The opportunity was taken in October, to invite a DfT representative to talk to the group about the Intervention Criteria. This was felt most useful, although no guidance has been published to date.

South West Authorities are at different stages with developing ICT solutions, with Devon being at the forefront with the WiP GIS Windows Information Page being published to the internet prior to Christmas 2005.

The group is working towards producing a Network Management Plan (NMP) template which will encompass the guidance published on the Network Management Duty and Good Practice Advice on Techniques and Approach. Engagement with the Highways Agency and Police has been improved through the group which is leading to improved planning and coordination of planned roadworks, planned diversion routes for emergency events and cross agency handling of emergencies. The National Guidance Framework has been adopted and the Highways Agency is to take the lead in organising the first Transport Operations Research Group in the spring.

The Highways Agency RCC has recently opened and Devon is developing working arrangements through the production of a Detailed Local Operating Agreement (DLOA).

Devon chairs the Standing Committee on Traffic and Safety, consisting of Devon, Cornwall, Plymouth, Torbay, Highway Agency and Police, which commissioned a working group to develop a document entitled 'Operating the Network'. This is in draft at the current time and will inform the NMP and DLOA.

The two major Bus Operators in Devon have signed up to a Bus Quality Partnership and have recently been engaged with a view to preparing a Bus Punctuality Improvement Plan. The THOM is influencing the development of the BPIP by identifying 'hot spots' which cause bus delays or potentially interfere with reliability. These 'hot spots' are then included within the Local Transport Plan programme of schemes in the normal way. The HOCC will also be pro-active in improving bus punctuality by monitoring traffic flow on the network and reacting to evolving situations in order to reduce delays.

## Network Management Duty

### **Network Hierarchy**

The County Council has developed a series of route management strategies as part of the DLTP in order to identify and address the needs of all road users including pedestrians. Strategies have been developed in the first Local Transport Plan including walking, cycling, bus and rail. The High Quality Road Network was developed to reflect the type and volume of use and to ensure the correct level of maintenance is applied to the network. The Hierarchy is published in the Devon Structure Plan First Review and the Highway Maintenance Strategic Plan and is not replicated here. The Hierarchy will also be included in the NMP.

### **Traffic Sensitive Streets**

Traffic Sensitive Streets were published in a document dated June 1994 and revised in January 2004 and will be further revised in light of the new definitions when finalised.

Traffic Sensitive Streets are available on the internal WiP in order to aid in planning and programming.

### **Performance Management**

Devon County Council is committed to performance management and has purchased an ICT solution (Spar.Net) to help with the management of Performance Indicators. Performance Indicators are being developed by the Government, so the SWCTMG has agreed to await the publication of those before examining the need for new indicators.

### **Contingency planning**

Devon has a comprehensive Winter Maintenance and Emergencies Plan which has evolved over many years and was last tested during the snow event of 24/25 November 2005. This document will be reviewed and revised in light of the Network Management Duty and will be re-published for the commencement of the winter season (1st October 2006).

Planning for winter maintenance and emergencies in conjunction with the HA and the Police is developing by playing an active role in the HA 'Snow Desk' exercise and hot and cold de-briefs following major weather events and incidents.

Devon has undertaken a comprehensive review of the Principal Road Network and has identified planned diversion routes to cater for planned and un-planned events on the highway. Included within the contingency planning remit are locations of rest centres for use in the event of a major emergency. This is being shared with the HA in order to develop signing requirements on the trunk road network for activation during a major event.

A template for presenting planned diversion routes and protocols for implementing signing and maintenance of such routes is being developed by the SWCTMG. This will include issues such as salting diversion routes off the pre-salting network and traffic calming guidance, particularly for abnormal roads.

### **Parity**

Devon is committed to dealing with all works, activities and events promoters with parity. This will be achieved by applying the same rule set to all promoters of work or events without favour. This does not mean to say that there is not flexibility. One of Devon's seven primary goals is **'to achieve a prosperous Devon'**. In this context, it is envisaged that every effort will be made to assist promoters of work within the bounds of the regulations whilst minimising the economic impact of local businesses and communities.

