

IMPROVEMENT PLANS

This paper contains the Index of Improvement Plan Objectives and the Improvement Plans generated from the Review in general and from the work of the six task groups:

- “Highways and Transportation – General”
- “Quality Alternatives to the Motor Car”
- “A review to see what more can be done to reduce Disruption to traffic”
 (“Traffic Disruptions”)
- “Highway Maintenance with particular reference to pavement maintenance”
 (“Highway Maintenance”)
- “Public Transport Subsidies”
- “Client/Consultant/Contractor Working Arrangements”
- “Management and Maintenance of Council Car Parks and St Margaret’s Bus Station”
 (“Car Park Service” and “Bus Station”)
- Improvement Plan Project Programme

Index of Improvement Plan Objectives

Highways and Transportation – General

- No.H&T1: Provide a more co-ordinated and customer focused service by establishing a Highways and Transportation Division by September 2003.
- No.H&T2: Establish and implement trading agreements to rationalise support services to the new Division by April 2003.
- No.H&T3: Improve service to immediate and Citywide users by implementing an accredited quality management system across the new Division to ensure a customer focussed approach and “getting it right first time” by March 2004.
- No.H&T4: Improve managerial, technical and customer focused performance by providing on-going “structured” staff training and development opportunities, particularly through training scheme(s) by March 2003.
- No.H&T5: Improve accessibility to services for external and internal customers by ensuring Information Communications Technology provision meets the needs of the service by developing and implementing an ICT Strategy for the whole service and by October 2003.
- No.H&T6: Ensure customers and managers know how the service is performing by completing the task of establishing performance indicators, targets, monitoring and benchmarking for all aspects of the service, led by a “policy and performance function” by May 2003.
- No.H&T7: Accelerate the reduction in road accident fatalities and seriously injured by implementing a casualty reduction strategy by March 2003.

Quality Alternatives to the Motor Car

- No.QAMC1: Improve accessibility of buses at stops, particularly for people in wheelchairs and with other mobility problems by March 2010.
- No.QAMC2: Increase number of people using buses and speed up the introduction of better bus services by implementing the monitoring section of Bus Strategy by December 2002.
- No.QAMC3: Secure funding needed to prepare for the introduction of the Workplace Parking Levy, and future Local Transport Plans and multi-modal transport studies by July 2002 in order to fund future transport expenditure.
- No.QAMC4: Engage local businesses and other stakeholders in addressing and funding transport issues by re-establishing the Leicester and Leicestershire Transport Business Partnership, target December 2002.
- No.QAMC5: To seek to improve transport services by working with developers to secure additional funding and support to deliver the objectives of the Local Transport Plan especially through providing alternatives to the car by October 2003.

Traffic Disruptions

- No.TD1: Let people in the City know what is going on with regard to roadworks through the implementation of the Major Road Works Protocol by December 2002.
- No.TD2: Reduce the impact of necessary roadworks and events on road users enhancing working procedures by July 2003.
- No.TD3: Reduce disruption to road users by improving partnership working at an operational level by December 2002.

Highway Maintenance

- No.HM1: To get transport improvement and maintenance projects on site more quickly by improving procurement processes by January 2003.
- No.HM2: To better reflect customer need and integrated transport policy by implementing a revised highway maintenance strategy by June 2003.
- No.HM3: Reduce accidents arising from poor highway conditions by improving maintenance procedures by December 2002.
- No.HM4: Respond to customer concerns over the condition of the highway by seeking opportunities to maximise the amount of revenue funding spent on highway maintenance through the Environment, Regeneration & Development budget strategy on an annual basis.
- No.HM5: Improve condition of roads and footways for users by implementing a training programme to enhance and develop the skills of the in-house construction operatives.

Public Transport

- No.PT1: Conduct a comprehensive review of the public transport trading agreements with the County Council, as agreed in the County Council's Best Value Review of Public Transport Improvement Plan, to improve bus services to the public, by March 2003.
- No.PT2: To provide a better service to disabled people by replacing present "local" tokens with National Transport tokens by June 2002.
- No.PT3: Investigate the benefits and costs associated with a switch to an objective-led procurement policy for subsidised non-commercial bus services by March 2004.
- No.PT4: Introduce modern accessible vehicles on non-commercial subsidised bus services to improve access for customers as funding permits.
- No.PT5: Introduce a network ticketing scheme as soon as legislation allows.
- No.PT6: Continue to improve the effectiveness of Accessible (e.g. Dial-a-ride) bus services targeted at wheelchair users by March 2003.

