

CITY COUNCIL- 27 MARCH 2006

REPORT OF THE PORTFOLIO HOLDER FOR TRANSPORT AND STREET SERVICES

LOCAL TRANSPORT PLAN FOR GREATER NOTTINGHAM 2006/7 TO 2010/11

1. SUMMARY

- 1.1 This report sets out the key revisions to the content of the Greater Nottingham Local Transport Plan 2006/7 to 2010/11 (LTP), and associated strategies, in light of requirements set out by the Department for Transport (DfT).
- 1.2 All local transport authorities outside London have a statutory duty to prepare a Local Transport Plan. These plans set out the policy direction, implementation strategy and proposed five-year capital programme for local transport.
- 1.3 The DfT's assessment of the quality of the plan will contribute to the Council's overall CPA score and influence future transport capital settlements.

2. RECOMMENDATIONS

IT IS RECOMMENDED that the Greater Nottingham Local Transport Plan covering the period from April 2006 to March 2011 be approved for submission to the Department for Transport by 31 March 2006, subject to any amendments made by Executive Board on 21 March 2006.

3. BACKGROUND

- 3.1 The LTP for Greater Nottingham is the second of its type being produced jointly by Nottingham City Council and Nottinghamshire County Council. The Plan will cover the five-year period from April 2006 and March 2011 and replaces the first LTP that was

published in July 2000. A Provisional Second LTP was submitted to the DfT in July 2005.

Feedback from the Government

- 3.2 Following the submission of the Provisional Plan the authority received feedback from the DfT which categorised the quality of the Plan into one of three groups, notably 'very promising', 'promising' or 'needs substantial improvement'. The Greater Nottingham Plan was classed as 'very promising' and as a result has received an additional 12.5% of funding for integrated transport schemes for 2006/7.
- 3.3 The authority has built upon the success of the Provisional Plan to produce the final document by addressing the comments of the DfT from the feedback received, and also as a result of consultation undertaken.

Consultation on the Plan

- 3.4 The Final Plan has also been informed through a series of structured consultation activities with local people, transport providers, interest groups, businesses and other stakeholders at the local level. This was supplemented by engaging with national and regional partners to develop the evidence base for the Plan. A summary of the consultation undertaken in the production of the Provisional and Final Plans is included in Annex A.

4. PROPOSALS

- 4.1 There are a number of key elements of the Final Plan that have changed from the Provisional LTP and these are set out below.

Allocations and Programme for 2006/7

- 4.2 The Government announced the annual local transport settlement in December 2005. As a result of best performance in terms of delivery in 2004/05 in the country and the quality of the Provisional LTP, the authority will receive an additional 25% funding for integrated transport measures (ITM) from the base guideline figure in 2006/07.

This is the maximum increase in funding the authority could have received and has resulted in a £7.904 million allocation for ITM schemes for the City Council.

4.3 Together with allocations for maintenance (£3.024 million) and funding of the 'Turning Point' (£3.5 million), the City Council will receive a total of £14.428 million for 2006/07.

Final Planning Guidelines

4.4 Included with the 2006/07 settlement, final base planning guidelines for ITM over the rest of the LTP plan period between 2007/08 to 2010/11 have also been announced. These planning guidelines have been derived by a formula and will form the basis of funding allocations over the Plan period. The details of these guidelines for the City Council are set out in the table below. Indicative allocations for maintenance, also derived by formula, are also included:-

Year	2007/08	2008/09	2009/10	2010/11
ITM	£6.214m	£6.583m	£6.974m	£7.388m
Maintenance	£3.084m	£3.238m	£3.400m	£3.570m

On the basis of these planning guidelines and proposed allocations a programme of schemes has been identified and is outlined in Annex B.

