

Leicester
City Council

WARDS AFFECTED
All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Cabinet

30th July 2001

THE LOCAL TRANSPORT PLAN FOR CENTRAL LEICESTERSHIRE -- FIRST ANNUAL PROGRESS REPORT

Report of the Director of Environment, Development and Commercial Services

1. Purpose of Report

- (i) To inform the Cabinet of the main contents of the first Annual Progress Report (APR) to Government on the joint Local Transport Plan for Central Leicestershire (LTP).
- (ii) To request the Cabinet to approve the bid for capital funding of local transport improvements in the year 2002/03.

2. Summary

- 2.1 The first five year LTP for Central Leicestershire was submitted to Government in July 2000. In December 2000 Government announced a settlement of £ 9,153,000 for Leicester City Council for capital schemes and maintenance in the year 2001/02. This was an increase of 80% compared with the previous year and signalled Government's determination to deliver a long term programme for modernising transport.
- 2.2 The Government requires local transport authorities to produce an Annual Progress Report (APR), which focuses on the achievements and outcomes of schemes and measures taken during the previous twelve months. The first APR will, therefore, concentrate on the year of the Provisional LTP (2000/01). The APR has to be submitted to Government by 31 August 2001. Major scheme bids have to be submitted by 31 July (see Leicester West Transport in 2.7).
- 2.3 There are five key elements in the APR:
 - An explanation of how implementation of the LTP fits into the wider context of policies to help improve quality of life
 - A table recording the progress being made in working towards the achievement of local objectives and targets contained in the LTP
 - A narrative explaining how progress has been made towards the objectives

- A narrative explaining how the authority is responding to points made in the December 2000 decision letter
- A set of finance forms explaining any significant divergence from the spending plans contained in the LTP and identifying any bids for additional funding

Each of these elements feature below, indicating progress that the authorities have made.

2.4 The Wider Agenda.

- **Land Use Planning/Spatial Development** -- The LTP is consistent with, and complementary to, national planning policy, the newly approved Regional Planning Guidance and the Development Plan (Structure Plan and Local Plan). The Examination in Public of the Leicester, Leicestershire and Rutland Structure Plan finished on 6 July 2001. Evidence was presented to the Panel on the way in which transport and land use policies work together to promote sustainable development. The Replacement City of Leicester Local Plan Review will present new policies to restrain car parking through the introduction of City-wide maximum parking standards, to provide greater priority for access by public transport, cycling and walking and to require Transport Assessments (TA) and travel plans where designated development thresholds are reached.
- **Local Air Quality Management**
Air Quality Management Areas were declared by the City Council in December 2000. These were identified on the basis of exceedances of the air quality objectives of nitrogen dioxide. The overwhelmingly predominant factor in the predicted failure to meet the air quality objectives is emissions from motor vehicles on the major road network. An Air Quality Action Plan is in preparation and this will be centred around the policies and proposals of the LTP.
- **Environment and Sustainability**
The Council has been awarded Beacon status for environmental management and LTP measures will help to maintain our reputation for quality service provision.
- **Social Inclusion**
The Traffic Group has been instrumental in securing a Government research project looking at the link between transport and social inclusion in the Braunstone NDC area. The Civilising Cities initiative continues to study the impact of the Belgrave Corridor Project.
- **Disabled People and Older People**
Measures have been taken in pursuit of the LTP Action Plan for Disabled People, including the provision of dropped kerbs, audible and tactile facilities at crossings, and the introduction of a significant number of low-floor buses. The Local Transport Plan Co-ordinator represents the Director on the recently established Forum for Older People.
- **Regeneration and Economy**
Traffic Group continues to assist the SRB areas and Braunstone NDC as necessary.

- **Public Health**
A Health Impact Assessment of the LTP is being carried out with Leicestershire Health Authority. Issues emerging so far include problems of shared cycleways/footways and footway surfacing.
- **Crime and Disorder**
The Council's programme of speed management measures continues to contribute to accident reduction and street lighting improvements provide greater security.
- **Education and Lifelong Learning**
Our Safer Routes To School programme has gained national recognition.
- **Best Value**
The current service review of transport provision will be reported in the APR. Traffic Group is working with Property Division to assess the appropriate response of the local transport authority to Government's requirements for the Asset Management Plan.
- **Community Plan**
The Community Plan recognises the role of the LTP in protecting and improving the environment.

2.5. Monitoring

The attached Table C is the first draft of the table required to summarise progress against local objectives and targets. Fourteen local objectives each have performance indicators and targets, including those statutory Best Value Performance Indicators (BVPI) of relevance. The " progress made in 2000/01 " column is blank at present because we will not receive the data until the end of July.

2.6. December 2000 Decision Letter

The Government's letter was largely complimentary but there were two issues which they felt were not sufficiently addressed:

- **Rail Passenger Strategy**
The two authorities have tackled this issue and a new Rail Passenger Strategy will be presented in the APR. Fresh impetus has been given by the new role of the Strategic Rail Authority and the Multi-Modal Studies in the East Midlands.
- **Climate Change**
It was pointed out that we had not made it clear how we would be addressing climate change. A statement in the APR will deal with this aspect.

2.7. Finance Forms

Government is preparing to introduce the " Single Capital Pot " for local authorities from 2002/03. The City Council's emerging Capital Strategy for 2002/03 will be referred to in the APR. The way in which the Single Capital Pot is used will need to take account of the longer term spending commitments that Government has made for some sectors of the economy. On 14 December 2000 the Government announced the Local Transport Plan settlement for all authorities for a five year period---2001/02 to 2005/06. It provided

£ 8.4 billion of public capital investment for projects identified in authorities` local transport plans. Under the provisions of the Transport Act 2000 Leicester City Council has a statutory duty to carry out their functions so as to implement the Local Transport Plan (Section 108). The settlement letter received by Leicester City Council in December 2000 included " indicative allocations " of transport capital settlements for the next five years.

