
TRANSPORT CAPITAL PROGRAMME 2005/06

Report of the Service Director, Highways and Transportation

1 Purpose of Report

- 1.1 To seek Cabinet's agreement to proposals for spending next financial year's transport capital programme, for both Integrated Transport and Capital Maintenance.

2 Summary

- 2.1 In its letter to the Council in December 2004, the Government Office for the East Midlands (GoEM) indicated that it had allocated within the single capital pot a total of £9,614 million for transport schemes, including both new schemes and maintenance.
- 2.2 The allocation within the Single Capital Pot for Capital Maintenance is £3.226 million, which is £0.551m less than the 2004/05 allowance. However, for 2005/06 it is proposed to use 100% of this allocation for transport maintenance. This report explains how it is proposed to spend this allocation, the details of which are set out in Appendix C.
- 2.3 The allocation for Integrated Transport is £6.388 million, which is some £300,000 more than the allocation for 2004/05. In addition, £0.494 million from developer contributions, repaying expenditure previously made from the Integrated Transport block, has been added to the budget. This gives a total amount available for Integrated Transport of £6.882 million.
- 2.4 The report sets out a methodology for determining which schemes and programmes should proceed during 2005/06, and the attached table at Appendix D shows the resulting capital programme. The following year's programme (06/07) will be the first to be funded from the second Local Transport Plan, which has yet to be approved and submitted by the Council. The table, therefore, only shows committed expenditure for 2006/07, rather than a draft programme, as in previous years.
- 2.5 The settlement letter also advises the Council that the GoEM continues to support its provisional approval of the proposed Upperton Road viaduct scheme, which is expected to cost £19.1 million, spread over four years funding, to start after all the necessary legal processes have been completed.

3 Recommendations

- 3.1 Highways and Transportation Scrutiny Committee is recommended to consider the report. Any comments the Committee wishes to make will be forwarded to Cabinet.
- 3.2 Cabinet is recommended to:
- a) approve the programme of works for 2005/06, as set out in Appendices A & B;
 - b) give the Director of Regeneration and Culture delegated power to implement the programme, including the signing of contracts, provided that expenditure on the programme does not exceed the budgets available;
 - c) confirm that the Director, in consultation with the Cabinet Member for Highways and Transportation, has delegated authority to vary the programme, including the adoption of a detailed footway maintenance programme, provided that such variations are proposed in order to help achieve the Council's transport policy;
 - d) authorise the funding of 60% of the expenditure on Upperton Road viaduct next financial year from Prudential Borrowing, with the remainder coming from Capital Maintenance

4 Financial & Legal Implications

Financial

- 4.1 The schemes proposed in this paper have been identified to fully utilise the funding made available under the LTP of £9.6m; Integrated Transport £6.388m and Capital Maintenance £3.226m. This funding has been further augmented by £0.494m from developers contributions from repaying, expenditure previously made from the Integrated Transport Block.
- 4.2 The plan envisages a spend of £0.575m in 2005/06 on Upperton Road Viaduct. The majority (60%) of this should be funded by Government when final approval is received. Until then we will fund the spend:
- 40% = £0.230m from Capital Maintenance
 - 60% = £0.345m from Prudential borrowing

The interest cost on this borrowing is estimated at £19k per annum to be funded by Highways and Transportation Divisional Revenue Budget.
(See para.3.4 for further details).

Financial information: Alan Tomlins, Head of Finance. Ext. 7390.

Legal

- 4.3 Implementation of the Local Transport Plan is a duty imposed on the Council by the Transport Act 2000.
Legal information: Peter Nicholls ext. 6302

5 Report Authors

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DECISION STATUS

Key decision	Yes
Reason	Capital expenditure over £1 million
Appeared in Forward Plan	Yes
Executive or Council Decision	Executive (Cabinet)



WARDS AFFECTED: ALL

**Leisure and Environment Scrutiny Committee
Cabinet**

**2 March 2005
7 March 2005**

TRANSPORT CAPITAL PROGRAMME 2005/06

Report of the Service Director, Highways and Transportation

Report

1. Local Transport Plan

1.1 The Local Transport Plan (LTP) sets out the City Council's intentions for transport investment for the five year period from April 2001 to March 2006. It was submitted by the Council to the Government in July 2000 and approved by the Government in December 2000, and, under the terms of the Transport Act 2000, there is a duty on the City Council to implement its proposals.