Safety Cameras and Road Safety Delivery

4.5 A new inclusion in the Final LTP is the use of funding associated with safety cameras and the delivery of road safety initiatives. The existing ring fenced 'netting off' funding arrangements for safety cameras are ending and from 2007/08 safety cameras and their funding is being integrated into the LTP system alongside other road safety measures. This will give greater flexibility to local authorities, the police and other agencies to pursue whichever locally agreed mix of road safety measures will make the greatest contribution to reducing road casualties in their area. Provisional allocations are as follows:-

Year	2007/08	2008/09	2009/10	2010/11
Capital	£0.164m	£0.160m	£0.157m	£0.155m
Revenue	£0.740m	£0.721m	£0.707m	£0.696m

Final allocations, reflecting the strength of the LTP submission, are to be announced in December 2006.

Accessibility Strategy

4.6 The Greater Nottingham Accessibility Strategy is a new requirement of the LTP and has been developed from the Framework Accessibility Strategy submitted in July 2005. It has a vision to integrate the delivery and development of high quality core services and transport networks to create a sustainable, accessible and healthy living environment. The document contains five key objective areas under which Priority Action Areas have been identified. These in turn will form the basis for the development of Action Plans and a subsequent implementation programme over the course of the LTP period.

4.7 The Priority Action Areas and programme for Accessibility Planning are set out in full in the Final LTP and are detailed in Annex C.

Related Strategies

4.8 Two other strategies have been produced which sit alongside the LTP. These are a joint Bus Strategy developed with the County Council and a Road Safety Strategy. A Highways Asset Management Plan and Rights of Way Improvement Plan are also under preparation, and progress reports are included in the document. A separate Strategic Environmental Assessment has also been produced as a requirement of the process.

Major Schemes

4.9 The LTP contains a section on the development of 'major' schemes across Greater Nottingham. Major schemes are those costing over £5million and consist of the development of NET Phase 2, improvements to the Ring Road and the Station Masterplan in the City Council area. The funding of these schemes is separate to the

LTP process although the Plan details out how they will integrate with the wider transport vision, their value for money and the risks involved.

Transport Innovation Fund (TIF)

- 4.10 In October 2005, the City and County Councils jointly submitted a pump-priming bid for Transport Innovation Funding to support the development of a Workplace Parking Levy - and associated smartcard, monitoring and scoping work - to form a package of innovative measures to tackle congestion in Greater Nottingham.
- 4.11 The bid proved unsuccessful following an announcement from the DfT in November 2005. Dialogue is taking place with the DfT as to a potential way forward with a view to resubmitting a TIF bid based on new guidance published in January 2006.

Targets and Indicators

- 4.12 It is a core requirement of the LTP process to develop and monitor progress against a series of indicators contained within the Plan. A total of 34 indicators are contained within the LTP of which 17 are mandatory and 17 locally set indicators. Performance against these indicators over the LTP period will influence the capital settlements the authority will receive, and as a result it is important that the targets set are realistic and achievable whilst still being 'stretching' to show we are delivering value for money.
- 4.13 A number of the targets within the LTP will be subject to review due to the availability of information and changing methodologies. Any changes will be reported through the Annual Progress Report process. A list of the indicators and associated targets within the LTP is attached at Annex D.

5. LIST OF BACKGROUND PAPERS OTHER THAN PUBLISHED WORKS OR THOSE DISCLOSING CONFIDENTIAL OR EXEMPT INFORMATION

- Correspondence related to LTP Settlement; December 2005
- Changes to Safety Camera Funding and Governance Arrangements; DfT, 15 December 2005
- Provisional Safety Camera Funding Allocations; DfT, 6 February 2006

6. PUBLISHED DOCUMENTS REFERRED TO IN COMPILING THIS REPORT

- The Future of Transport: a network for 2030; DfT, July 2004
- Full Guidance on Local Transport Plans; DfT, December 2004
- Local Transport Plan for Greater Nottingham: Full Plan 2001/02 – 2005/06
- Local Transport Plan for Greater Nottingham: Provisional Plan 2006/07 – 2010/11
- Local Transport Plan for Greater Nottingham: Annual Progress Report 2004/5; June 2005
- Local Transport Plan Capital Settlement 2006/7; DfT, 14th December 2005
- Transport Innovation Fund Guidance; DfT, January 2006