Devon has gained a reputation for applying the New Roads and Street Works Act (NRSWA) with rigour and in order to demonstrate parity, all works promoted by Devon County Council, and delivered by the Term Maintenance Contractor, are now being managed in a similar way. Works are required to be planned well in advance and the current guidance on Noticing periods are being applied. Noticing periods are also being applied to developers, in particular where s.106 agreements are in place. The Streetworks Inspector's role is being expanded to include all other activities, including highway activities, with their job title being changed to 'Highway Enforcement Officer' in order to reflect this role.

Devon is currently preparing the new Highway Term Maintenance Contract (HTMC) which will commence on 1st April 2007. The new HTMC will include reference to both the NRSWA and the TMA. The contractor will be advised that they will be considered as a Utility when working on the highway and will be required to adhere to the same rules and regulations as any other Utility under the NRSWA 1991 and the TMA 2004. The process of Noticing and enforcement will be managed by the TMU, external to and separate from the HTMC. Fines and FPN's will be applied as a shadow system, with a parallel system of 'prosecution' managed

through contractual partnership arrangements within the Contract. Through this process the levels of fines applied to Utilities will also be similarly applied to the Term Maintenance Contractor via the Contract.

### **Congestion, Demand Management and ITS**

Devon County Council's strategies for addressing congestion, managing demand for travel and for the development, implementation and use of Intelligent Transport Systems are included in the congestion section of Chapter 3. The role of the TMU in delivering these strategies is highlighted.

### **Trends**

Devon has for many years produced a 'Road Transport and Casualty Statistics' document aimed at informing on traffic and accident growth and trends. This document will become crucial in the application of the Network Management Plan and delivering the Network Management Duty.

### **Emergency planning**

The responsibility for managing emergencies lies with a number of authorities including the Police, Devon County Council and the Highways Agency for the trunk road network. Relationships between the different agencies and adjoining authorities will be developed in order to ensure a consistent approach.

### **Future activities**

At this stage, District Councils have not been directly engaged by the THOM to discuss the aims and objectives of the TMA. Each District is however engaged by the Local Service Groups, whose boundaries are coterminous with the Districts, to encourage a 'joined up approach' to all local authority activities in order to minimise traffic disruption. Typical examples are refuse collection and street sweeping.

### **Monitoring**

Indicators to be used for monitoring the application of the Network Management Duty are:

LTP6 – Changes in peak period traffic flows to urban centres

LTP7 – Congestion (vehicle delay)

BVPI100 – Temporary Road Closures

The South West Counties Traffic Managers Group have considered some potential indicators but have reported that no further work will be done at this stage and will await the production of National Indicators within the Intervention Criteria.





# Appendix E

## Assessment Criteria

The Government's assessment of Local Transport Plans will cover three elements – quality of planning, impact of targets and deliverability.

The Government will focus the assessment of quality of planning on the following criteria and sub-criteria. The table below provides a guide to the location of relevant evidence within the Devon Local Transport Plan.

| Assessment Criteria   | Location of Evidence   |
|---|--|
| <p><b>Context</b> - The consistency of a plan's objectives, targets and programmes with the wider policy and planning context. The Government will in particular look for evidence that:</p>  |  |
| <p>The Plan reflects the long-term vision of local authorities serving the plan area, and a long term local transport strategy consistent with that vision.</p>   | <p>Chapter 1 discusses the local context for the Transport Strategy for Devon. Key overarching documents which have influenced the shaping of the long term local transport vision (Chapter 2) and resultant strategy include the 'Community Strategy for Devon', 'The Devon County Council Strategic Plan 2006-11' and Devon Structure Plan.</p>  |
| <p>The delivery programme, and LTP objectives and targets, are consistent with the full range of local policy aims and objective and the outputs of the wider local corporate planning framework (e.g. corporate plans, community strategies and Best Value performance plans).</p> | <p>The Plan brings together the various strands of transport policy which sit within the local corporate planning framework in Chapters 2 and 3. The targets proposed in Chapter 4 build upon existing BVPI and PSA targets, stretching horizon years wherever necessary to fit the life span of the plan. Careful linking of LTP targets and other performance targets will lead to increased efficiency in monitoring.</p>           |
| <p>The Plan will influence, and will therefore be broadly consistent with, other decisions of local authorities in the area covered by the LTP - for example, in housing, planning, economic development, education and social services.</p>  | <p>The Plan has been designed to ensure that key transport policies are not lost when the Structure Plan lapses and is replaced by the emerging Regional Spatial Plan (Chapter 2).</p>   |
| <p>The Plan is broadly consistent with, and will influence the development of, spatial planning and economic development strategies produced at the regional level.</p>   | <p>The emerging Regional Spatial Plan and Local Transport Plan are inextricably linked. Examples of linkages include the area strategies for the Exeter and Plymouth sub regions (including the new communities of Sherford and Cranbrook) in Chapter 5. The Regional Spatial Plan will provide the drivers supporting economic growth, regeneration and enabling sustainable development in the main urban and strategic centres.</p> |