1.2 The Council's prime transport objectives, as set out in the submitted LTP, are as follows:

1. To improve ACCESS to employment, leisure, education, housing, health care and shopping.
2. To support the local ECONOMY and encourage economic growth in suitable locations, with particular regard to the City Centre.
3. To improve all aspects of transport SAFETY and security.
4. 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.
5. To promote SOCIAL INCLUSION by improving accessibility for those without access to a private motor vehicle, for those disabled people and for women for older people, for ethnic minorities and for the unemployed.
6. To improve QUALITY OF LIFE by reducing the pollution, (noise), congestion, delay and severance caused by traffic.

1.3 To secure funding for transport in future years, the Council is currently preparing a new Local Transport Plan to cover the period 2006-11. The Council has to submit this document to the Department for Transport by the end of July 2005.

- 1.4 The Local Transport Plan is a key document, which, as such, must be approved by full Council prior to its submission. Officers intend that the Second Local Transport Plan will be presented to Council in June 2005.

2. Best value

- 2.1 Investment in transport also helps the Council achieve improved results for the Best Value Performance Indicators which in turn, inform the Council's Corporate Performance Assessment. The relevant BVPI's are:

BVPI	Subject
BV 165	Percentage of pedestrian crossings with facilities for disabled people
BV 103	Satisfaction with provision of local public transport information
BV 104	Satisfaction with local bus services
BV 96	Condition of principal roads
BV 97a	Condition of non-principal roads
BV 99	KSI Road Accidents

- 2.2 Details of the progress made are set out in Appendix A.

3 Funding

- 3.1 Transport capital funding approved by Government falls into three categories. These are Capital Maintenance, Major Schemes such as the Upperton Road Viaduct and Integrated Transport.

- 3.2 The level of funding awarded for Integrated Transport is determined by the Government's assessment of the quality of the submitted Local Transport Plan. The level of funding for Capital Maintenance is determined on the basis of Government formulae, which take into account the condition of roads and bridges in Leicester. Funding for Major Schemes IS approved on the basis of individual bids.

- 3.3 The Government has approved the Upperton Road viaduct replacement scheme in principle. Subject to final approval, which is expected later this year, this will allow 60% of the cost of preparatory work carried out in 2005/06 to be funded from future allocations. It is proposed, in the meantime, to fund part of the cost from Prudential Borrowing, with the remainder coming from Capital Maintenance.

- 3.3 In addition, the Council has received developer contributions, repaying expenditure previously incurred by the Council and funded from Integrated Transport, which have been added to the funding available for Integrated Transport in 2005/06.

- 3.4 The funding available for transport capital expenditure in 2005/06 is as follows:

Integrated Transport allocation	£6.388 million
Developer contributions	£0.494 million
Total for Integrated Transport	£6.882 million
Capital maintenance	£3.226 million
Prudential borrowing	£0.345 million
TOTAL	£10.453 million

4 Capital Maintenance Funding Proposals

4.1 The City Council has received funding of £3.226 million for Capital Maintenance in the City, as part of the 2005/06 LTP settlement. This is £0.551million less than the previous year’s allocation of £3.777 million. The Council's capital strategy provided that 100% of the capital resources allocated for transport should be allocated for transport, provided there is a robust asset management plan for the service. The Asset Management Plan is being developed to cover all the assets on the highway, and elements of this, including detailed valuation, will be completed during 2005. However, the analysis of Highway condition has been undertaken, and is based on data gathered from BV Performance Indicators, Deflectograph and Course Visual Surveys. This analysis has informed the choice of a “worst first” strategy, which in turn is reflected in the proposed programme of works. This work will inform the future spend on both Revenue and Capital. The proposed apportionment of the approved expenditure of £3.226 million is shown below:

	<u>Allocation</u>
Principal Roads	£1,107,000
Local Roads and Footways	£1,216,000
Bridges and Other Structures	<u>£903,000</u>
Total	£3,226,000

4.2 The proposed programme of schemes for spending the £3.226 million available this year is shown as Appendix A.

Principal Roads

4.3 The most recent survey data available for determining the condition of the network is the visual condition survey of roads analysed in 2003 that showed 43% of the principal road network should be considered for structural maintenance to meet the Government’s standards. Based on these results many new schemes have been identified for inclusion in the programme. These schemes are listed in Appendix A and, to help meet the cost of the work, the budget has been increased to £850,000, plus £257,000 for hot rolled asphalt carriageway repairs, that are mainly carried out on Principal Roads. However, this amount is still insufficient to keep pace with the rate of deterioration taking place.