**COUNCILLOR BRIAN GROCOCK
PORTFOLIO HOLDER FOR TRANSPORT AND STREET SERVICES**

Annex A: Key Consultation Events in the Production of LTP2

Who	Event	Date	What we asked
Businesses engaged with travel plans	Commuter Planners Club	October 2004, February 2005 and October 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
Transport Committee	Chamber of Commerce	November 2004 and February 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
22 responses from business, voluntary sectors, various interest and pressure groups.	'Have your say' exercise	Late 2004	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets. A variety of questions gave people a chance to have a say on issues that are of a particular concern to their interests.
Approx 10 voluntary sector organisations	'Your views taken onboard'	December 2004	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
GNTP event, 44 business / stakeholder representatives	Keep the Wheels Turning	April 2005	Outline of Provisional LTP and launch of consultation
Leaflet was sent to every household in Greater Nottingham, over 2,000 replies were returned.	'You tell us' leaflet mail-out	Spring 2005	Asked respondents to rank the LTP's priorities in order of importance and included an open question through which people could suggest any particular measures they would like to see included in the plan.
Over 125 members of the public who cycle to work stopped off in Market Square for breakfast. GNTP led group.	'Wheelie Big Breakfast' Cycle Forum	June 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.

Who	Event	Date	What we asked
Public events held at various venues	Green Transport Week	June 2005	"Have your say" surveys
9,000 members of the public attended the event held at Nottingham Castle and over 400 filled in transport questionnaires.	'Big Day Out'	September 2005	Respondents were asked if they thought transport had improved over the last 5 years and why, and what they would introduce to improve transport. They were also asked to rank what they thought about transport elements such as trams, buses etc.
270 stakeholders contacted (24 responses)	General Provisional LTP2 consultation mail-out	November 2005	Summary of LTP2 and questionnaire to return asking for comments regarding overall objectives of the plan, particular schemes they would like to see, changes to the plan and the performance indicators.
Approximately 10 groups represented	BME focus group meeting	November 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
30 businesses represented	Chamber of Commerce Transport Committee event	November 2005	Presentation of Provisional LTP2, debate and discussion of strategy and content
LAF / District Councils	Partner meetings	Winter 2005	Input into future programme

Annex B: LTP2 Programme

Programme subject to change dependant on actual annual settlement, subsequent allocations and scheme development proposals.

Classification	Types of Scheme	Named Schemes
Bus priority schemes	<p>Whole route treatments</p> <p>Bus priority and small-scale traffic management measures applied to whole routes on high frequency network derived through Bus Quality Partnership. Priority corridors to include Mansfield Road, Wollaton Road and Trent Bridge approaches.</p> <p>City Centre</p> <p>Component of emerging Eastside Transport Strategy (development of eastside bus loop)</p>	<p>Mansfield Rd: Carrington to Gregory Boulevard (inbound/outbound) (06/07)</p> <p>Wollaton Rd: Russell Av to Ring Rd (inbound)</p> <p>Nottingham Rd: approach to Ring Rd (inbound/outbound)</p> <p>Trent Bridge: Meadows Way/London Rd approach (outbound)</p> <p>City Centre: Eastside bus loop</p>
PT Interchanges	<p>Upgrading of interchange facilities</p> <p>Relocation of bus stops, co-ordinated information, lighting and footway improvements at key nodes such as City Centre and district/local centres. Access improvements to local rail network.</p>	<p>Hospital interchanges (06/07)</p> <p>Queens drive</p> <p>Colwick</p> <p>Bulwell</p> <p>Victoria</p> <p>Broadmarsh</p>
Park and ride schemes	<p>Park and Ride</p> <p>New sites or extension of existing sites.</p>	<p>Possible Phoenix Park extension</p>

