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CUSTOMERS AND COMMUNITIES OVERVIEW AND SCRUTINY PANEL

Date: Monday 12 September 2011

Time: 4pm

Venue: Council House, Next to the Civic Centre

Members:

Councillor Thompson, Chair

Councillor Peter Smith, Vice Chair

Councillors Mrs Beer, Mrs Bowyer, Churchill, Davey, Delbridge, Martin Leaves, Penberthy, Reynolds, John Smith and Vincent.

Members are invited to attend the above meeting to consider the items of business overleaf.

Members and officers are requested to sign the attendance list at the meeting.

Please note that unless the chair of the meeting agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used in meetings.

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Chief Executive

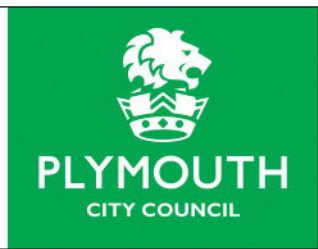
CUSTOMERS AND COMMUNITIES OVERVIEW AND SCRUTINY PANEL

5. PLYMOUTH LIFE CENTRE AND LEISURE RELATED PROJECTS PROGRAMME UPDATE (Pages 1 - 4)

The panel received the travel arrangements report (the report was considered in the public part of the meeting)

CUSTOMERS AND COMMUNITIES O&S PANEL

Travel Arrangements



CULTURE, SPORT & LEISURE PROGRAMME

I. Travel Arrangements

- I.1.1 The Panel has requested details of travel arrangements to the Plymouth Life Centre. To this end the following extracts from Everyone Active's draft travel plan are given below.
- I.1.2 This is in its draft form and requires to be approved and is, hence, to be treated as Part II until such sign-off has been achieved and the document released publically.

I.2 Public Transport

- I.2.1 Plymouth Life Centre is well connected in terms of Public Transport. The site is home to the Milehouse Park and Ride Service which links it to the City Centre and the George Park and Ride to the north of the city. There are two bus stops within 400m of the site on Outland Road and Alma Road.
- I.2.2 Approximately 32 buses an hour use the stop at Alma Road and 4 use the stop at Outland Road.
- I.2.3 The Park and Ride service also utilises bus stops at the site. The service calls at the stop on Outland Road, on its City Centre bound journey, on its return journey it uses a stop within the site. There are approximately 4 services an hour each way.
- I.2.4 An integral part of the development will be a public transport hub which will facilitate movement between local bus services, park and ride services, walking, cycling and of course private cars. The hub will have Real Time Passenger Information (RTPI), a public telephone point, a waiting area with seats and public travel information. There will also be secure cycle parking.
- I.2.5 There will also be a coach drop-off point at the site.

I.3 Walking and Cycling

- I.3.1 There are good walking and cycle links around the site linking it with its surrounding area. There are wide footways and some cycle links. Figure: shows cycle links to the site and figure: shows walking distance times to the site.
- I.3.2 There are pedestrian crossing points in the following locations:
 - ... Signalised crossings at Outland Road at Peverell Park Road, Outland Road at Segrave Road, across Outland Road / Milehouse and Alma Road at the bus depot
 - ... Bridge crossing across Outland Road between Segrave Road and Peverell Park Road
 - ... Zebra Crossing at Alma Road and Pennycomequick Roundabout
 - ... Dropped kerbs at Mayflower Drive / Outland Road junction
- I.3.3 There are cycle friendly routes through Central Park itself and as well as cycle facilities in the form of advance stop lines at some of the junctions.
- I.3.4 There will be cycle storage facilities at the Life Centre and the Travel Hub, and provision of showers and changing facilities for cyclists using Plymouth Life Centre. There are also specific changing and showering facilities exclusively for the use of Centre Staff.

I.4 Targets

- I.4.1 The Travel Plan aims to achieve a deliverable level of vehicular usage, rather than focusing on a reduction from any particular baseline. The objective is therefore to reduce the impact of the development on the surrounding highway network by promoting the uptake of sustainable modes and minimising unnecessary car trips taking place in the first instance.

1.4.2 Due to the variable daily / monthly visitor attendance figures to be generated by Plymouth Life Centre it is unrealistic to expect that measurable and meaningful travel data can be obtained on which to assess whether targets have been achieved. Hence it is proposed that numerical targets will only apply to the Plymouth Life Centre staff.

1.4.3 The proposed quantified target is to ensure that within 5 years of opening the number of cars regularly used to transport staff to work will be no greater than the number used in the last year of operation of the current facility – with the proposed 120% increase in the number of staff this will represent a significant shift in mode share. This quantified target will be applicable to staff travel only.

1.5 Measures

1.5.1 It is important that the design of the Plymouth Life Centre supports and meets the access needs of the intended users of the site. As such, consideration was given through the Transport Assessment process to the provision and modification of the local transport network to encourage the uptake of sustainable transport and subsequently support the underlying principles of the Travel Plan. The Travel Plan will help to ensure that the opportunities generated by the aforementioned proposals are delivered as an integrated and holistic package of Travel Plan measures.

1.5.2 Through looking at best practice elsewhere in the UK, and in the context of the Plymouth Life Centre development, a cross section of initiatives has been derived which will be considered as part of the Travel Planning process to develop a suitable mix for the site. A summary of these initiatives is presented below:

Initiative	Staff TP	Visitor TP
Walking	Employment all within 400m of bus stops	Facility within 400m of Bus Stops
	Personal safety training for staff who walk to work	
	Ensure all pedestrian routes are lit, safe and direct	Ensure all pedestrian routes are lit, safe and direct
	Ensure all pedestrian routes are well signed	Ensure all pedestrian routes are well signed
	Develop a strategy which encourages employees to leave their car at home more than once per week	
Cycling	Provide covered secure cycle parking on site	Provide covered secure cycle parking on site
	Permit cycling through and within the park	Permit cycling through and within the park
	Provide shower and changing facilities	Provide shower and changing facilities
Car Sharing	Use of a car share database such as Car Share Devon, to enable staff to share regularly	

	Preferential parking for multi-occupancy vehicles and mother and child spaces	Preferential parking for multi-occupancy vehicles and mother and child spaces
	Monitor the use of parking and parking spaces	Monitor the use of parking and parking spaces
	Emergency ride home facilities for car sharers	
Public Transport	Service information publicised and circulated	Service information publicised and circulated
	Incentives to use the bus e.g. vouchers	Incentives to use the bus e.g. vouchers
	High quality Bus Stop / interchange on site and waiting areas	High quality Bus Stop / interchange on site and waiting areas
	Provide site specific travel information packs including details of discounts and initiatives	
Marketing	Support national and local awareness such as green transport week with notices on travel notice boards	Support national and local awareness such as green transport week with notices on travel notice boards
	Everyone Active encourages all colleagues to undertake 5 x 30mins activity per week and to record activity such as walking/cycling to work on myeveryoneactive.com	Everyone Active encourages all customers to undertake 5 x 30mins activity per week and to record activity such as walking/cycling instead of using a car on myeveryoneactive.com where rewards for activities completed can be earned