| Assessment Criteria  | Location of Evidence   |
|--|--|
| <p>The Plan is consistent with relevant national-level policies - in particular as they relate to strategic transport networks and their users, the environment, sustainable communities and economic development.</p>       | <p>Prior to discussing the national level policies, which have influenced the Plan such as the shared priorities for transport and PSA objectives, we also refer to European level policy, particularly the role of Devon's transport infrastructure in the Trans European Transport Network (Chapter 1).</p>  |
| <p><b>Analysis</b> - The Plan is built on a sound analysis of local transport problems and opportunities. The Government will in particular look for evidence that:</p>  |  |
| <p>The Plan contains appropriate analysis relating not only to existing local transport problems, but also to possible emerging problems, and to opportunities to deliver a better quality of life to local communities.</p> | <p>A mix of qualitative and quantitative analysis underpins the understanding of local challenges and resultant objectives in Chapter 3. Historical data has been interrogated to inform target and trajectory setting in Chapter 4.</p>   |
| <p>The Plan's analysis of problems and opportunities is fully informed by the existing evidence base, including the past experience of the Plan authorities and others.</p>  | <p>In conjunction with the above, we utilised the DfT procured benchmarking analysis of Provisional Local Transport Plan targets available from The Local Transport Planning Network website (Chapter 4). This allowed us to establish how our targets sat in a national picture. A key part of the consultation process has been the involvement of our District partners, both in identifying issues and shaping the contents of the Plan (Chapter 3). We have had discussions with all our neighbouring authorities (Chapter 7) to understand local problems and opportunities.</p> |
| <p>The Plan's analysis avoids making assumptions that are not necessarily supported by evidence.</p>   | <p>Care has been taken to avoid assumptions being made where evidence is lacking or does not exist. Each objective and the resultant targets set in the plan have evidence base behind their inclusion.</p>  |
| <p>The Plan's analysis is informed by consideration of the full range of people, communities, public services and businesses affected by the Plan.</p>   | <p>The extensive consultation process undertaken during 2004 and 2005 is documented in Chapter 3. Consultation ranged from on-street interviews to panel hearings with interested bodies, and from online questionnaires to town council focus groups.</p> <p>The consultation process resulted in the setting of three additional objectives to those relating to the shared priorities by DfT (Chapter 3).</p>   |