Classification	Types of Scheme	Named Schemes
<p>Bus infrastructure schemes</p>	<p>Accessible route corridors Raised kerbs, physical access, bus boarders and small scale traffic management measures to allow designation as fully accessible routes.</p> <p>Respect for Transport Bus stop lighting, information, physical access, CCTV and other supporting measures to improve safety and security for public transport users.</p> <p>Bus location and electronic information Electronic displays, real time information, SMS 'textimes' and journey planner 'Triptimes' systems.</p> <p>Bus purchase Vehicle purchase to support Link bus network.</p> <p>Ticketing Integrated ticketing, pre-paid and smartcard systems.</p>	<p>Bus stop improvements 50pa</p> <p>Bus location (realtime)/electronic information 15pa</p> <p><u>Corridor Priorities</u></p> <p>Derby Rd (06/07)</p> <p>Clifton A453 (06/07)</p> <p>Mansfield Rd (07/08)</p> <p>Alfreton Rd/Aspley lane</p> <p>Hucknall Rd</p> <p><u>Accessible route corridors</u></p> <p>NCT: 28/77/89 (06/07)</p> <p>NCT: 17/40/48 (07/08)</p> <p>TB: 4/5 Ruddington connections (06/07)</p> <p><u>Link Network</u></p> <p>Medi link (06/07)</p> <p>Uni link</p> <p>Local link</p> <p>Work link</p>

Classification	Types of Scheme	Named Schemes
Pedestrian and cycling schemes	<p>Pedestrian routes</p> <p>Development of Primary Pedestrian Routes linked to regeneration and neighbourhood schemes and upgrading of street lighting.</p> <p>Rights of Way</p> <p>Implementation of schemes identified in Rights of Way Improvement Plan programme.</p>	<p><u>Pedestrianisation</u></p> <p>OMS (06/07)</p> <p>Greyhound St (06/07)</p> <p><u>PPR</u></p> <p>Hockley (06/07)</p> <p>Short Steps (06/07)</p> <p>Canning Circus (06/07 & 07/08)</p> <p>Arkwright St (07/08)</p> <p>Station St (07/08)</p> <p>Eastside</p> <p><u>Walking schemes</u></p> <p>Alfreton Rd/Gregory Boulevard (06/07)</p> <p>Woodborough Rd/Porchester Rd (06/07)</p> <p>Neighbourhood schemes</p> <p>Rights of way</p>
	<p>Cycle Network</p> <p>Route treatments on commuter corridors, upgrading of existing facilities and missing links. Also neighbourhood small-scale improvements on quiet streets and parking facilities.</p> <p>Shared pedestrian/cycle network</p> <p>Development of routes including Regeneration Zones and Trent River Park projects.</p>	<p>Embankment/Riverside path (trent river park) (06/07)</p> <p>Embankment extension to Colwick (waterside)</p> <p>Ladybay bridge</p> <p>Canal embankment link</p> <p><u>Strategic cycle routes (on-road)</u></p> <p>Castle Boulevard (06/07)</p> <p><u>Casualty reduction 1pa</u></p> <p>Skylark drive (06/07)</p> <p><u>Safe routes to school 1pa</u></p> <p><u>Neighbourhood schemes 2pa</u></p>

