

Leicester
City Council

WARDS

ALL

**HIGHWAYS & TRANSPORTATION
SCRUTINY COMMITTEE
CABINET
COUNCIL**

**14 JUNE 2005
13 JUNE 2005
30 JUNE 2005**

PROVISIONAL SECOND LOCAL TRANSPORT PLAN 2006 to 2011

Report of the Service Director Highways & Transportation

1. Purpose of the report

1.1 This report presents the “Provisional” second Central Leicestershire Local Transport Plan (CL LTP) to Members for Council’s approval to submit the Plan to the Department for Transport by the 29th July 2005.

2. Summary

2.1 The Transport Act 2000 requires Highway Authorities to prepare and implement a Local Transport Plan. This Plan needs the approval of Council and must be submitted to the Department for Transport by the 29th of July 2005. The second CL LTP, a joint Plan with Leicestershire County Council, covers the Leicester travel to work area. The plan will run from April 2006 to March 2011. The Plan was developed with a number of key partners. The Plan supports national, regional and local strategic plans, and was developed following extensive consultations with a wide variety of stakeholders including Cabinet, Ward Members and special interest groups (a full list is included at Appendix 1 to this report).

2.2 Traffic in Leicester contributes significantly to air pollution in the city, so the Plan also incorporates Leicester City Council’s Air Quality Action Plan.

2.3 The CL LTP sets out the transport strategy to address the five themes of:

- Tackling Congestion
- Delivering Accessibility
- Safer Roads
- Better Air Quality
- Better Road, Pavement and Cycle Route Condition

that have emerged from work undertaken by the Government and the Local Government Association. The Government clearly expects Local Authorities to respond to this agenda and will assess LTP’s prior to finalising the allocation of funds to Authorities. Authorities not adequately demonstrating how they are addressing these themes, in line with national strategies, risk being scored low resulting in a reduction in funding allocation.

Tackling Congestion/ Better Air Quality

- 2.4 The regeneration of Leicester will create an increasing demand for travel. The Plan proposes managing any potential resulting congestion through continued improvement in bus services, coupled with measures to help individual motorists make the transition to alternatives to the private motorcar. Those schemes that help reduce congestion will also help Leicester improve its air quality.

Delivering Accessibility

- 2.5 The Plan proposes helping to make it easier for everyone to access work, entertainment and leisure by working with partners to ensure available resources are directed to improvements in bus services, footway and cycleway networks for those groups and areas most likely to suffer from social exclusion.

Safer Roads

- 2.6 The Plan proposes continuing Leicester's success in reducing the number of people killed or hurt on our roads through a range of measures including Road Safety Education and Training, the Safety Camera Scheme, Safer Routes, Traffic Calming and Local Safety Schemes. The Plan proposes carrying out this work in partnership with the Leicester, Leicestershire and Rutland Road Safety Partnership.

Better Road, Pavement and Cycle Route Condition

- 2.7 The Plan proposes improving the condition of Leicester's road, footway and cycleway networks. The Plan proposes developing a Transport Asset Management Plan (TAMP) to ensure we use our assets efficiently and effectively. The development of the TAMP will address the need to prepare robust maintenance strategies incorporating the implications of wider strategies such as the emerging City Council's Falls and Trips Strategy.
- 2.8 This paper proposes delivering the strategies of the CL LTP using both revenue and capital monies. Provisional implementation programmes have been developed within the indicative Capital allocation of £47 million for the period 2006 to 2011.
- 2.9 The draft Provisional Central Leicestershire Local Transport Plan will be available in the Member's area from 1st June 2005.

3. Recommendations

- 3.1 **Highways & Transportation Scrutiny Committee** is asked to give its comments on the Provisional Central Leicestershire Local Transport Plan 2006 to 2011 to help inform Cabinet's recommendation to the Council.
- 3.2 **Cabinet** is asked to recommend the Provisional Central Leicestershire Local Transport Plan 2006 to 2011 to Council, subject to any changes it wishes to make pursuant to comments from the Highways & Transportation Scrutiny Committee
- 3.3 **Council** is recommended to approve the submission of the Provisional Central Area Local Transport Plan to the Department for Transport by the 29th July 2005

4. Financial and Legal Implications

Financial

- 4.1 The City Council's share of the indicative allocation for Integrated Transport is approximately £33 million and the City Council's indicative allocation for Maintenance is £11.5 million. The annual breakdown of the allocation is given in paragraph 7.1 of the Supporting Information report.
Financial information: Paresh Radia x 6507.

