



APPENDIX A1

LOCAL TRANSPORT PLANNING

JOINT STATEMENT

By:

Bedfordshire County Council

Buckinghamshire County Council

Luton Borough Council

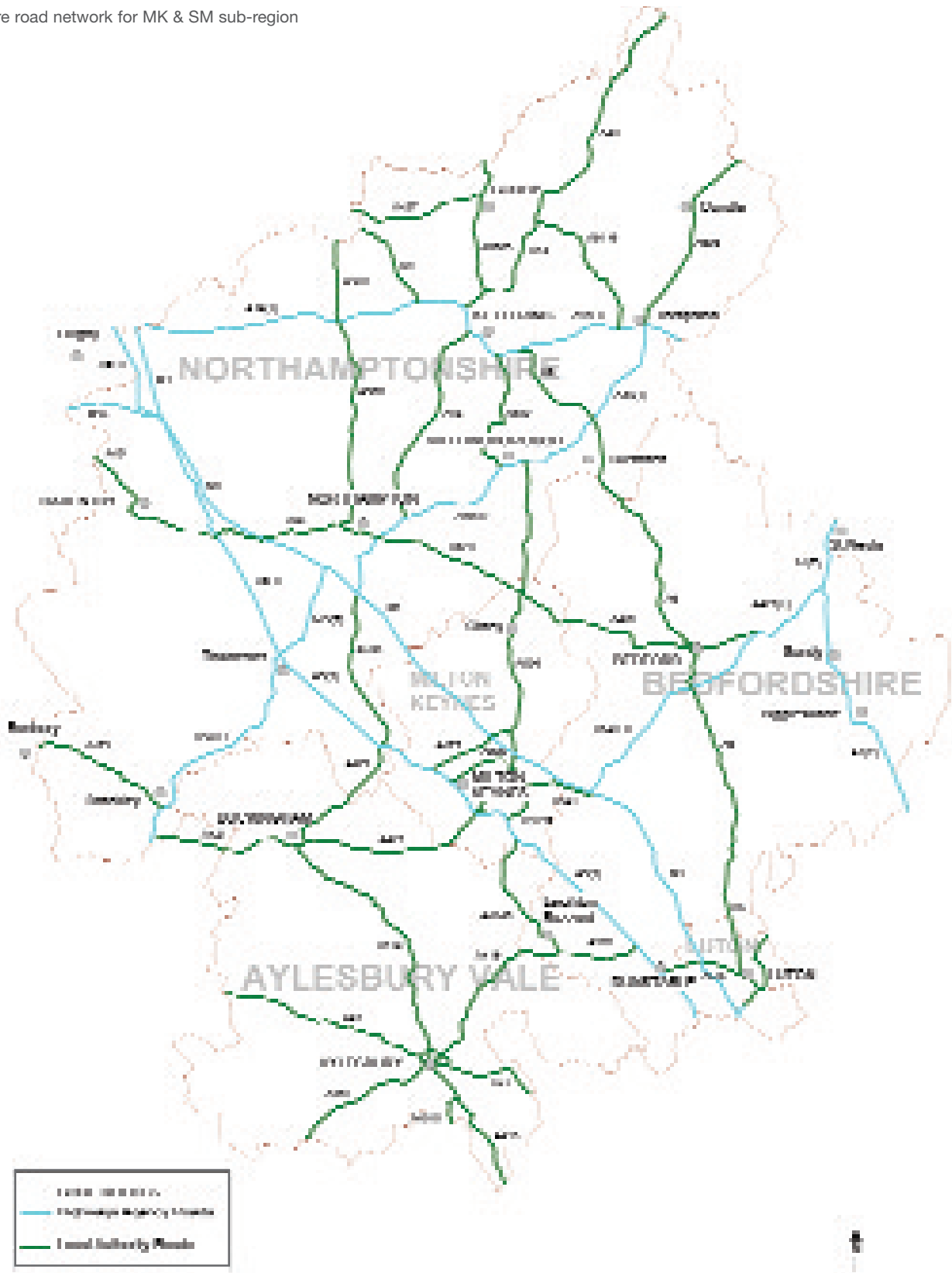
Milton Keynes Council

Northamptonshire County Council

This statement covers the entire geographic areas of Bedfordshire, Northamptonshire, Luton and Milton Keynes, plus the Aylesbury Vale district of Buckinghamshire.