No.PT7: Develop and implement a joint public transport information strategy with Leicestershire County Council.

Client/Consultant/Contractor

No.CCC1: "Modernising procurement" and shorten service chains by October 2003.

No.CCC2: Improve delivery of Highways and Transportation construction programmes by enhancing project management and introducing performance appraisal mechanism for programmes, projects and maintenance services which include all parts of the supply chain by March 2003.

No.CCC3: Minimise disruption to customers and unnecessary maintenance costs by ensuring better integration of design and maintenance and by introducing "maintenance sign-off" to design procedures by November 2002.

No.CCC4: Improve efficiency and effectiveness of Health and Safety management during tender stage by preparing and implementing guidance for officers by December 2002.

No.CCC5: Complete the task of ensuring customers of all highways and transportation services are consulted, views analysed and fed into service planning by February 2003.

Car Parking Service

No.CP1: To ensure that those who need to use a car to visit the City have access to good quality car parking facilities by improving management and maintenance by March 2003.

No.CP2: Further integrate Equality and Diversity in the car parking service planning and delivery to take account of all sections of the motoring community by March 2003.

No.CP3: Improve safety and security for car park users by upgrading lighting and introducing CCTV by May 2003.

No.CP4: Make it easier for motorists to pay fines by introducing electronic receipt and banking of payments by July 2003.

St. Margaret's Bus Station

No.BS1: To make St. Margaret's Bus Station a more pleasant and easier place to use by putting in place new day-to-day managements to deal with customer enquiries and maintenance issues by September 2002.

No.BS2: Further integrate Equality and Diversity in the bus station service planning and delivery to take account of all sections of the community by March 2003.

No.BS3: Improve safety and security at the Bus Station by having "on-site" presence and erecting security warning signs by March 2005.

HIGHWAYS AND TRANSPORTATION – GENERAL

IMPROVEMENT PLAN

HIGHWAYS AND TRANSPORTATION – GENERAL

<p>Improvement Objective No.H&T1:</p> <p>Provide a more co-ordinated and customer focused service by establishing a Highways and Transportation Division by September 2003.</p>	
<p>Actions/outcomes:</p> <ol style="list-style-type: none"> 1. “Recruit” Head of Division. 2. Conduct organisational review to establish new structure which can best deliver the service to its customers. (Sept.-Dec.2002) 3. Prepare job descriptions/career grades and “slot” people into posts to give clear roles and responsibilities to employees of the service. (Jan 2003) 4. Carry out accommodation audit and recommend preferred option for service accommodation.(Jan 2003) 5. Relocate service areas to optimum location(s) to enable an effective service to customers. (Sept. 2003) 6. Prepare Divisional Plan to achieve a strategic direction for the new service. (Jan 2003) 7. Prepare and implement Divisional Travel Plan to champion LTP strategies encourage others to follow. (Feb 2003) 	<p>Related Objectives:</p> <p>Aims of “Revitalising Neighbourhoods”</p> <p>Principals of Rethinking Construction</p> <p>Business Unit Business Plan Objectives</p> <p>Objective H&T6 of the Highways and Transportation Improvement Plan</p> <p>Objectives CCC1 and CCC2 of the Client/ Consultant/Contractor Improvement Plan</p>
<p>Overall Timescale:</p> <p>September 2003</p>	<p>Overall Lead Officer:</p> <p>Alistair Reid, Service Director</p>
<p>Method of measuring improvement:</p> <p>Completed organisational review, staff relocated. Completed Business Plan and Travel Plan PI's - Construction BPP KPI's, target top quartiles. - National BVPI's. - Service area specific PI's – see PI's spreadsheet attached for targets. - MORI survey.</p>	
<p>Overall Cost/Savings:</p> <p>Savings as result of restructuring estimated to be £100,000 Staff time within existing resources. Accommodation/relocation costs to be determined.</p>	
<p>Progress:</p> <p>Service Director appointed May 2002.</p> <p>Accommodation “working party” established for Department, Highways and Transportation Lead Officer “appointed” (Mark Wills), work in progress establishing accommodation needs.</p>	