Legal

4.2 There are no direct legal implications in this report. Under the provisions of the Local Government Act 2000 adoption of the plan (once finalised) is a matter for decision by the full Council.

Legal information: Anthony Cross, Assistant Head of Legal Services, x 6362.

5. Author:

Mark Wills

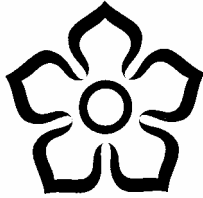
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DECISION STATUS

Key Decision	No
Reason	
Appeared in Forward Plan	No
Executive or Council Decision	Council



Leicester
City Council

**HIGHWAYS & TRANSPORTATION
SCRUTINY COMMITTEE
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Report of the Service Director Highways & Transportation

SUPPORTING INFORMATION

1. Background

- 1.1 The first Central Leicestershire Local Transport Plan (CL LTP) was published in July 2000. It is a joint Plan with Leicestershire County Council covering the Leicester travel to work area – the greater Leicester urban area including the suburbs and immediately surrounding small towns and villages in the County. The first Plan covers the period 2001 to 2006. The Second CL LTP, which again covers the travel to work area (except for Safer Roads and Maintenance which are City only), will run from April 2006 to March 2011. The Plan also includes Leicester City's Air Quality Action Plan because traffic in Leicester contributes significantly to air pollution in the city.
- 1.2 The CL LTP has been prepared with Leicestershire County Council. Elements common to the City and County, Tackling Congestion, Delivering Accessibility and Better Air Quality, will appear in both the CL LTP and the Leicestershire LTP. The Leicestershire LTP will be put before the County Council for approval at its meeting on 13th July. The second Leicestershire LTP differs from the first in that it covers the whole of the County including Central Leicestershire.
- 1.3 The "Provisional" CL LTP includes:
- The longer-term strategy for the provision of transport
 - The strategies to be implemented during the life of the LTP
 - Provisional implementation programmes, based on a 5 year planning guideline budget published by the DfT in December 2004, and associated performance indicators and targets to monitor progress
 - Leicester City Council's Air Quality Action Plan

The "Full" CL LTP, will be submitted by the end of March 2006, and will contain the strategies and final implementation programmes and targets, following publication

of the final Department for Transport's (DfT) budget allocation in the autumn of 2005. The final allocation will be determined by the DfT following their assessment of the quality of the Provisional CL LTP and the Authorities' (City and County) performance in delivering the penultimate year of the first CL LTP.

2. National Picture

2.1 The Government set out its overall transport strategy in the Transport White Paper "The Future of Transport" in July 2004. This recognises the important role improving people's ability to move around more easily plays in meeting the Government's wider objectives for the economy and an inclusive society. The Government's strategy is built around sustained investment over the longer term, improvements in transport management to achieve the best value for money from both existing and new infrastructure and planning ahead to manage future pressures on the transport system.

2.2 The shared priority for transport agreed between the Government and the Local Government Association, "Meeting transport needs more effectively", captures four continuing aims of improving access to jobs and services, improved public transport, reduced problems of congestion, pollution and safety. Beneath those shared aims sit four key themes:

- **Tackling Congestion** - managing the demand for travel by increasing choice through improved public transport, cycling, walking and travel planning.
- **Delivering Accessibility** - working with partners to improve the ability of people to access places of work, learning, health care and shopping and better plan the location and operation of services and the transport that serves them.
- **Safer Roads** - improving the safety of our roads for all users - especially the most vulnerable ones such as children, cyclists and pedestrians.
- **Better Air Quality** - addressing air pollution issues associated with traffic emissions on local roads.