Core road network for MK & SM sub-region



© Crown copyright. All rights reserved.
Northamptonshire County Council: Licence No.100019331. Published 06/07/2005

Partnership Working

The authorities are jointly committed to working together to improve local transport throughout the growth area, both amongst themselves and with other organisations such as the Government Offices, the Regional Assemblies, the Highways Agency, bus and train operators, Sustrans and the various Local Delivery Vehicles.

Congestion Issues

The authorities are jointly committed to:

- Developing a common monitoring regime for congestion across the growth area.
- Identifying strategic congestion hot spots with a cross-boundary impact, and developing joint responses to deal with these sites. These sites include:
 - M1 Junction 13
 - M1 Junction 14
 - A5 / A4146 Fenny Stratford Bypass
 - A5 / A508 Roundabout, Old Stratford
- Work closely with the Highways Agency to reduce congestion at junctions between the trunk and non-trunk road network.

Accessibility

The authorities are jointly committed to:

- To work together to ensure cross-boundary accessibility issues are understood as part of the strategic accessibility audit process.
- Where necessary, to develop joint accessibility strategies to deal with cross boundary accessibility.
- Locating major new developments in such a way as to ensure accessibility for all.

Safety

The authorities are jointly committed to:

- Introducing a common approach to cross-boundary route improvements.
- Improving liaison between the various regional road safety organisations covering the sub-region.

Air Quality

The authorities are jointly committed to:

- Sharing best practice in developing Air Quality Action Plans with Borough and District Councils.
- Adopting a joint approach to the Highways Agency with regard to Air Quality Management Areas (AQMS) on Motorways and Trunk Roads.

Road Issues

The authorities are jointly committed to:

- Supporting the transport proposals in the Milton Keynes & South Midlands Sub-Regional Strategy as a minimum requirement for the growth area.
- Press for those schemes currently listed as “not under active consideration” to be given a definite programme date.
- Press for a further review of the Trunk Road network within the growth area.
- Develop an agreed “core road network” for the growth area, as shown on Plan 1.

Bus and Coach Issues

The authorities are jointly committed to:

- Introducing schemes similar to the successful improvements to the X4 Milton Keynes – Northampton – Peterborough services such as the:
 - X2 Northampton to Bedford
 - X5 Oxford – Milton Keynes – Cambridge
 - X15 Aylesbury to Milton Keynes
 - X66 Luton Dunstable to Milton Keynes
 - 31 Luton Dunstable to Leighton Buzzard
 - 61 Luton Dunstable to Aylesbury
- Promoting the upgrading of Milton Keynes Coachway as a sub-regional interchange for coach travel.
- Promoting the upgrading and extension of coach routes to Luton Airport from across the sub-region.
- Investigating the possibility of cross-border park and ride facilities, particularly in the Milton Keynes area.
- Developing a sub-regional coach network to serve the growth area, particularly to complement and fill-in gaps in the rail network.

Rail Issues

The authorities are jointly committed to:

- Seeking improvements in the capacity for and frequency of local services on the West Coast Main Line, by building upon the infrastructure improvements that have already been introduced for long distance services.
- Pressing for increased capacity on the Midland Main Line to allow for the introduction of additional services and destinations
- Supporting the development of an East – West rail service from Oxford and Aylesbury to Cambridge via Milton Keynes and Bedford. The authorities believe that this route should be re-opened to passenger traffic in full, and that this is inextricably linked to development of the growth area and the Oxford – Cambridge Arc.
- Pursuing the opportunities that Community Railways may bring for the Marston Vale line between Bedford and Bletchley.
- Supporting the principle of re-opening of the Northampton – Bedford railway line.