| Assessment Criteria   | Location of Evidence   |
|---|--|
| <p>The Plan addresses problems and opportunities across the full range of transport modes used in the area - including car travel, walking, cycling, public transport, taxis and private hire travel, distribution of freight, the use of public service vehicles, coach travel, motorcycling, wheelchair use and horse riding.</p> | <p>In conjunction with the identification of challenges and objectives in Chapter 3, specific reference is made to the problems and opportunities facing individual modes by area in Chapter 5. Issues facing taxis, freight and coach travel are also addressed in Chapter 7.</p>   |
| <p>The Plan makes appropriate use of analytical techniques (e.g. modelling and accessibility planning), and air quality assessment.</p>   | <p>A range of analytical techniques have been deployed to inform the policies set in the Plan. Conventional statistical analysis has been utilised in conjunction with more specialist modelling in the understanding of existing challenges and setting appropriate targets. Internally we have utilised the Accession accessibility analysis software to inform our Accessibility Strategy. We have also sought air quality modelling assistance externally from Exeter University to assist in understanding the complex issues of air quality.</p> |
| <p>The Plan demonstrates that the environmental impact of Plan schemes and policies has been fully considered and that the LTP will take opportunities to improve the environment (e.g. through the inclusion of selected analysis produced in support of a Strategic Environmental Assessment).</p>                                | <p>Strategic Environmental Assessment (SEA) has been undertaken on the LTP and shaped its formulation (see Chapter 7). At the end of each objective in Chapter 5 a summary of the key points raised is provided. The SEA has been undertaken by a designated Officer specifically responsible for SEA.</p>   |
| <p><b>Maximising value from resources</b> - The Plan will deliver the best possible results, given the likely availability of public funds and the current state of infrastructure and transport services. The Government will in particular look for evidence that:</p>  |  |
| <p>The Plan analysis has sought to identify and prioritise the local transport policies and schemes that would deliver the best possible value for money.</p>   | <p>In order to prioritise potential policies and schemes DCC have developed a system for appraisal called OTAR and is fully documented in Chapter 4.</p>   |
| <p>Every opportunity will be taken to make the best use of existing assets, both to avoid the need for new or upgraded infrastructure and to maximise the benefits of new or upgraded infrastructure.</p>   | <p>Chapter 6 provides detail of the Asset Management Plan which includes such matters.</p>   |
| <p>The Plan would maintain assets in a cost-effective way, and that asset maintenance will be informed by LTP objectives and targets.</p>   | <p>Chapter 6 provides detail of the Asset Management Plan which includes such details.</p>   |

| Assessment Criteria   | Location of Evidence  |
|---|---|
| The Plan adequately considers (in the context of local circumstances) a range of potential options for delivering congestion, pollution and road safety benefits through managing demand for travel by road and influencing travel behaviour. | Issues relating to demand for travel and travel behaviour are covered throughout the Plan, specifically Chapter 3, Objective 1 and the area strategies proposed in Chapter 5.   |
| The Plan demonstrates how the Network Management duty will be implemented in a way that will maximise the value of existing transport networks.   | Chapter 3, Objective 1 and Appendix B document how the Network Management Duty will be implemented.   |
| The Plan is not just a capital investment plan, but demonstrates how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets.  | The importance of non capital investment is not underestimated and is documented throughout the Plan. Indicative revenue funding is shown in Chapter 5.   |
| The Plan is framed in a way that is consistent with a realistic view of funding from all sources - including the 'planning guidelines' provided by the Department - and does not contain unfunded aspirations.                                | Chapter 5 provides an overview of our proposed programmes which have been based around the 'planning guidelines' set by DfT. An indication of how reward funding (potentially extra 25%) would be spent is provided in Chapter 5.   |
| The Plan will implement a robust and effective approach to budgeting, the control of costs, and the securing of partnership funding from non-LTP sources.   | Chapter 4 and Chapter 5 document how non LTP funding will be sought and how costs and budgeting will be controlled. We will particularly look towards private sector funding to assist in delivering schemes eg. from transport operators and developers.   |
| <b>Involvement</b> - The effectiveness of consultation and involvement of stakeholders in local transport. The Government will in particular look for evidence that:  |   |
| The Plan has been developed with the full and active participation of all relevant tiers of local government and all relevant departments or divisions within local authorities.  | The Plan has been shaped by all tiers of Local Government. Close working with GoSW has particularly informed the revised content and structure of the document from the provisional plan submitted in 2005. Full internal discussion has taken place at a County level between both Members and Officers. Our District partners have been involved throughout the development of the Plan, particularly with regard the shaping of Programmes and area strategies. Town and Parish councils were also involved at an early stage through extensive meetings with Town Clerks (Chapter 3). |