HIGHWAYS AND TRANSPORTATION - GENERAL

<p>Improvement Objective No.H&T2:</p> <p>Establish and implement trading agreements to rationalise support services to the new Division by April 2003.</p>	
<p>Actions/outcomes:</p> <ol style="list-style-type: none"> 1. Audit support service requirements of new Division. (Oct.2002) 2. Prepare and agree trading agreements for support services required. (April 2003) 3. Monitor support services performance through Q.M.S. <p>Outcomes:</p> <p>More efficient, effective and economical support services leading to improved core service delivery.</p>	<p>Related Objectives:</p>
<p>Overall Timescale:</p> <p>April 2003</p>	<p>Overall Lead Officer:</p> <p>Mark Wills, Head of In-house Consultancy</p>
<p>Method of measuring improvement:</p> <p>Staff surveys, Quality Management Review meetings, performance management meetings with suppliers. PI's for suppliers to be developed and included in TAG's.</p>	
<p>Overall Cost/Savings:</p> <p>Target savings of £26,000</p>	
<p>Progress:</p> <p>The Head of Support Services (Service Director – Resources) has held senior managers forums to discuss methodology.</p>	

HIGHWAYS AND TRANSPORTATION - GENERAL

<p>Improvement Objective No.H&T3:</p> <p>Improve service to immediate and Citywide users by implementing an accredited quality management system across the new Division to ensure a customer focussed approach and “getting it right first time” by March 2004.</p>	
<p>Actions/outcomes:</p> <ol style="list-style-type: none"> 1. Determine quality management system required. (March 2003) 3. Develop and implement a quality management system to ensure the service provided meets the customers’ requirements and is delivered in an efficient manner. (March 2004) <p>Establish a review group, that meets quarterly, to identify opportunities for new initiatives, as part of the quality management system.</p>	<p>Related Objectives:</p> <p>Aims of “Revitalising Neighbourhoods</p>
<p>Overall Timescale:</p> <p>March 2004</p>	<p>Overall Lead Officer:</p> <p>Phil Thompson, Quality Manager (City Consultants)</p>
<p>Method of measuring improvement:</p> <p>Quality system audits, performance indicators (All Highways and Transportation related PI’s and targets – see spreadsheets attached.).</p>	
<p>Overall Cost/Savings:</p> <p>Additional auditing costs of £10,000 will be offset by more efficient service delivery. Staff time within existing resources.</p>	
<p>Progress:</p> <p>N.B. In-house Consultancy and Contractor already have accredited system, internal auditors and Quality Manager, “client side” have some written procedures.</p>	

HIGHWAYS AND TRANSPORTATION - GENERAL

<p>Improvement Objective No.H&T4:</p> <p>Improve managerial, technical and customer focused performance by providing on-going “structured” staff training and development opportunities, particularly through training scheme(s) by March 2003.</p>	
<p>Actions/outcomes:</p> <ol style="list-style-type: none"> 1. Ensure Employee Review & Development Scheme continues to be implemented and informs training plans to ensure “targeted” training provision. (Feb.2003) 2. Prepare and implement managerial, technical and trades training programmes, in the context of the new Division, to ensure trained and skilled workforce. (Feb.2003) 3. Encourage participation in Professional Bodies and continuing Professional Development to assist in identifying and implementing best practise in the service. 4. Prepare and operate “training” database to facilitate effective management of training and recording. (March 2003) 	<p>Related Objectives:</p> <p>Human Resource Strategy.</p> <p>Retention of Investors in People Award.</p> <p>Objective HM5 of the Highways Maintenance Improvement Plan.</p>
<p>Overall Timescale:</p> <p>March 2003.</p>	<p>Overall Lead Officer:</p> <p>Mark Wills, Head of Consultancy Services</p>
<p>Method of measuring improvement:</p> <p>Investors in People Audits, Training related PI’s to be developed (BVLICS-13, BVLICS-16 and BVLI-4 to date – see spreadsheet attached).</p>	
<p>Overall Cost/Savings:</p> <p>Within training budgets. Training database development estimated £3,000 within existing business development budget.</p>	
<p>Progress:</p> <p>Audits on-going.</p> <p>De Montfort University assisting with “operatives training” scheme preparation (May 2002), Institution of Civil Engineers Training Scheme approved April 2002.</p> <p>Database almost complete, training records being input.</p>	

