

LSTF 15/16 Revenue Competition - Schemes Impact Pro-Forma

For cycling/walking elements of your bid, please provide the following data - if available			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Adult Cycle Training including led rides, Dr Bike Self-Mechanic sessions, Travel Planning, Walk-It Coordinator	<p>Cycling in Torbay is hindered by lack of segregated cycle routes, congested roads, and especially topography. All but the experienced and keen cyclists face barriers to start, in line with other areas, and without help these are proving insurmountable. Walking also suffers from topography, and a lack of knowledge of routes and distances. The Bay has high areas of socio-economic deprivation and these correlate with areas where walking and cycling levels are low, and health inequalities at their highest.</p>	<p>Barriers of information, knowledge, experience, and skill will have been removed to enable all to walk and cycle more often on everyday trips, especially journeys to school and work. The expanding network of cycle and walking routes will become well used and centres of economic and social activity and interaction. The health of the Bay will improve and overall levels of wellbeing will be improved as people enjoy healthier lifestyles that are free to partake in.</p>	<p><i>This vision complies with the aspiration of the Torbay Local Transport Plan 2011-2026 (www.torbay.gov.uk/transportplan) adopted by the Full council in April 2011 and the emerging new Torbay Local Plan - 'A landscape for success: The Plan for Torbay - 2012 to 2032 and beyond' helping to promote the conditions for alternative forms of travel in places that are sustainable and good to live in. The existing and emerging Local Plan (www.torbay.gov.uk/newlocalplan) highlighted areas for growth points including new jobs and housing, which with appropriate investment into sustainable travel, can be served and no longer put off by poor access.</i></p> <p><i>This proposal fits with the ambitions for Torbay, and objectives for sectors including transport, as set out within "Torbay's Community Plan 2011+". Furthermore it fits with the policies of the National Planning Policy Framework and the Draft Local Plan (consultation version) as listed in the below.</i></p> <p><i>Draft Local Plan</i></p> <p><i>Aspiration 1 – A better connected, accessible Torbay Improved access through Torbay</i></p> <p><i>Aspiration 2 – Secure economic recovery and success. Provides access to the key growth areas in Torbay, enabling investment</i></p> <p><i>Aspiration 5 – Create more sustainable communities and better places. Enables the needs of the local residents to be met, particularly in respect of housing, jobs and education</i></p> <p><i>Policy SD1 – Growth strategy for a prosperous Torbay. Providing high quality infrastructure to support urban regeneration, future proofed living, working and leisure environments.</i></p> <p><i>Policy E1 – Employment. Encourages the step change in economic prosperity by facilitating expansion and diversification of the economy through improved access</i></p> <p><i>Policy TA1 – Transport and accessibility. Contributing towards a sustainable and high quality transportation system, meeting the accessibility needs of everyone.</i></p> <p><i>Policy TA2 – Strategic transport improvements. Supports the delivery of cycling improvement.</i></p> <p><i>Policy H2 – Five year housing land supply Provides access to unlock development sites which contribute towards the housing supply</i></p> <p><i>Policy SDP3 – Paignton North and Western area Provision of improved access to the key development and growth areas</i></p> <p><i>National Planning Policy Framework</i></p>
Route length (km)	6.5KM	11.5KM	<i>New capital cycling schemes are being funded by the Council and do not form part of this bid.</i>
Average trip length (km)	2-5KM	3-7 km	<i>Local data, the Census 2001, and National Travel Survey information have identified that there are relatively few cycling trips in the Bay. The ambition is to see a dramatic rise in the distance and number of trips across the Bay, as well as into and out of it as part of a major new leisure and tourism offer designed to bring sustainable economic growth to the area</i>

Average cycling speed (kph)	Not Known	Not Known	Currently the cross section of cyclists is not representative of the demographic that the project hopes to attract, and consequentially at this stage, monitoring needs to be taken on a like for like basis as the project gets under way
Number of users (per day)	200	550	Local manual and automatic counts provide a cordon for information around the 3 towns.
Percentage of additional users that would have driven a car otherwise.	N.A.	20-41%	Based on national, and other local authority surveys

If you are expecting your project to reduce car travel, please provide the following information			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Traffic levels (Vehicle km) in the affected area	672.00	605.00	Based on local survey information, including road side interviews, National Travel Survey statistics, and the Census 2001
Traffic levels (Vehicle hours) in the affected area	145,330,683,057.00	130,797,614,752.00	
Average Speed in the Morning Peak	22mph	23mph	
Mode share (in person trips)			
Car Driver	61%	56%	
Car Passenger	7%	9%	
Bus passenger	7%	8%	
Rail Passenger	1.50%	2%	
Cyclist	1.50%	2%	
Walking	19%	20%	

For Bus elements of your bid please fill in the following table			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Annual number of passenger trips	approx 7% share	estimated 2% increase in modal share	Based on local survey information, National Travel Survey statistics, the Census 2001, employment survey, experience of building a successful and predominantly commercial bus network through close working with operators
Average trip distance (km)	Not Known	Increased marginally	
Average wait time (mins)	Not Known	Small reduction with introduction of more frequent service	
Average fare per trip (£)	Not Known	Reduction due to use of smartcard ticketing	
Average in-vehicle time (mins)	Not Known	Longer journeys due to smartcards and new service, will see this figure increase	
Description of your intervention	Provision of new service connecting to the hospital, smartcard ticketing for more convenient journeys, and travel planning advice		