| Assessment Criteria   | Location of Evidence   |
|---|--|
| The Plan has been developed in a way that fully addresses local transport needs and opportunities across administrative boundaries.   | In conjunction with regular cross boundary liaison specific meetings have taken place to discuss issues for inclusion in the Plan (Chapter 7). Examples have included close working with Plymouth City Council to develop The Plymouth Sub-Region strategy in Chapter 5. |
| The Plan has been developed with the active involvement of a wide range of interested local stakeholders - including companies delivering transport services, other local businesses, local public services, local communities and special interest groups - and where possible makes use of existing consultative and planning bodies (e.g. Local Strategic Partnerships, Rural Transport Partnerships). | Our extensive consultation with a wide range of stakeholders is documented in Chapter 3. Stakeholder involvement has been vital in the shaping of the Plan, especially through written feedback and involvement in Panel Hearings.                                       |
| The Plan's policies and schemes with impacts on strategic transport networks have been developed with the other responsible agencies (e.g. the Highways Agency, other DfT delivery agencies, rail industry bodies, freight operators, operators of coach services).   | The impacts of the Plan's policies and schemes have developed through dialogue with other responsible agencies. Examples include the proposed new communities at Sherford and Cranbrook, and other development planned in the main urban areas (see Chapters 5 & 7).     |
| <b>Performance management</b> - The robustness and quality of the process for setting and monitoring local targets and trajectories. The Government will in particular look for evidence that:  |  |
| The Plan targets have been set in a way that reflects the transport aims and objectives of the local authority or authorities involved, and the wider policy and planning context, instead of (for example) a predetermined transport investment programme.   | In order to monitor progress towards meeting our objectives, we have ensured that each Objective has associated targets (see Chapters 3 & 4).  |
| Development of the Plan has brought about a robust system for reviewing LTP targets to ensure they are, and will remain, realistic and challenging.   | All targets will be measured and reviewed on a regular basis (Chapter 4). If necessary, targets/specific trajectories will be revised, with any changes being discussed with GoSW and stated in future progress reports.   |
| The Plan targets will measure outcomes directly, or measure outputs demonstrably related to outcomes.   | All the targets proposed relate to specific outputs, with trajectories and targets linking to the delivery of specific programmes.   |
| The Plan will include all relevant mandatory targets and indicators.  | All mandatory targets and indicators are provided in Appendix F and Chapter 4.   |

| Assessment Criteria   | Location of Evidence   |
|---|--|
| The Plan targets will be accompanied where possible by year by year trajectories, and a robust process will be in place for setting these trajectories and monitoring performance against those trajectories.   | Chapter 4 and Appendix F provide information regarding year by year trajectories for targets. As stated in Chapter 4 a robust monitoring regime will be followed in order to provide intermediate information throughout the year.   |
| The Plan targets identify how the targets will be achieved, the key risks to the achievement of the targets, and how those risks will be managed.   | Each target in Chapter 4 has been broken down to identify: the definition of the target; the rationale for its inclusion; a brief overview of how it will be monitored; the risks involved in monitoring; how the risks will be minimised; examples of the actions proposed to meet these targets and the stakeholders involved in meeting the target. |
| <b>Priorities</b> - The extent to which the identified shared priorities, and the identified quality of life issues, have driven the development of the LTP delivery programme, objectives and targets. The Government will in particular look for evidence that:   |  |
| The Plan contains evidence that the developing accessibility strategy will deliver accessibility objectives, and will ensure those strategies and objectives are addressed by the wider local policy and planning agenda.   | The accessibility strategy is fully documented in Chapter 3, Objective 2 with further information being available via a web link.  |
| The Plan convincingly addresses current and emerging congestion problems using a range of policy tools (or provides convincing evidence that there are no such problems), and ensures that the need to address congestion levels is addressed by the wider local policy and planning agenda.  | The proposals for addressing congestion are provided in Chapter 3, Objective 1. Area specific issues and proposals are documented further in Chapter 5.  |
| The Plan convincingly addresses current and emerging air quality problems - especially those in Air Quality Management Areas - that are related to local transport (or provides evidence that there are no such problems), and ensures that local transport related air quality problems are addressed by the wider local policy and planning agenda. | The importance of emerging air quality problems and concerns as well as proposals for measures to tackle air quality issues are documented in Chapter 3, Objective 4 and Chapter 5.  |
| The Plan will convincingly deliver better road safety outcomes, especially for vulnerable road users, through a range of policy tools, and ensures that the road safety objectives are addressed by the wider local policy and planning agenda.   | Significant improvements to road safety have been made in recent years and the strategy to continue improving road safety is included in Chapter 3, Objective 3.   |
| Evidence related to the impact of targets is included in Chapter 4.   |  |
| A delivery report to be submitted in July 2006 will consider delivery over the whole of the first Local Transport Plan period 2001-2006. The evidence contained in this delivery report will form the basis of the deliverability assessment.   |  |