HIGHWAYS AND TRANSPORTATION - GENERAL

<p>Improvement Objective No.H&T6:</p> <p>Ensure customers and managers know how the service is performing by completing the task of establishing performance indicators, targets, monitoring and benchmarking for all aspects of the service, led by a “policy and performance function” by May 2003.</p>	
<p>Actions/outcomes:</p> <ol style="list-style-type: none"> 1. Establish “Policy and Performance function” (details to be confirmed during organisational review to champion continuous improvement). (Dec 2002) 1. Continue to develop Performance Indicators, with targets where appropriate, for all service areas. (March 2003) 2. Prepare systems and database for collection storage and calculation of data. (May 2003) 3. Benchmark with other service providers to facilitate improvement (On-going). <p>Outcome is the identification of areas for improvement and obtaining best practise ideas/information to bring out improved performance in those areas</p>	<p>Related Objectives:</p> <p>Corporate Performance Management Framework.</p>
<p>Overall Timescale:</p> <p>May 2003</p>	<p>Overall Lead Officer:</p> <p>Mark Wills, Head of In-house Consultancy</p>
<p>Method of measuring improvement:</p> <p>PI database established, benchmarking activities established across the service PI’s – all Highways and Transportation related PI’s – see spreadsheets attached.</p>	
<p>Overall Cost/Savings:</p> <p>Within existing resources</p>	
<p>Progress:</p> <p>Performance indicators in place in many areas of the service, further development on-going.</p> <p>“Crude” systems in place which need to be brought together.</p> <p>Some areas of the service are engaged in benchmarking activities.</p>	

HIGHWAYS AND TRANSPORTATION – GENERAL

<p>Improvement Objective No.H&T7:</p> <p>Accelerate the reduction in road accident fatalities and seriously injured by implementing a casualty reduction strategy by March 2003.</p>	
<p>Actions/outcomes:</p> <ol style="list-style-type: none"> 1. Develop and implement casualty reduction strategy (March 2003) 2. Implement Safety Camera Scheme (April 2002 to March 2005) 	<p>Related Objectives:</p> <p>Leicestershire and Rutland Road Safety Partnership.</p> <p><u>Community Plan</u> <u>Health and social care</u> To take action to reduce the risk of accidents and injuries in the home, at work, travelling and at leisure.</p> <p><u>Local Transport Plan</u> Safety • To improve all aspects of transport safety and security.</p>
<p>Overall Timescale:</p> <p>March 2005</p>	<p>Overall Lead Officer:</p> <p>Michael Jeeves, Traffic Impact Team Leader</p>
<p>Method of measuring improvement:</p> <p>Public Service Agreement “stretch” target i.e. 30% reduction to 89 KSI by 2004.</p>	
<p>Overall Cost/Savings:</p> <p>Public Service Agreement bid (£80,000) submitted to fund staff resource. Safety camera scheme aims to be “self-funding”.</p>	
<p>Progress:</p> <p>Safety camera scheme started 1st April, 2002.</p>	