Classification	Types of Scheme	Named Schemes
Smarter travel choices	<p>Travel Plans</p> <p>Development and support of work and school travel plans.</p> <p>Other behaviour change measures</p> <p>Marketing and awareness raising (through Big Wheel), travel information, personal travel planning, car sharing/car clubs, and homeworking.</p>	<p>Work travel plans 5pa</p> <p>School travel plans 20pa</p>
Local safety schemes	<p>Casualty reduction schemes</p> <p>Problem sites, route treatments, speed management measures and traffic calming.</p>	<p><u>Problem sites 5pa</u></p> <p>Cattlemarket Rd/London Rd (06/07)</p> <p>Hayden Rd/Hucknall Rd (06/07)</p> <p>Alfreton Rd/Churchfield Lane (06/07)</p> <p>Abbeybridge Rd (06/07)</p> <p><u>Route treatments 1pa</u></p> <p>Derby Rd (06/07)</p> <p><u>Speed management 1pa</u></p> <p>The Wells Rd (06/07)</p> <p><u>Addressing deprivation 20mph zones 1pa</u></p> <p><u>Mass action plans 1pa</u></p>
	<p>Safer routes networks</p> <p>Development of networks of safer routes, 20mph/school safety zones and school crossing patrol sites. Linked to school travel plans.</p>	<p><u>School 20mph zones 5pa</u></p> <p>Rosslyn Park/Amesbury Circus (06/07)</p> <p>River Leen Bulwell Comm' College/Squires Avenue (06/07)</p> <p>Springfield Primary/Lawton Drive (06/07)</p> <p>Mellers Primary/Norton St (06/07)</p> <p>Middleton Primary/Harrow Rd (06/07)</p> <p><u>School safety zones 3pa</u></p> <p>Porchester Rd (06/07)</p> <p><u>School crossing patrol site upgrade 2pa</u></p> <p>Edwards Lane (06/07)</p>

Classification	Types of Scheme	Named Schemes
Traffic management	<p>Intelligent transport systems Relocation of the traffic control centre and upgrading SCOOT/MOVA systems and CCTV congestion monitoring.</p> <p>Highway direction signing Comprehensive renewal of static signing & installation of variable message signing for City Centre car parks and park and ride sites.</p> <p>Neighbourhood traffic management Local improvement schemes including small scale treatments, TROs, accessibility improvements and residents parking schemes. Prioritised by area.</p>	<p><u>Speed management – traffic calming 1pa</u> St Mathius Rd, St Ann’s (06/07)</p> <p><u>Neighbourhood improvements 5pa</u> Bulwell industrial estates (06/07) Ealing Close, Basford (06/07) Orford Avenue/Sturgeon Avenue, Clifton (06/07) Derby Rd/Faraday Rd (06/07)</p> <p><u>Residents parking schemes 2pa</u> West St/Walker St (06/07) Russell Rd/Berridge Rd (06/07)</p> <p><u>Traffic regulation orders 5pa</u> Moving traffic offences (06/07) Bus lanes (06/07) Static restrictions (06/07) Perry Rd (06/07) Woodborough Rd (06/07)</p> <p><u>Environmental schemes 2pa</u> <u>TCC/Intelligent transport systems 1pa</u> <u>Highway direction signing 1 pa</u></p>
Road crossings	<p>New crossing facilities Installation of new and upgrading of signal crossings and refuges. Prioritised on need.</p> <p>Access for disabled people Dropped crossings, facilities at signal crossings and physical access improvement schemes. Prioritised on area basis.</p>	<p>Tactile/dropped kerb schemes 8pa Edwards Lane/Valley Rd (06/07) Dropped crossing programme (ongoing)</p>

Classification	Types of Scheme	Named Schemes
Local roads	<p>Regeneration Schemes</p> <p>Changes to highway network to bring forward development within regeneration zones and schemes identified in Area Action Plans.</p>	<p>Cattle Market Rd straightening</p> <p>Eastside transport strategy</p> <p>Southside transport strategy</p> <p><u>Area action plans schemes</u></p> <p>Meadows</p> <p>Station highway works</p>
Maintenance footway and carriageway		<p><u>Carriageway programme</u></p> <p>A6002 Low Wood Rd/Camberley Rd/Sandhurst Rd (06/07)</p> <p>A6005 Castle Boulevard (06/07)</p> <p>Porchester Rd (06/07)</p> <p><u>Footways programme to be determined in conjunction with area committees</u></p> <p><u>Bridge programme</u></p> <p>Abbey Bridge (06/07)</p> <p>Woodthorpe Rd Bank (06/07)</p> <p>Kersall Drive (06/07)</p> <p>London Rd Railway Bridge (06/07)</p> <p>River Leen Bridge at Wollaton Rd (06/07)</p> <p>Queens Drive Subway (06/07)</p> <p>King St Service Tunnel (06/07)</p> <p>Church St, Basford (06/07)</p> <p>Old Bobbers Mill Parapet (06/07)</p>