Parking Issues

The authorities are jointly committed to:

- Introducing Decriminalised Parking Enforcement regimes across the area and use the proceeds to support sustainable modes of travel.
- Developing parking standards for new developments in consultation with each other.

Charging Issues

The authorities are jointly committed to:

- Supporting the principle of a national road charging scheme, as proposed by the Commission for Integrated Transport, as the only effective way of developing charging outside the major conurbations.

Development Issues

The authorities are jointly committed to:

- Working together to ensure that developers face similar requirements for new development proposals throughout the growth area.
- Liaising closely on cross-border developments to ensure that the needs of all communities are considered in new developments.

Travel Plans

The authorities are jointly committed to:

- Working together and with the Highways Agency to share good practice.
- Identifying and working with companies that are implementing travel plans which would benefit from joint authority action.

Freight

The authorities are jointly committed to:

- Encouraging Heavy Goods Vehicle traffic to use the agreed core network.
- Promoting the use of rail for construction-related traffic.

Implementation of the Joint Statement

The Joint Statement will be used to support joint working between the authorities throughout the LTP2 period. Regular meetings between the transport planners will provide a framework for other specialists within the authorities to work together in delivering common schemes and programmes on the ground.

APPENDIX B - LTP FINANCE FORMS

LTP F11 - Summary of support sought from local transport capital settlement

£000	2007-08	2008-09	2009-10	2010-11
Maintenance block expenditure (up to provisional planning guidelines)	9529	10005	10506	11031
Primary route bridges and emergency works		n/a	n/a	n/a
Individual major schemes	22000	24600	0	0
Exceptional maintenance schemes each costing less than £5 million	0	0	0	0
Integrated transport block expenditure (up to final planning guidelines)	6197	7154	8159	9994
Further integrated transport block expenditure (up to 25% of final planning guidelines)	1737	1976	2227	2499
Total (local transport capital settlement)	39463	43735	20892	23524

Notes:

For LTP-F11 and F12

1. All entries should be in cash terms (assuming 2.5% pa retail price inflation)
2. Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places.
3. All expenditure entries should be for the funding sought from the local transport capital settlement only.
4. The threshold for major schemes is for the gross cost (not necessarily the local transport capital settlement contribution) and is usually £5m, but is less for some smaller authorities.
5. Maintenance schemes costing more than £5m should be reported as major schemes.

For LTP-F11

1. The sum of the maintenance block and integrated transport block expenditure (and not necessarily each block) rows should sum to the final planning guidelines for each year.
2. Funding profiles for primary route bridges and emergency works after 2007/08 are not needed (but can be included).

For LTP-F12

1. Only schemes for which support is sought during the 2007/08 to 2010/11 period should be included.
2. Schemes should be listed as either a major, exceptional or supplementary scheme, with their F2 code.

LTP F12 - Summary of support sought from local transport capital settlement for major schemes and exceptional schemes

Scheme Name	Type	DfT Ref/Pry	Start of main works	End of main works mm & yyyy	2005/2006 and before mm & yyyy	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14 and after
TOTAL LTP-F12 - ALL					3558	1322	22000	24600	0	0	0	0	0
TOTAL LTP-F12 - MAJOR SCHEMES					3558	1322	22000	24600	0	0	0	0	0
A43 CORBY SOUTHERN LINK ROAD	RD5	10136	9/2007	12/2008			5100	10100					
A509 Isham Bypass Prelims - New rural bypass	RD1	10137	6/2007	10/2008			6200	8400					
Getting Northampton to Work	BI4	10138	4/2004	3/2008	3558	1322	3100						
A509 Isham to Wellingborough Improvement	RD1	1	9/2007	1/2009			7600	6100					
TOTAL LTP-F12 - EXCEPTIONAL MAINTENANCE SCHEMES					0	0	0	0	0	0	0	0	0