# Appendix F

## Mandatory Indicator Proforma

| Indicator  | Unit   | Base Data  | Source  | Actual Figures | Trajectory     | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | Notes   |
|--|--|--|---------|----------------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---|
| LTP6 - Changes in peak period traffic flows to urban centres | on time  | Percentage   | 2010/11 | 71.9           | Trajectory     | N/A     | N/A     | 71.9*   | 74.5    | 77.1    | 79.7    | 82.2    | 84.8    | The figure for 2005/06 is still provisional, however is unlikely to change significantly. The trajectory has been set based on a target of 90% reliability in 2012/13   |
|  | % of buses on time at intermediate turning points      | Percentage   | 2010/11 | 60.2           | Actual Figures | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | The figure for 2005/06 is still provisional, however is unlikely to change significantly. The trajectory has been set based on a target of 90% reliability in 2012/13   |
|  | % of buses on time at non-timing points                | Percentage   | 2010/11 | 81.5           | Trajectory     | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | The figure for 2005/06 is still provisional, however is unlikely to change significantly. The trajectory has been set based on a target of 90% reliability in 2012/13   |
|  | Average excess waiting time on frequent service routes | Minutes  | 2010/11 | 1.84           | Actual Figures | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | The figure for 2005/06 is still provisional, however is unlikely to change significantly. The trajectory has been set based on a target of 1.25 minutes in 2012/13  |
| LTP7 - Congestion  | Area 1 Exeter  | Vehicle numbers or % of all journeys that are car driver | 2010/11 | 2277           | Actual Figures | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | Traffic is collected at 7 locations across the city and an average daily flow per link calculated. A baseline of 2003/04 has been chosen as historical trend data should be used to inform the trajectory                             |
|  | Area 2   |  | 2010/11 | 2277           | Trajectory     | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |   |
|  | Area 3   |  | 2010/11 | 2277           | Actual Figures | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |   |
|  |  |  | 2010/11 | 2277           | Trajectory     | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |   |
| LTP8 - An air quality target related to traffic              | Traffic levels in                                      | N/A  | 2005/06 | 2277           | Actual Figures | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | DCC is not required to report this indicator however ANPR cameras have been installed in several settlements across the County. DCC have therefore adopted this measure as a local indicator for Exeter, Newton Abbot and Barnstaple. |
|  | quality target related to traffic                      | Vehicle numbers  | 2010/11 | 2277           | Trajectory     | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | DCC will use LTP6 as an indicator for this measure as vehicle numbers in AQMA sites are included in the calculation.  |