Local Roads and Footways

4.4 The programme of work on Local Roads (all classes of road except Principal A class roads) was determined from an analysis of road conditions undertaken in 2004. The value of schemes shown in Appendix A is £750,000. The programme is preliminary at this stage, as it needs to be co-ordinated with other transport and utilities schemes taking place in the City next year.

4.5 With regard to the Footway Maintenance programme for 2005/06 the results of the detailed visual surveys undertaken on all the busy urban footways (Categories 1, 1a and 2) in the City are not complete at the time of preparing this report. However, an amount of £466,000 is set aside in Appendix A as it is hoped to carry out a programme of footway resurfacing to several streets based on the results of last year’s survey. When compiling the programme, priority has been given to those busy urban footways in the worst structural condition as

defined by the survey. Details of the various schemes will be circulated to Ward Members in advance of construction taking place.

Bridges and Other Structures

- 4.6 The proposed budget for Bridges and Other Structures is significantly less than the bid this year, due to the pressure elsewhere in the Capital Maintenance programme as set out above. The bridge assessment and strengthening programme in the current LTP is nearing completion, and essential bridge maintenance work is planned to continue, though at a reduced rate. The proposed schemes in the programme are set out in Appendix A.

5. Upperton Road Viaduct

- 5.1 The Upperton Road viaduct scheme is a proposed major maintenance scheme, estimated to cost £19.1 million. It has been provisionally approved by the Government, which means that funding will be made available, once all the necessary legal processes are completed.
- 5.2 Until this happens, the further work needed to release the funding will have to be paid for from elsewhere. It is estimated that this essential preparatory work will cost £575,000 in 2005/06. It is intended that this work should be partly funded from the Capital Maintenance allocation, and partly funded by Prudential Borrowing.
- 5.3 Progress on the project is in line with the project programme. The engineering design consultant and “early contractor involvement” contractor have been appointed. Work scheduled for 2005/06 includes planning application determination, property negotiation and associated progression of compulsory purchase order and commencement of detailed design.

6. Integrated Transport

- 6.1 On the basis of the findings of a multi-modal transport study jointly commissioned by the City and County Councils in the mid-nineties, it was agreed that capital expenditure on Integrated Transport should be spent on various measures. The sub-headings in the attached spreadsheet largely reflect the proposals set out in the LTP. Some small differences have since occurred, and these will be referred to in the following paragraphs.

Measures to help travel by bus (proposed expenditure £658,000)

- 6.2 Investment in infrastructure at bus stops, and in bus priorities and other measures designed to improve the reliability and attractiveness of bus services, including investment in new buses by the operators, is intended to increase the number of people using bus services, so as to effectively increase the capacity of the road network, particularly to and from the City Centre.
- 6.3 Such expenditure is clearly designed to help the Council deliver a number of its objectives, especially prime objectives one, two and four. It has also help improved people’s satisfaction with bus services (BV103 and BV104).

Larger projects (proposed expenditure £2,772,000)

- 6.4 This sub-heading did not appear in the Local Transport Plan. It is being used for projects which cost between £1 million and £5 million. Such schemes almost invariably contain elements to deliver a number of the measures in the plan, and

to place them under one such measure would give a distorted impression of what the Council is spending its money on.

- 6.5 Almost invariably, such schemes contain elements to help travel by bus, to help travel by bicycle and to help travel on foot. They will also be designed to improve road safety.

Measures to help travel by bicycle (proposed expenditure £339,000)

- 6.6 Such investment is intended to encourage people to cycle. If successful, this will help deliver prime objective four, but should also make a contribution to prime objective six, by helping to improve people's health.

Measures to help travel on foot (proposed expenditure £362,000)

- 6.7 Expenditure in this category aims to help deliver very similar objectives to the previous measure.

Provision for people with disabilities (proposed expenditure £191,000)

- 6.8 Investment in this measure most importantly seeks to help deliver prime objective five. The investment in facilities for the disabled at pedestrian crossings is intended to improve the Council's rating under BV 165.

Local safety schemes, traffic calming and safer routes (proposed expenditure £1,333,000)

- 6.9 All of these measures aim to help deliver prime objective three. In addition, much of this investment, especially under the headings of traffic calming and safer routes, is designed to encourage people to use public transport, and to walk and cycle, thereby also helping to deliver prime objectives one, four, five and six as well. Investment in these categories is also helping the Council to earn improving scores under BV 99.