Annex Ci: Priority Accessibility Action Areas

Objs. 1 - 5	Cross-themed strategies. Area-wide, multi-themed.
Priority A1	Improve connections to and across western quadrant of City (Bilborough) including Harvey Hadden Stadium, Hadden schools campus, Nottingham Business Park, Bilborough College and Glaisdale industrial estate
Priority A2	Support development of City Housing Area Investment Plans: North, South and Central areas.
Priority A3	Ensure accessibility is considered in the development of regeneration areas: Eastside, Southside, Waterside
Priority A4	Integration of accessibility planning into planning processes.

Obj. 2: Employment	Improve access to employment for the most disadvantaged communities (identified as the lowest 10% of wards defined by IMD)
Priority EM1	Improve access to employment for the most disadvantaged communities (identified as the lowest 10% of wards defined by IMD)
Priority EM2	Continue delivery of workplace travel plan programme (Smarter Choices)

Obj. 3: Health	Reduce the health inequalities gap by improving access to healthcare provided by core health services (hospitals, NHS Direct, GP services and LIFT sites).
Priority H1	Improve access to and between the 2 hospital sites, QMC and City Hospital in response to the forthcoming hospital merger commencing 01.04.06.
Priority H2	Improve access to NHS Direct.
Priority H3	Improve delivery of health services by supporting the development and implementation of the PCT travel plans including health centres and LIFT sites.
Priority H4	Improve access to GP services not located within PCT managed sites.

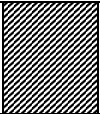
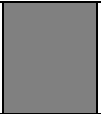

Obj. 4: Education	Improve access to education and training opportunities from early years through primary, and secondary education and on to further education.
Priority ED1	Support new secondary education developments in the City area (Building Schools for the Future, Academies proposal, Extended Schools).
Priority ED2	Support the City's primary schools organisation programme.
Priority ED3	Support the development of a programme of FE travel plans for colleges and schools in Greater Nottingham as required.
Priority ED4	Support the development of the LEAs' Surestart and Children's Centres programmes.
Priority ED5	Continue delivery of school travel plan programme.

Obj. 5: Food & essential services	Ensure access to a range of essential services including a choice of healthy affordable food outlets by maintaining the viability of local and district centres.
Priority FES1	Continue development of a programme of local link services to connect communities to local shopping facilities including Wollaton Park Estate, Charlbury Road, Bulwell.
Priority FES2	Consider accessibility in assessment and future development of local

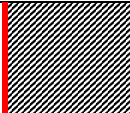



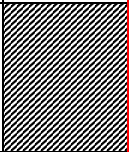
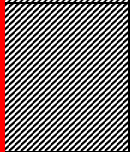



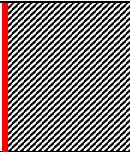

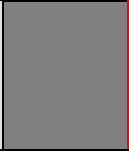

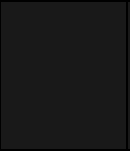
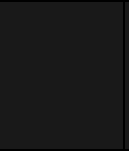

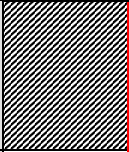


	centres.
--	----------

Obj. 6: Leisure, culture & tourism	Ensure access to a range of leisure, culture and tourism opportunities for residents and visitors through targeted marketing and information and local infrastructure improvements.
Priority LCT1	Continue development of targeted public transport information and marketing.
Priority LCT2	Develop a programme of travel plans for key tourist attractions.
Priority LCT3	Support the delivery of local leisure services in the City including the Leisure Centres Transformation Programme and future delivery of library services.