QUALITY ALTERNATIVES TO THE MOTOR CAR

IMPROVEMENT PLAN

QUALITY ALTERNATIVES TO THE MOTOR CAR

<p>Improvement Objective No.QAMC1:</p> <p>Improve accessibility of buses at stops, particularly for people in wheelchairs and with other mobility problems by March 2010.</p>	
<p>Actions/outcomes:</p> <p>Provide level and unobstructed access at every bus stop by providing raised kerbs and 24 hour bus stop clearway orders, and, where necessary, reconstruct stop layouts, by, for example, providing footway extensions or shallow saw-tooth lay-bys</p> <p>Outcomes:</p> <p>Wheelchair users will be able to get on and off low floor buses unaided.</p> <p>People with less severe mobility difficulties will be able to get on and off low floor buses more easily.</p> <p>People with pushchairs will be able to get on and off low floor buses without dismantling the push chair.</p> <p>People with luggage, including children with school luggage, will be able to get on and off low floor buses more easily.</p> <p>Bus boarding times will reduce, so bus journey times will improve.</p>	<p>Related Objectives:</p> <p><u>Community Plan</u> <u>Diversity</u> To remove barriers affecting people's opportunities to have a full and active life in the City. To ensure existing and proposed transport networks are fully accessible. <u>Health and social care</u> To take action to reduce the risk of accidents and injuries in the home, at work, travelling and at leisure. <u>Environment</u> To slow the growth in car travel into and around the City with the longer term aim of reversing this upward trend. To increase the role of public transport in the City and increase the number of people using it. <u>Jobs and regeneration</u> To emphasise alternatives to the car, and to seek to provide easier and more effective transport options.</p> <p><u>Local Transport Plan</u> Accessibility • To improve access to employment, leisure, education, housing, health care and shopping. Sustainability • To encourage and develop the more sustainable transport modes of walking, cycling and public transport, and where appropriate bring about a reduction in travel overall. Fairness (Equity) • To reduce social exclusion by improving accessibility for those without access to a private motor vehicle. Quality of Life • To improve the quality of life by reducing the pollution, congestion, delay, and the severance caused by traffic.</p>
<p>Overall Timescale:</p> <p>March 2010</p>	<p>Overall Lead Officer:</p> <p>Project Director: Mike Pepper, Head of Traffic Group Project Manager: Steve Warwick, Traffic Group</p>
<p>Method of measuring improvement:</p> <p>Number of stops modified. List of modified stops with Steve Warwick. Need Local PI for achieving all stops. Need Cost per bus stop secured PI.</p>	
<p>Overall Cost/Savings:</p> <p>Capital cost: £6 million, to be funded from the allocation in the Single Capital Pot for Integrated Transport</p> <p>Revenue cost: approximately 3 ftes, costing around £50k each, including overheads, partly funded from the same source, and partly from the Traffic Group's base revenue budget. No additional revenue funding is required, nor are there any savings.</p>	
<p>Progress:</p> <p>Pilot project completed in 2001/02, design of 2002/03 stops underway, project management largely in place, project plan revised.</p>	

QUALITY ALTERNATIVES TO THE MOTOR CAR

<p>Improvement Objective No.QAMC2:</p> <p>Increase number of people using buses and speed up the introduction of better bus services by implementing the monitoring section of Bus Strategy by December 2002.</p>	
<p>Actions/outcomes:</p> <p>Employ consultants to meet the two main bus companies.</p> <p>Identify regime of data collection and analysis</p> <p>Identify the resources to carry out the work on an on-going basis</p> <p>Agree a confidentiality protocol</p> <p>Use data to inform decisions of both bus companies and Councils</p> <p>Outcomes:</p> <p>More investment in Leicester by the bus companies</p> <p>Better targeted investment by local Councils</p> <p>More bus passengers</p>	<p>Related Objectives:</p> <p><u>Community Plan Environment</u> To slow the growth in car travel into and around the City with the longer term aim of reversing this upward trend.</p> <p>To increase the role of public transport in the City and increase the number of people using it.</p> <p><u>Jobs and regeneration</u> To emphasise alternatives to the car, and to seek to provide easier and more effective transport options.</p> <p><u>Local Transport Plan</u> Accessibility • To improve access to employment, leisure, education, housing, health care and shopping. Sustainability • To encourage and develop the more sustainable transport modes of walking, cycling and public transport, and where appropriate bring about a reduction in travel overall. Fairness (Equity) • To reduce social exclusion by improving accessibility for those without access to a private motor vehicle. Quality of Life • To improve the quality of life by reducing the pollution, congestion, delay, and the severance caused by traffic.</p>
<p>Overall Timescale:</p> <p>December 2002</p>	<p>Overall Lead Officer:</p> <p>Garry Scott, Transport Strategy Team</p>
<p>Method of measuring improvement:</p> <p>Average age of bus fleet. Numbers of bus passengers. LTP PI and target. Local PI LO11C (T3).</p>	
<p>Overall Cost/Savings:</p> <p>Cost of employing consultants to establish monitoring arrangements and, possibly, carry out first round of data collection and analysis to be funded from the allocation in the Single Capital Pot for Integrated Transport. Subsequent costs to be identified and apportioned as appropriate.</p>	
<p>Progress:</p> <p>Consultants MVA appointed March 2002. Discussions with bus companies April 2002. Report to Quality Bus Partnership 13th May 2002. Timetable for remainder of project to be set after that meeting.</p>	