Road network signing (proposed expenditure £75,000)

- 6.10 Most people using the highway network at any given time know where they are going. Modest expenditure on this measure is aimed at the minority, who are making a journey, whether by car, on foot or by bicycle, with which they are not familiar. In a modest way, such investment seeks to contribute towards the delivery of all the Council's prime objectives.

Urban Traffic Management and Control (UTMC) development and European Projects (proposed expenditure £704,000)

- 6.11 The UTMC system manages the City's traffic signal network, as well as a range of electronic information services, such as star-trak and the new real-time car park signs.

- 6.12 As such, it principally seeks to help deliver prime objective six, as do the various European projects listed, which have all used the facilities of the UTMC system to help develop various pieces of research and development into matters such as pollution control. Further details of the various European projects are set out in Appendix B.

Community Safety Lighting (proposed expenditure £200,000)

- 6.13 Fear of crime, particularly at night, inhibits many people from walking and waiting at bus stops. The community safety lighting programme, as well as making a major contribution to the local Crime and Disorder Strategy, seeks to contribute to the delivery of prime objectives five and six.

Priorities and proposed programme

- 6.14 There is a far greater call on Integrated Transport resources than funding available. The Council therefore needs an equitable and transparent way of allocating its funds.
- 6.15 At its meeting on 15 March 2004, Cabinet approved a programme of works for Integrated Transport on the basis of a set of priorities included in the report to that meeting. The attached programme at Appendix D has been drawn up using the same criteria, which are set out in the following paragraphs.
- 6.16 Priority A are commitments. The bulk of such expenditure in 2005/06 will go to those schemes and programmes where contracts for construction and other expenditure have already been let as part of the 2004/05 programme, but where some of the construction will take place during 2005/06.
- 6.17 The largest scheme to fall into this category is the Hinckley Road/Outer Ring Road junction improvement, which is expected to cost £0.902 million in 2005/06. The decision to authorise the Corporate Director to go ahead with this major commitment was taken by Cabinet at its meeting on 3 November 2003.
- 6.18 Also included in priority A are those schemes which were completed in 2004/05, but where there is still some financial obligation, such as the need to pay retention to contractors at the end of the maintenance period. In addition, work on the design of Mansfield Street, the construction of which is an integral part of the highway arrangements to accommodate the Shires extension, will continue during 2005/06. There are also commitments to provide match funding for a range of European projects.
- 6.19 Priority B are a number of schemes where it is felt that a high degree to commitment to expenditure in 2005/06 has been agreed. These are:
- a) Level access at bus stops, to tie in with the provision of new bus shelters. J.C. Decaux, the Council's bus shelter contractor will be continuing to roll out a programme of new bus shelters, and it is clearly sensible to ensure that raised kerbs are provided at the bus tops affected before the new shelters go up.
 - b) Star-trak. The Council is working in partnership with the bus operators to roll out Star-trak. The Council needs to be able to continue erecting new signs at bus stops and to roll-out bus detection at traffic signals to complement the investment made by the operators in new, Star-trak enabled buses.
 - c) Melbourne Road humps. One of the success stories in terms of extra passengers has been the reorganised service 17 to Highfields. The bus company involved is very keen to introduce new low-floor buses to this route, but cannot do so, because of the design of the humps, which was approved by the Government, before the development of low-floor buses. It is, therefore, proposed to replace the humps with ones suitable for low-floor vehicles, and, at the same time, reconstruct the carriageway.
 - d) Belgrave Corridor. Extensive consultations in the area were completed in 2002, following which a revised programme of implementation was agreed by Cabinet, with the intention of completing the scheme in 2004/05. Unfortunately, there have been a number of delays. Negotiations with the

owner of the MacDonald Road car park to permit its conversion to a public car park took longer than expected, and further discussions with local shopkeepers led to a decision to postpone highway maintenance until 2006/07, both of which need to be carried out before the scheme can be completed. But the imperative to complete this scheme as soon as possible remains.