Annex Cii: Local Accessibility Action Plan Programme 2006/7 – 2010/11

Key Acc Plg Stage:	Local accessibility assessment		Develop & agree local action plan(s)		Implement local accessibility action plan	
---------------------------	--------------------------------	---	--------------------------------------	--	---	---

Local Accessibility Action Plans for highlighted Priorities set out in **Appendix 1**

Strategic Themed Objective/ Priority Areas		LTP1	LTP2					LTP3
		0 2005/6	1 2006/7	2 2007/8	3 2008/9	4 2009/10	5 2010/11	
Obj. 1 - 5: Cross-themed strategies								
A1	Improve connections to and across western quadrant of City							
A2	Support development of City Housing Area Investment Plans							
A3	Accessibility of regeneration areas: Eastside, Waterside and Southside							
A4	Integrate accessibility planning into the planning process							
Obj. 2: Improve access to employment for the most disadvantaged communities (identified as the lowest 10% of wards defined by IMD)								
EM1	Improve access to employment for the most disadvantaged communities							
EM2	Continue delivery of workplace travel plan programme (Smarter Choices)							
Obj. 3: Reduce the health inequalities gap by improving access to healthcare provided by core health services (hospitals, NHS Direct, GP services).								
H1	Improve access to and between the 2 hospital trusts.							
H2	Improve access to							

	NHS Direct.							
H3	Support the development and implementation of PCT travel plans including health centres and LIFT sites.							
H4	Improve access to GP services not located within PCT managed sites.							

Strategic Themed Objective/ Priority Areas		LTP1	LTP2					LTP3
		0	1	2	3	4	5	
		2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	
Obj. 4: Improve access to education and training opportunities from early years through primary, and secondary education and on to further education.								
ED1	Support new secondary education developments in the City area.							
ED2	Support the City's primary schools organisation programme.							
ED3	Support the development of a programme of FE travel plans in Greater Nottingham.							
ED4	Support the development of the LEAs' Children's Centres programmes.							
ED5	Continue delivery of school travel plan programmes							
Obj. 5: Ensure access to a range of essential services including a choice of healthy affordable food outlets by maintaining the viability of local and district centres.								
FES1	Develop a programme of local link services to connect communities to local shopping facilities.							
FES2	Consider accessibility in assessment and future development of local centres.							
<i>Obj. 6: Ensure access to a range of leisure, culture and tourism opportunities for residents and visitors through targeted marketing and information and local infrastructure improvements.</i>								
LCT1	Expand public							

	transport information and marketing to key attractions							
LCT2	Develop a programme of travel plans for key tourist attractions.							
LCT3	Support the delivery of City leisure services including: Transformation Programme & library services.							

Annex D: Targets and Indicators Table for Final LTP2

Indicator	Source of Data	Baseline Position & (year)	Target for 2010/11
Mandatory Indicators			
BV223: Condition of principal roads - % where structural maintenance should be considered	SCANNER surveys	City = 61% County = 27% (2004/5)	City = 45% County = 25%
BV224a: Condition of non-principal roads – % where structural maintenance should be considered	SCANNER surveys	Not required for final submission	Not required for final submission
BV224b: Condition of unclassified roads - % where structural maintenance should be considered	Coarse visual inspection	City = 16% County = 18% (2004/5)	City = 13% County = 15%
BV187: Condition of footways - % where structural maintenance should be considered	Coarse visual inspection	City = 26% County = 27% (2003/4)	City = 16% County = 17%
BV99x: Total number killed or seriously injured (all ages)	Police STATS 19 returns	664 (1994/98 average)	317 (52% reduction)
BV99y: Number of children killed or seriously injured	Police STATS 19 returns	118 (1994/98 average)	46 (61% reduction)
BV99z: Number of slight casualties	Police STATS 19 returns	2,805 (1994/98)	2,524 (10% reduction)
BV102: Public transport passenger journeys (Bus & Tram)	Operators' returns	68.5 million (2003/4)	73.9 million (8% increase)
BV104: Satisfaction with bus services	Citizens Panel	City = 64% County = 64% (2003/04)	City = 70% County = 73% (2009/10)
LTP1: % of households within 30 minutes travel time of a town centre by bus, train or tram with no more than a 400 metre walk to a stop	Accession software	93% (2006)	93%
LTP2: Change in area wide road traffic mileage	Council monitoring	2,933 million vehicle kilometres per annum (2004)	3,109 million vehicle kilometres per annum (6% increase)