APPENDIX C - LTP2 MANDATORY INDICATOR PRO-FORMA

LTP F11 - Summary of support sought from local transport capital settlement

Core Indicator	Definitions	Year Type	Units		Year	Value	
Road Condition (% of network in need of further investigation)	(1) Principal Roads - BVPI223	Financial	Percentage	Base Data	2004/05	N/A	Actual Figures
				Target Data	2010/11		Trajectory
	(2) Classified, non-principal, roads-BVPI224a	Financial	Percentage	Base Data	2005/06	N/A	Actual Figures
				Target Data	2010/11		Trajectory
	(3) Unclassified roads - BVPI224b	Financial	Percentage	Base Data	2003/04	31.00%	Actual Figures
				Target Data	2010/11	40.00%	Trajectory
Total killed and seriously injured casualties - BVPI99(x)		Calendar	Casualties	Base Data	1994/98	773	Actual Figures
				Target Data	2010	387	Trajectory
Child killed and seriously injured casualties - BVPI99(y)		Calendar	Casualties	Base Data	1994-98	104	Actual Figures
				Target Data	2010	52	Trajectory
Total slight casualties - BVPI99(z)		Calendar	Casualties	Base Data	1994-98	2,316	Actual Figures
				Target Data	2010	2,276	Trajectory
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority	Financial	Thousand passenger journeys	Base Data	2003/04	16,500.00	Actual Figures
				Target Data	2010/11	20,800.00	Trajectory
of which number of bus passenger journeys - BVPI102		Financial	Thousand passenger journeys	Base Data	2003/04	16,500.00	Actual Figures
				Target Data	2010/11	20,800.00	Trajectory

1994-98	2003/04	2004/06	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
	N/A	N/A							Baseline data not yet available
	N/A	N/A							Not required for March 2006 version
	31.00%	20.00%							
				29.00%	28.00%	26.00%	24.00%	23.00%	
773	539	495	492						2005 data provisional and dependant upon any late accident reports
			480	459	441	423	405	387	
104	70	58	57						2005 data provisional and dependent upon any late accident reports
			57	56	55	54	53	52	
2,316	2,215	2,276							
			2,276	2,276	2,276	2,276	2,276	2,276	
	16,500.00	17,900.00							
			18,300.00	18,800.00	19,500.00	20,000.00	20,400.00	20,800.00	
	16,500.00	17,900.00							
			18,300.00	18,800.00	19,500.00	20,000.00	20,400.00	20,800.00	

Core Indicator	Definitions	Year Type	Units		Year	Value	
Satisfaction with local bus services-BV1104		Financial	Percentage	Base Data	2004/05	42.00%	Actual Figures
				Target Data	2010/11	57.00%	Trajectory
Footway condition BVPI187 (% of the category 1, 1a and 2 footway)		Financial	Percentage	Base Data	2003/04	6%	Actual Figures
				Target Data	2010/11	20%	Trajectory
LTP1a - % of settlements with more than 3000 population - bus service within each hour (7am-6pm)		Calendar	Percentage	Base Data	2005	88.00%	Actual Figures
				Target Data	2010	100.00%	Trajectory
LTP1b - % of settlements with less than 3000 population - bus service within each hour (7am - 6pm)		Calendar	Percentage	Base Data	2005	66.00%	Actual Figures
				Target Data	2010	80.00%	Trajectory
LTP2 - change in area wide road traffic mileage		Calendar	Vehicle Kilometres (thousand)	Base Data	2004	8453	Actual Figures
				Target Data	2010	10230	Trajectory
LTP3 - Cycling trips (annualised index)		Financial	Index based on 2003/04 = 100	Base Data	2003/04	100	Actual Figures
				Target Data	2010/11	100	Trajectory
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding care share journeys	Financial	Percentage	Base Data	2003/04	25.00%	Actual Figures
				Target Data	2010/11	19.00%	Trajectory
Percentage of which car							Actual Figures
Percentage of which car scheme							Actual Figures
Percentage of which public transport							Actual Figures
Percentage of which walking							Actual Figures
Percentage of which cycling							Actual Figures