- e) London Road. Extensive consultations in the area were completed in 2002. Some work was carried out during 2003. The first major stage of the scheme, which involves signalling the roundabout at the junction of London Road and Victoria Park Road in the interest of Road Safety, was delayed by problems associated with land acquisition. These have now been resolved and a contract let. In order to keep the momentum going, it is proposed that the scheme should be completed in 2005/06. These works will be co-ordinated with the proposed carriageway resurfacing scheme.
 - f) Various investments in the City Centre. Discussions with the developers of the Shires and John Lewis have led to commitments being made by the Council about improvements to the City Centre which will take place between now and the new shopping areas opening to business.
 - g) Saxby Street traffic calming. In earlier discussions involving elected members, it was agreed that traffic calming in the Saxby Street area should be completed prior to the opening of the new multi-disciplinary centre in Conduit Street.
 - h) Narborough Road area safer routes. There are several schemes where consultations and detailed design are already complete, and it only remains for contracts to be let.
- 6.20 Priority C are ongoing programmes of work, such as Community Safety Lighting and UTMC (Urban Traffic Management and Control) Development. It is proposed that these programmes should continue at much the same level of expenditure. The amount of money earmarked in the Local Transport Plan for Community Safety Lighting has already been spent. However, in view of the popularity of this activity, together with the contribution it makes to work of the Crime and Disorder Partnership, it is proposed to continue investment in this area at a reduced level.
- 6.21 Priority D are all the other schemes where a lower level of commitment has been given, by a start having been made on design and/or consultation. Priority E are those schemes on which no start has yet been made on design and/or consultation. The justification for selecting the schemes which fall into these lower categories is provided in the following paragraphs.
- 6.22 It is proposed that a programme a schemes to assist cyclists continue in 2005/6. Following the departure of the Council's previous cycling officer, there was a gap in scheme development, as a result of which the Council has not spent as much as it indicated it would in the Local Transport Plan, which may, in part, be responsible for the Council not meeting the targets for increasing cycle use which it had adopted.

- 6.23 A number of requests for pedestrian crossing facilities have been assessed and found to meet the Council's criteria, and it proposed that these requests should be satisfied during 2005/06.
- 6.24 It is recommended that funding should be provided to make a start on traffic calming in the Peebles Way area, which is number one in the priority list.
- 6.25 It is proposed to continue work in the Narborough Road (mostly Braunstone Park and Rowley Fields) and Leicester South (Eyres Monsell, Aylestone and Freeman) Safer Routes areas. The Council has an approved programme of safer routes areas. These two areas are the first two in the priority list, and extensive work with schools and residents has already taken place.
- 6.26 In addition, it is proposed that funding be made available to provide a speed table and associated speed-reducing features support for a proposed 20mph speed limit outside the school in Charnor Road. This will complete the safe routes between the school and the surrounding residential area, where traffic calming, funded by the Health Authority, has already taken place.

FINANCIAL, LEGAL AND OTHER IMPLICATIONS

7 Financial Implications

- 7.1 The schemes proposed in this paper have been identified to fully utilise the funding made available under the LTP of £9.6m; Integrated Transport £6.388m and Capital Maintenance £3.226m. This funding has been further augmented by £0.494m from developers contributions from repaying, expenditure previously made from the Integrated Transport Block.
- 7.2 The plan envisages a spend of £0.575m in 2005/06 on Upperton Road Viaduct. The majority (60%) of this should be funded by Government when final approval is received. Until then we will fund the spend:
- 40% = £0.230m from Capital Maintenance
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The interest cost on this borrowing is estimated at £19k per annum to be funded by Highways and Transportation Divisional Revenue Budget.
(See para.3.4 for further details).

Financial information: Alan Tomlins, Head of Finance. Ext.7390.

8 Legal Implications

- 8.1 Section 108 of the Transport Act 2000 is the key statutory power and duty. In brief, Section 108 states that the Authority, being a local transport authority, must develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within the City, and the Authority must carry out its functions so as to implement this Local Transport Plan.
- 8.2 Section 109 requires the Authority to keep the plan under review.
Legal information: Peter Nicholls ext. 6302

9 Other Implications and risk matrix

9.1 Other implications

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	Yes	8.2
Policy	No	
Sustainable and Environmental	Yes	6
Crime and Disorder	Yes	6.20
Human Rights Act	No	
Older People on Low Income	No	

9.2 Risk Matrix.

Risk	Likelihood L/M/H	Severity Impact	Control Actions (If necessary/or appropriate)
One or other programme significantly overspends	L	H	Experienced members of staff are in charge of the control of each programme. Changes to the programmes will be discussed with the Cabinet Link Member on a quarterly basis. All schemes over £1 million are subject to formal project management.
One or other programme significantly underspends	L	L	Experienced members of staff are in charge of the control of each programme. Changes to the programmes will be discussed with the Cabinet Link Member on a quarterly basis. All schemes over £1 million are subject to formal project management.