**LTP2 Mandatory Indicators Pro-Forma**

**LTP**

**Devon**

| Core Indicator  | Definitions  | Year Type | Units                       | Value     | Year      |             | Actual and Trajectory Data |           |         |           |         |           |         |           |         |           | Notes   |           |         |           |         |   |
|---|--|-----------|-----------------------------|-----------|-----------|-------------|----------------------------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|---|
|   |  |           |                             |           | Base Data | Target Data | 2003/04                    | 2004/05   | 2005/06 | 2006/07   | 2007/08 | 2008/09   | 2009/10 | 2010/11   |         |           |         |           |         |           |         |   |
| Road Condition<br>(% of network in need of further investigation) | (1) Principal Roads - BVP1223  | Financial | Percentage                  | 6.00%     | 2004/05   | 6.00%       | 2003/04                    | 5.78%     | 2004/05 | 6.00%     | 2005/06 | 6.00%     | 2006/07 | 6.00%     | 2007/08 | 5.50%     | 2008/09 | 5.25%     | 2009/10 | 5.00%     | 2010/11 | * Denotes provisional figure. 2003/04 figure based on different survey methodology  |
|   |  |           |                             | 5.00%     | 2010/11   | 2003/04     | 5.00%                      | 2004/05   | 5.00%   | 2005/06   | 5.00%   | 2006/07   | 5.75%   | 2007/08   | 5.50%   | 2008/09   | 5.25%   | 2009/10   | 5.00%   | 2010/11   |         |   |
|   |  | Financial | Percentage                  |           | 2005/06   |             | 2005/06                    |           | 2005/06 |           | 2005/06 |           | 2006/07 |           | 2006/07 |           | 2006/07 |           | 2006/07 |           | 2006/07 |   |
| Total killed and seriously injured casualties - BVP199(x)         | (2) Classified, non-principal roads - BVP1224a                             | Financial | Percentage                  | 22.70%    | 2003/04   | 22.70%      | 2003/04                    | 22.70%    | 2004/05 | 17.4%*    | 2005/06 | 17.4%*    | 2006/07 | 17.4%*    | 2007/08 | 17.4%*    | 2008/09 | 17.4%*    | 2009/10 | 17.4%*    | 2010/11 | Each year, 25% of the network is surveyed therefore target and trajectories are based on 4 year rolling average.  |
|   |  |           |                             | <25%      | 2010/11   | 2003/04     | <25%                       | 2004/05   | <25%    | 2005/06   | <25%    | 2006/07   | <25%    | 2007/08   | <25%    | 2008/09   | <25%    | 2009/10   | <25%    | 2010/11   |         |   |
|   |  | Calendar  | Casualties                  |           | 1994-98   |             | 1994-98                    | 514       | 2003    | 363       | 2004    | 282       | 2005    | 274       | 2006    | 265       | 2007    | 248       | 2008    | 240       | 2009    | 231   |
| Child killed and seriously injured casualties - BVP199(y)         | (3) Unclassified roads - BVP1224b  | Calendar  | Casualties                  | 51        | 1994-98   | 51          | 1994-98                    | 51        | 2003    | 30        | 2005    | 30        | 2006    | 30        | 2007    | 30        | 2008    | 30        | 2009    | 30        | 2010    | *Denotes provisional figure   |
|   |  |           |                             | 25        | 2010      | 2003        | 25                         | 2004      | 25      | 2005      | 25      | 2006      | 25      | 2007      | 25      | 2008      | 25      | 2009      | 25      | 2010      |         |   |
|   |  | Calendar  | Casualties                  |           | 2003-05   |             | 2003-05                    | 3,031     | 2003    | 2,827     | 2004    | 2,937     | 2005    | 3,031     | 2006    | 3,031     | 2007    | 3,031     | 2008    | 3,031     | 2009    | 3,031   |
| Total local public transport patronage in target                  | Thousands of passenger journeys (i.e. boardings) per year in the authority | Financial | Thousand passenger journeys | 18,200.00 | 2003/04   | 18,200.00   | 2003/04                    | 18,200.00 | 2004/05 | 19,100.00 | 2005/06 | 19,100.00 | 2006/07 | 19,100.00 | 2007/08 | 19,100.00 | 2008/09 | 19,100.00 | 2009/10 | 19,100.00 | 2010/11 | BVP102 allows authorities to report all public transport journeys including rail or solely report on bus patronage. DCC only reports bus patronage and therefore follow guidance from GOSW did not to complete this section |
|   |  |           |                             | 3,031     | 2010/11   | 2003/04     | 3,031                      | 2004/05   | 3,031   | 2005/06   | 3,031   | 2006/07   | 3,031   | 2007/08   | 3,031   | 2008/09   | 3,031   | 2009/10   | 3,031   | 2010/11   |         |   |
|   |  | Financial | Thousand passenger journeys |           | 2003/04   |             | 2003/04                    | 18,200.00 | 2004/05 | 19,100.00 | 2005/06 | 19,100.00 | 2006/07 | 19,100.00 | 2007/08 | 19,100.00 | 2008/09 | 19,100.00 | 2009/10 | 19,100.00 | 2010/11 | 2010/11   |