QUALITY ALTERNATIVES TO THE MOTOR CAR

<p>Improvement Objective No.QAMC3:</p> <p>Secure funding needed to prepare for the introduction of the Workplace Parking Levy, and future Local Transport Plans and multi-modal transport studies by July 2002 in order to fund future transport expenditure.</p>	
<p>Actions/outcomes:</p> <p>Set up an earmarked reserve funded from the Traffic Group's base revenue budget in July 2002.</p> <p>Outcomes:</p> <p>Funding available for the employment of consultants to develop a Workplace Parking Levy scheme.</p> <p>Funding also secured for the cost of producing the next five-year Local Transport Plan in 2004/05, and the next Central Leicestershire Multi-modal study in 2008, in time to inform the third five-year LTP.</p> <p>Successful WPPL scheme allows the Councils to start construction of LRT</p>	<p>Related Objectives:</p> <p><u>Community Plan</u> <u>Environment</u> To slow the growth in car travel into and around the City with the longer term aim of reversing this upward trend. To increase the role of public transport in the City and increase the number of people using it. <u>Jobs and regeneration</u> To emphasise alternatives to the car, and to seek to provide easier and more effective transport options.</p> <p><u>Local Transport Plan</u> Accessibility • To improve access to employment, leisure, education, housing, health care and shopping. Economy • To support the local economy and encourage growth in suitable locations, particularly the City Centre. Sustainability • To encourage and develop the more sustainable transport modes of walking, cycling and public transport, and where appropriate bring about a reduction in travel overall. Fairness (Equity) • To reduce social exclusion by improving accessibility for those without access to a private motor vehicle. Quality of Life • To improve the quality of life by reducing the pollution, congestion, delay, and the severance caused by traffic.</p>
<p>Overall Timescale:</p> <p>2002</p>	<p>Overall Lead Officer:</p> <p>Mike Pepper, Head of Traffic Group</p>
<p>Method of measuring improvement:</p> <p>Funds available at the right time. In the long-run. Modal share of car and public transport. Buoyant City Centre economy.</p>	
<p>Overall Cost/Savings:</p> <p>Nil</p>	
<p>Progress:</p> <p>Draft report in preparation for consideration by Cabinet at the end of July 2002.</p>	

QUALITY ALTERNATIVES TO THE MOTOR CAR

<p>Improvement Objective No.QAMC4:</p> <p>Engage local businesses and other stakeholders in addressing and funding transport issues by re-establishing the Leicester and Leicestershire Transport Business Partnership, target December 2002.</p>	
<p>Actions/outcomes:</p> <p>Assist in the re-establishment of the TBP and actively participate in a public / private partnership to address and deliver sustainable transport improvements that enable sustainable economic growth for Leicester and Leicestershire.</p> <p>Outcomes:</p> <p>A defined structure and membership that reflects the needs and concerns of the public and private sectors under the umbrella of the Leicester Shire Economic Partnership.</p>	<p>Related Objectives:</p> <p><u>Community Plan</u> <u>Environment</u> To slow the growth in car travel into and around the City with the longer term aim of reversing this upward trend. To increase the role of public transport in the City and increase the number of people using it.</p> <p><u>Jobs and regeneration</u> To emphasise alternatives to the car, and to seek to provide easier and more effective transport options.</p> <p><u>Local Transport Plan</u> Accessibility • To improve access to employment, leisure, education, housing, health care and shopping. Economy • To support the local economy and encourage growth in suitable locations, particularly the City Centre. Sustainability • To encourage and develop the more sustainable transport modes of walking, cycling and public transport, and where appropriate bring about a reduction in travel overall. Fairness (Equity) • To reduce social exclusion by improving accessibility for those without access to a private motor vehicle. Quality of Life • To improve the quality of life by reducing the pollution, congestion, delay, and the severance caused by traffic.</p>
<p>Overall Timescale:</p> <p>Target December 2002</p>	<p>Overall Lead Officer:</p> <p>Eddie Tyrer, Traffic Group</p>
<p>Method of measuring improvement:</p> <p>Agreement of terms of reference for the TBP and specific sub-groups. Development of suitable indicators and evaluation mechanisms. The content and level of active membership of the TBP and continued development and activity of the TBP in terms of delivering the Local transport plan, identifying concerns and opportunities. The number of successful public/private partnerships and private sector finance in future transport initiatives. LTP PI's.</p>	
<p>Overall Cost/Savings:</p> <p>Staff resources to assist in the establishment of the TBP and ongoing staff involvement. This may include a financial contribution to the on-going cost of the TBP and any specific costs that may incurred at the behest of the TBP, for example specific research.</p>	
<p>Progress:</p>	