The LTP bid table for 2002/03 is shown in Table 1. The total bid for 2002/03 and subsequent years is in line with the indicative allocations, with one exception. The exception is in next year`s bid, where I recommend that a supplementary bid of £ 150,000 is made to pay for the work required to prepare the Air Quality Action Plan. Government has indicated that this is one area of work that is appropriate for additional funding at this time.

There is one development which may necessitate late changes to the bid. The Council will not know whether its` CIVITAS bid has been successful till sometime in July. CIVITAS is a European Union project which invited pairs of local authorities to bid for funding to demonstrate clean urban transport technologies. Leicester submitted a bid with the Government of Malta (City of Valetta). In the event of a favourable decision a new table will have to be produced which includes the additional funding.

Major Schemes

The centrepiece of our proposals to improve bus services is the Leicester West Transport major scheme. This will provide park and ride sites on the main radial routes between the motorways and the City. In addition, comprehensive bus priorities and high quality passenger waiting facilities along the radial routes will benefit other bus users. The bid was not accepted last year and Government asked us to do more work. This is in hand and we hope to make a successful bid on 31 July 2001.

We have indicated to Government that we may need to repair or replace the Upperton Road Viaduct during the LTP period. The APR will report that the City Council is to appoint consultants to assess the structure.

Government has indicated that, whilst there is no guarantee of additional funding for approved major schemes after completion, authorities may bid for additional funding for new scheme costs not previously anticipated. For this reason the City Council will make a bid for additional funds to cover new costs on the A 46 / A 47 Link Road Stage 2, which was opened in 1999.

The Bid " Split "

The bid is a joint City Council and County Council bid and the finance forms will indicate the " split " of the funding. This is usually in the region of 70/30 in favour of the City Council for the integrated measures. There is no reason for this to vary significantly this year.

3. Recommendations

3.1 It is recommended that the Cabinet:

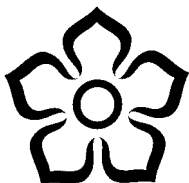
- (i) Approves the bid for capital funding for local transport improvements in 2002/03
- (ii) Notes the new submission for major scheme funding for the Leicester West Transport Project.

4. Financial and legal Implications

- 4.1 Capital resources to support the capital bid will be allocated by Government through the Single Capital Pot. Any associated revenue costs will be met either through resources from the Single Capital Pot or from existing budgets within Traffic Group.

5. Report Author/Officer to contact:

- 5.1 Howard Thomas, Local Transport Plan Co-ordinator and Team Leader, Transport Strategy, in the Traffic Group. Extension 6563.



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SUPPORTING INFORMATION

1. Report

1.1 Leicester City Council and Leicestershire County Council have worked together for many years to tackle transport problems. In 1995 the councils agreed that the best way to plan for the provision of improved local transport facilities in this area was to develop an integrated package of measures for " Central Leicestershire ." Central Leicestershire is shown in Figure 1. In 1995 the councils jointly commissioned consultants to carry out CALTRANS (Central Leicestershire Strategic Transport Studies). CALTRANS was one of the most thorough multi-modal land use / transport studies ever undertaken in this country. The results went to participation and over 80 % of those who gave their views supported the study recommendations. The two councils therefore adopted a Transport Policy for Leicester and Central Leicestershire, which focuses on improving the alternatives to the car as well as introducing demand management measures to restrain car traffic, especially in the City Centre.

1.2 In April 1997 the City became a transport authority in its own right but it was agreed that joint working in Central Leicestershire should continue. Shortly after the adoption of the Transport Policy the Labour Government published its White Paper on transport. This introduced the LTP system and the joint authorities submitted a Provisional LTP in July 1999. The first LTP was published in July 2000.

1.3 The LTP was informed by a large programme of public participation. The main problems of citizens are:

- Too much traffic, especially at peak times, leading to congestion, pollution and extra costs to businesses
- Poor local bus services, in particular:
 - lack of services after 6 p.m. and on Sundays
 - lack of information
 - inability to purchase one ticket for multi-stage journeys
 - poor waiting facilities

--old and uncomfortable buses
--lack of driver courtesy

- The high cost of public transport, especially bus services
- Poor maintenance of roads, footpaths and cycleways

1.4 It was quite clear that the priority was to improve bus services. A Bus Strategy was developed with the help of consultants and efforts were redoubled within the Quality Bus Partnership for Central Leicestershire. The Leicester West Project is essential to transform bus service provision.

2. Details of Research and Consultation

2.1 Participation is ongoing. The fourth annual Local Transport Day for Central Leicestershire was held at Leicester Tigers` Rugby Football Ground on 22 June 2001. The second series of ward meetings in the City were completed in March 2001. Consultants have reported on the findings of the East Midlands Travel Survey.

2.2 Our established partnerships have been active during APR preparation. These include the Transport Business Partnership, the Freight Quality Partnership for Leicester and Leicestershire and the Leicester, Leicestershire and Rutland Road Safety Partnership.

2.3 Leicester is an enthusiastic participant in the " 3 Cities " partnership with Nottingham and Derby City Councils. We co-operate on research and development and support each other as appropriate.

2.4 Within the City Council the Transport Strategy Team plays an active role in key corporate fora such as the Community Plan and has contributed to the debate on the form of the Leicester Local Strategic Partnership

3 Other Implications

3.1 No other implications are seen to arise from the recommendation contained in this report.

4 Background Papers

4.1 Guidance on LTP Annual Progress Reports, DETR April 2001