9.3 There are other significant risks which are managed either as part of the Policy formulation process, or through project management arrangements for the specific initiatives referred to in this report.

10 Background Papers – Local Government Act 1972

10.1 Report to Cabinet on Integrated Transport, 15 March 2004

10.2 Report to Cabinet on Major Highway Schemes, 3 November 2003.

10.3 Letter from the Government Office for the East Midlands to the City Council, giving details of the 2005/06 Local Transport Capital Expenditure Settlement, dated 2 December 2004.

11 Consultations

11.1 None required.

APPENDIX A: BEST VALUE

1. This appendix describes the progress being made by the Council in improving its performance on the various Best Value Performance Indicators, which are listed in the table below.

BVPI	Subject
BV 165	Percentage of pedestrian crossings with facilities for disabled people
BV 103	Satisfaction with provision of local public transport information
BV 104	Satisfaction with local bus services
BV 96	Condition of principal roads
BV 97a	Condition of non-principal roads
BV 99	KSI Road Accidents

2 BV165: Percentage of pedestrian crossings with facilities for disabled people

2.1 The Council’s performance was found to be below par on the new standard adopted by the Audit Commission, particularly in the height of the upstand between carriageways and dropped kerbs at pedestrian crossings. Investment from the Integrated Transport Capital Programme will improve the Council’s rating. The aim is to have all crossings conforming to the new standard by the end of 2006/07.

3 BV103 and BV104: Satisfaction with the provision of local public transport information, and with bus services

3.1 The numbers of bus passengers in Leicester has been growing, following sustained investment in public transport by both the Council and operators. This has been reflected in last year’s public opinion survey, which now shows that Leicester is in the top quartile for both BV 103 and BV 104.

4 BV96 and BV97a: Condition of principal and non-principal roads

4.1 The Council’s performance on BV 96 and BV 97a/b is unclear as there are various changes taking place each year in the methodology. Therefore it isn’t possible to accurately interpret the data. It would appear that highway conditions are declining, both actually and in comparison with other authorities.

4.2 The Government aim is to eliminate the backlog of repairs by 2011. It would seem unlikely that this target will be achieved in Leicester unless there is a substantial increase in funding over the next few years to make up for the under funding of recent years.

5 BV99: Numbers of people killed or seriously injured in road accidents

5.7 The Council is in the top quartile of local authorities on the delivery of BV 99, and is currently well ahead of its targets for reducing the number of people killed or seriously injured in road accidents. It adopted a stretch target as part of the Council’s Corporate Performance Assessment, which it is currently on target to meet.

APPENDIX B: EUROPEAN PROJECTS

1. The City Council has entered into contracts with the European Commission and various Councils in other parts of Europe, on the basis of contributing an element of match funding, including some contributions from the Integrated Transport Capital Programme, to carry out a range of research work on transport issues.
2. Details of the various projects are summarized below:
 - CITEair – Common Information to European Air
This project seeks to develop better and more efficient solutions for assessing the impact of traffic on air quality, and to give guidance on effective abatement measure.
 - HEARTS – Health Effects and Risks of Transport Systems
This project seeks to assess the effects on health of exposure to pollution, noise and accidents caused by traffic, thereby to help promote healthier transport policies
 - Intelcities – Intelligent Cities
This project seeks to enhance the amount and quality of information available to citizens, by co-ordinating the collection and dissemination of information across a range of bodies, including national and local government
 - Imagine – Improved Methods for the Assessment of the Generic Impact of Noise in the Environment
This project seeks to develop new methods for calculating railway, road and aircraft noise, to provide a standard European wide method of calculating noise and to provide guidance on the development of noise action plans
 - MOVIMAN – Mobility Manager
Leicester and other European cities will be advising an organisation based in Stuttgart about how the various transport providers in the area work together, to help them write a best practice manual on transport provision for the benefit of other European cities and cities in Latin America. The benefits of having a mobility manager will be assessed on the basis of existing examples.
 - HEAVEN – Healthier Environment through the Abatement of Vehicle Emissions and Noise
This project seeks to develop better traffic management methods to reduce the levels and impact of noise and air pollution caused by traffic
 - EQUAL – Electronic services for a better Quality of Life
This project presents existing sources of traffic, travel and air quality information held by the City Council for use by the public and researchers via the internet