QUALITY ALTERNATIVES TO THE MOTOR CAR

<p>Improvement Objective No.QAMC5:</p> <p>To seek to improve transport services by working with developers to secure additional funding and support to deliver the objectives of the Local Transport Plan especially through providing alternatives to the car by October 2003.</p>	
<p>Actions/outcomes:</p> <p>Establish a project to:</p> <p>(i) determine appropriate practices to maximise income or other improvement from developers. (Jan.2003)</p> <p>(ii) develop a Highway Design Guide for New Developments.</p> <p>Ensure that as far as possible these practices also apply outside the City Boundary but within the built up area</p> <p>Outcomes:</p> <p>Practices and mechanisms in place to ensure developers provide appropriate funding or improvements to assist in providing and promoting alternatives to the car.</p> <p>New developments constructed with minimum necessary reliance on car use and maximum accessibility by alternative modes.</p> <p>Developments accessible to the whole community regardless of car ownership and availability.</p> <p>Co-ordinated approach with neighbouring District Councils and County Council.</p> <p>Highway Design Guide for New Developments adopted.</p> <p>Targets for contributions from new developments.</p>	<p>Related Objectives:</p> <p><u>Community Plan</u></p> <p><u>Diversity</u> To remove barriers affecting people's opportunities to have a full and active life in the City.</p> <p><u>Environment</u> To slow the growth in car travel into and around the City with the longer term aim of reversing this upward trend. To increase the role of public transport in the City and increase the number of people using it. To encourage more walking and cycling, increasing the number of cycled and walked journeys.</p> <p><u>Jobs and regeneration</u> To emphasise alternatives to the car, and to seek to provide easier and more effective transport options.</p> <p><u>Local Transport Plan</u></p> <p>Accessibility • To improve access to employment, leisure, education, housing, health care and shopping.</p> <p>Economy • To support the local economy and encourage growth in suitable locations, particularly the City Centre.</p> <p>Sustainability • To encourage and develop the more sustainable transport modes of walking, cycling and public transport, and where appropriate bring about a reduction in travel overall.</p> <p>Fairness (Equity) • To reduce social exclusion by improving accessibility for those without access to a private motor vehicle.</p> <p>Quality of Life • To improve the quality of life by reducing the pollution, congestion, delay, and the severance caused by traffic.</p>
<p>Overall Timescale:</p> <p>Commence September 2002, progress to co-ordinate with Development Control BV review and complete no later than October 2003.</p>	<p>Overall Lead Officer:</p> <p>Barry Pritchard, Traffic Group</p>

TRAFFIC DISRUPTION

IMPROVEMENT PLAN

TRAFFIC DISRUPTIONS

TRAFFIC DISRUPTIONS

TRAFFIC DISRUPTION

HIGHWAY MAINTENANCE

IMPROVEMENT PLAN

HIGHWAY MAINTENANCE

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HIGHWAY MAINTENANCE

PUBLIC TRANSPORT

IMPROVEMENT PLAN

PUBLIC TRANSPORT

PUBLIC TRANSPORT

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PUBLIC TRANSPORT

PUBLIC TRANSPORT

CLIENT/CONSULTANT/CONTRACTOR

IMPROVEMENT PLAN

CLIENT/CONSULTANT/CONTRACTOR

CLIENT/CONSULTANT/CONTRACTOR

CLIENT/CONSULTANT/CONTRACTOR

CLIENT/CONSULTANT/CONTRACTOR

CLIENT/CONSULTANT/CONTRACTOR

CAR PARKING SERVICE

IMPROVEMENT PLAN

CAR PARKING SERVICE

CAR PARKING SERVICE

CAR PARKING SERVICE

CAR PARKING SERVICE

ST. MARGARET'S BUS STATION

IMPROVEMENT PLAN

ST. MARGARET'S BUS STATION

ST. MARGARET'S BUS STATION

ST. MARGARET'S BUS STATION

PROPOSED IMPROVEMENT PLAN PROGRAMME