

LAA TARGET - ACTION PLAN

LAA Indicator No.	NI 167
Lead Partner Organisation	City Council
Technical Data Expert	Nigel Mills
Indicator Owner (Sign Off)	Trevor Errington
Reporting Frequency	Biennial (every 2 years)

SCS Theme:	Making places and services easily accessible for Coventry people	SCS Priority:	<p>SCS Outcomes:</p> <ul style="list-style-type: none"> The quality of Coventry's local public transport services will have further improved and people will be more likely to travel in ways that are less damaging to the environment. <p>SCS Short term priorities:</p> <ul style="list-style-type: none"> Reduce car use and encourage people to travel by public transport, on foot and by bicycle, particularly during peak periods.
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1: LAA Target

Indicator Definition	Baseline & Year	Target 2008/09	Target 2009/10	Target 2010/11	Success Criteria
Average journey time per mile during the morning peak per person.	Oct 2005 survey	3.8% increase	4.5% increase	5% increase	People's journey times on key road corridors into the City will not increase substantially even though there is a predicted increase in levels of road traffic over the next three years.
Person Journey Time, minutes and seconds per Person Mile					
Route no 8 A4114 Holyhead Road	04:22	04:32	04:34	04:35	
Route no 9 B4113 Foleshill Road	04:11	04:21	04:22	04:24	
Route no10 A4600 Walsgrave Road	04:49	05:00	05:02	05:04	
	(mins:secs)				

LAA Target information

The West Midlands Local Transport Plan target is:

"on target routes (Holyhead Foleshill & Walsgrave Roads) in the am peak (7:00 - 10:00) accommodate an expected increase in travel of 4% with no more than a 5% increase in journeys times between 2005 and 2011".

This target is set for all West Midlands Metropolitan Districts and is based on the expectation that congestion and journey times will continue to increase. Given the LTP target, we anticipate that overall traffic will increase by 4%, but through various measures, we will try and limit this to only increasing journey times (vehicle minutes per mile) by 5%.

The LTP states that this target may change when the second round of monitoring is complete. This has not yet been done.

2: Equalities and Community Cohesion Implications

Summary of overall negative/ positive impacts on target groups/areas:

Due to the nature of this indicator there are no expected negative impacts on any target group/area. All sections of the community should benefit as follows:

- Travel times for all road users including cars, public transport and freight will not increase in line with predicted increased levels of car usage/ownership
- Managing road congestion will ensure that levels of traffic related air pollution does not increase.
- Make roads safer, particularly for pedestrians and cyclists, through traffic management interventions on key routes
- Minimise the economic impact of road congestion to help support the regeneration of the West Midlands

3: Strategic Summary

Description of key activity or activities that may contribute towards achieving target

Introduction of Red Routes on all congestion monitoring routes

Red Routes are defined using red road markings and it is illegal for any vehicle to stop/park/drop off on these routes. This specific measure can have a major impact on increasing traffic flows, hence reduce congestion

Introduction of the West Midlands Urban Traffic Management Control system (UTMC)

Delivery of this project will greatly enhance both the efficiency of existing traffic control systems and our ability to manage the network in response to major incidents, both planned and unplanned. An important aspect is developing enhanced joint working with the Highways Agency so that the local authority network and Highways Agency network (mainly the motorways) can be managed as a single entity. Specifically in Coventry the UTMC scheme will help to reduce congestion on the local network. It will make traffic signals more efficient, provide a common platform for bus priority measures, deliver more variable message signs, and, create a technical platform which enables intelligent transport services to be deployed.

Increase levels of non-car based forms of transport

TravelWise – encourage less car based business travel
School Travel Plans – tackle "school run" by car

Carry out reviews of:

- Traffic Regulation Orders (TROs), - extent, appropriateness, duration and period(s) of operation
- Signals – phasing, timings, linking
- Direction signing
- Car park charging
- Freight – route signing, parking, delivery arrangements

Carry out Network Management / Maintenance Initiatives:

Adoption of a common 'Network Management Plan Template'
Cross boundary programme (including maintenance) co-ordination

Better public transport:

- Provision of hundreds of additional free park and ride spaces at rail stations
- West Midlands wide roll out of much improved on-street bus information to encourage greater use of buses e.g. real time information (RTI)
- Partnership working with Bus Operators to improve services and increase patronage on selected routes through Primelilnes initiative e.g. programme of bus shelter renewal, bus and rail real time information
- Provision and improvements to security on the public transport system, to boost patronage

4: Delivery Plan – Performance Monitoring of Actions

Ref No.	Planned Action(s)	Target/ Milestone	Link to Other Plans	Lead Officer	Progress <i>To be completed as part of quarterly monitoring.</i>
1	Introduce Red Routes on the Holyhead Road and Foleshill Roads	Holyhead Rd Foleshill Rd	West Midlands Local Transport Plan; West Midlands Congestion Target Delivery Plan	Coventry Transport Delivery Unit & CEPOG	
2	(UTMC) Introduction of real Time Information and (RTI) and VMS				
3	(UTMC) Upgrade signals / WAN				
4	Travel Plans				
5	Coventry Cycle Network		Operational Plan (CDD – Planning and Strategic Transportation); Climate Change		

Ref No.	Planned Action(s)	Target/ Milestone	Link to Other Plans	Lead Officer	Progress <i>To be completed as part of quarterly monitoring.</i>
			Strategy; West Midlands Local Transport Plan.		
5	Upgrade bus routes/stops				

5. Performance Indicators

Indicators - Performance Monitoring of Indicators								
Ref Nr	Definition	Baseline	Target 08/09	Q1	Q2	Q3	Q4	Target Met Yes/No
NI 167	Average journey time per mile during the morning peak per person. Person Journey Time, minutes and seconds per Person Mile Route no 8 A4114 Holyhead Road Route no 9 B4113 Foleshill Road Route no10 A4600 Walsgrave Road	October 2005 04:22 04:11 04:49	3.8% increase October 2008 04:32 04:21 05:00					
Other indicators that will be used to track progress, including disaggregated measures for target groups.								
NI 198	Mode of Travel to School	28.9% 2006/07	26.9%					

Indicators - Performance Monitoring of Indicators								

6: Funding & Planned Spend

Funding & Planned Spend	2008/09	2009/10	2010/11	Total	Comment/Rationale
UTMC					
PrimeLines/Bus Showcase					
Walking, Cycling and Travel Plans (Local Transport Plan)	£592k	£581k	£631k	£1,804M	2008/09 budget approved and indicative 2009/10 and 2010/11 budgets provisionally approved.
Red Routes					

7: Risk Assessment

Ref No.	Risk	Mitigating action
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Ref No.	Risk	Mitigating action

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