2003/04	2004/06	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
42.00%	N/A	N/A						
	44.33%	46.6%	49.00%	51.00%	53.00%	55.00%	57.00%	
6%	26%	N/A						Data for 2003/04 was collected by a third party and does not appear credible.
		27%	26%	25%	23%	21%	21%	
		88.0%						
			88.0%	88.0%	92.00%	96.00%	100.00%	
		66.00%						
			66.00%	68.00%	72.00%	76.00%	80.00%	
8318	8453							
	8568	8825	9089	9362	9643	9932	10230	
100	102							100=21277 in 2003/04
	100	100	100	100	100	100	100	
N/A	25.00%	23.30%						NB-3.3% of journeys were 'park & stride' where children were dropped off some distance from school and then completed the trip on foot. These are classified here as car trips on advice from GEOM.
		24.00%	23.00%	22.00%	21.00%	20.00%	19.00%	
	25.00%	20.10%						
	14.00%	12.90%						
	14.00%	15.90%						
	44.00%	44.70%						
	2.00%	2.00%						

Core Indicator	Definitions	Year Type	Units		Year	Value	
LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Base Data	2005/06	97.7	Actual Figures
				Target Data	2010/11	97.7	Trajectory
	% of buses on time at intermediate turning points	Financial	Percentage	Base Data	2005/06	82.3	Actual Figures
				Target Data	2010/11	82.3	Trajectory
	% of buses on time at non-timing points	Financial	Percentage	Base Data	2005/06		Actual Figures
				Target Data	2010/11		Trajectory
	Average excess waiting time on frequent service routes	Financial	Minutes	Base Data	2005/06	1m1s	Actual Figures
				Target Data	2010/11	1m1s	Trajectory
LTP6 - Changes in peak period traffic flows to urban centres	Northampton (all roads)	Financial	Vehicle numbers or % of all journeys that are car driver journeys	Base Data	2005/06	12117	Actual Figures
				Target Data	2010	12117	Trajectory
LTP7 - Congestion	Northampton AM	Financial		Base Data	2005/06	10	Actual Figures
				Target Data	2010/11	5	Trajectory
	Northampton PM			Base Data	2005/06	12	Actual Figures
				Target Data	2010/11	6	Trajectory
	Kettering AM			Base Data	2005/06	0	Actual Figures
				Target Data	2010/11	0	Trajectory
	Kettering PM			Base Data	2005/06	1	Actual Figures
				Target Data	2010/11	0	Trajectory
	Wellingborough AM			Base Data	2005/06	0	Actual Figures
				Target Data	2010/11	0	Trajectory
	Wellingborough PM			Base Data	2005/06	0	Actual Figures
				Target Data	2010/11	0	Trajectory
LTP8 - An air quality target related to traffic		Calendar	Number of Air Quality Management Areas	Base Data	2004	2	Actual Figures
				Target Data	2010	0	Trajectory

2003/04	2004/06	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
		97.7						
			97.7	97.7	97.7	97.7	97.7	
		82.3						
			82.3	82.3	82.3	82.3	82.3	
		1m01s						
			1m01s	1m01s	1m01s	1m01s	1m01s	
		12117						
			12117	12117	12117	12117	12117	
		10						Not a mandatory target for this authority
			9	8	7	6	5	
		12						
			11	9	8	7	6	
		0						
			0	0	0	0	0	
		1						
			1	1	1	0	0	
		0						
			0	0	0	0	0	
		0						
			0	0	0	0	0	
0	2	2						
			4	4	2	2	0	