Indicator	Source of Data	Baseline Position & (year)	Target for 2010/11
LTP3: Cycling trips (annualised index at selected sites)	Council monitoring	100 (2003)	107
LTP4: % journeys to school by car	Council monitoring	29% (2004/5)	25%
LTP5: Bus punctuality - a. Buses starting the route on time, b. Arriving at intermediate timing points on time, and c. Excessive waiting time for frequent services	Council monitoring & Bus operator information	a. 92% b. 77% c. 0.71 mins (2005/6)	a. 95% b. 82% c. 0.66 mins
LTP6: Changes in peak period traffic flows to the urban centre	Council monitoring	34,590 (2003)	34,590
LTP7: Congestion: Average journey time per person per mile, related to person throughput	DfT / Council monitoring	Not required for final submission	Not required for final submission
LTP8: Concentrations of nitrogen dioxide in Air Quality Management Areas	Local air quality monitoring	City Centre = 43ugm ³ Ring Road = 42ugm ³	City Centre = 38ugm ³ Ring Road = 38ugm ³
Local Indicators			
L1: % of single occupant car journeys to work for employers with travel plans	Employers' surveys	69% (2005)	69%
L2: % of new non-residential development complying with RSS car-parking standards	Council monitoring	100% (2004/5)	>90%
L3: % of employees covered by commuter travel plans	Employers' surveys / Councils' employment predictions	15% (2005)	20%
L4: % of schools with an approved travel plan	Councils' monitoring	15% (2004/05)	80%
L5: Number of services with a reduction in bus journey times	Bus operators timetables	0 (2005/06)	5

Indicator	Source of Data	Baseline Position & (year)	Target for 2010/11
L6: % of scheduled bus services operating	Council monitoring	99.6% (2005/06)	Maintain above 99.5%
L7: % of households within 45 minutes of hospital by bus or tram	Accession software	87% (2006)	90%
L8: % of eligible population taking up concessionary fares entitlements	Council monitoring	62% (2004/05)	70%
L9: (BVPI 103) % of users satisfied with public transport information	Citizens Panel	City = 72% County = 52% (2003/04)	City = 78% County = 71% (2009/10)
L10: (BV178a) Percentage of footpaths and other rights of way which are easy to use by the public	Council monitoring	61% (2003/04)	67%
L11: Number of fully accessible bus services	Councils' monitoring	2 (2005/06)	7
L12: (BV165) Percentage of crossings with facilities for disabled people	Councils' monitoring	80% (2003/04)	90%
L13: Number of services where buses are Real Time enabled	City Council monitoring	4 (2005/06)	9
L14: Volume of carbon dioxide emitted by vehicles in Greater Nottingham	Traffic volume, and DfT emission factors	248,000 tonnes (2004)	269,000
L15: (BV106) % of residential development on brownfield land	Council monitoring	89% (2003/04)	Maintain at above 85%
L16: Perception of safety when using the bus at night (journey, waiting and accessing stops – after 7pm)	Quarterly surveys of 600 people at NCT Travel Centre	65% (2005/6)	67%
L17: Pedestrian flow on primary pedestrian network (annualised index at selected sites)	Council monitoring	100 (2003/04)	110