Locally, the City Council has identified a fifth key theme:

- **Better Road, Pavement and Cycle Route Condition** - improving the maintenance of local roads, pavements and cycle routes, ensuring that value for money is maximised and that our assets are better maintained.

3. Regional Picture

3.1 The CL LTP sits within the East Midlands Regional Spatial Strategy (RSS) and has been developed to support the achievement of the objectives of the RSS and with particular regard to the Regional Economic, Transport and Freight Strategies.

4. Local Picture

4.1 The second CL LTP was developed in the context of national and regional strategies, and in particular with regard to and in support of local strategic plans including:

- The City Council's Corporate Plan
- Leicester's Community Plan
- Neighbourhood Renewal Strategy
- Leicester Regeneration Company Masterplan
- The Replacement City of Leicester Local Plan

- Leicester Local Employment Strategy 2004 – 2007
- Leicestershire Learning and Skills Councils (LSC) Local Strategic Plan
- Crime and Disorder Strategy

5. Transport Vision

5.1 The CL LTP proposes a vision for Central Leicestershire:

“To develop a transport system that enables everyone to take part in all aspects of everyday life, at a reasonable cost. We see a Leicester in 2011 with congestion under control, improved accessibility for all but particularly for deprived groups, improved air quality and reduced road casualties”.

6. The Proposed Transport Strategies

The Longer-term Transport Strategy

6.1 The longer-term transport strategy is encompassed in Leicester’s community strategies, local plans and plans for economic, social and physical regeneration and growth. These plans see Leicester as a thriving, modern city where people can live, work and enjoy a range of indoor and outdoor leisure facilities. The biggest single challenge of the longer-term transport strategy is to facilitate all of the new people movements that will flow from the delivery of this vision while controlling congestion, improving accessibility, safety and air quality. The proposed strategy focuses on the development of an improved public transport network in tandem with a series of demand management measures across the city, backed up by a package of improvements to pedestrian and cycle routes, signing and public realm.

Tackling Congestion

6.2 Officers have expert knowledge of the nature and pattern of the congestion problems in central Leicestershire and believe that congestion problems are not, and will not, be severe enough to warrant radical action in the foreseeable future. The principal highway network performs well with some localised congestion hot spots. In general terms the key radial routes into the City are operating at capacity 8am – 9am with spare capacity in the shoulder hours of 7am – 8am and 9am – 10am. This situation is again reflected in the evening peak. There is no evidence of peak spreading, for instance, the shoulder hours have not got busier in recent years. However, the performance of the network is sensitive to both planned (eg utility works, bridge repairs) and unplanned events (eg accidents, broken down vehicles).

6.3 Recent research, including analysis using the new Central Leicestershire Transport Model, has posited that there will be growth of approximately 10% in person trips into the City Centre. This increased traffic is caused mainly by future retail and commercial development in Leicester. The Leicester Regeneration Company is leading major regeneration proposals for the City with a Masterplan aiming to create over 3,000 new jobs by 2011. Concurrently, The Shires Shopping Centre will double in size, creating over 2,000 jobs. Around 4,000 new homes are planned around the edge of Leicester over the same period, and a further 2,750 in and around the city centre area. The challenge for the city, and for the CL LTP, will be to accommodate the increase in trips to the city centre, and at the same time avoid congestion.

6.4 A full range of options from doing nothing to radical measures, such as a tram and road user charging/road pricing were considered as part of the City Centre Access Study. Forecasting an increase in person trips to the city centre of about 10% and

recognising that the network is about at capacity during the morning peak hour, this Plan recommends that doing nothing is not an option if the Council wants to ensure the continued regeneration of the city.

6.5 A tram could increase public transport use and project a high quality modern image. However, this option is not affordable at the current time, or in the foreseeable future. The layout of Leicester is relatively concentric, with few natural barriers, meaning that person trips are reasonably evenly spread over the key radial routes and there is not a need for really high capacities along a single route. Furthermore the key radial routes are not generally of sufficient width to accommodate trams without a measurable decrease in capacity for general traffic.

6.6 If local road user charging/pricing in Leicester was to be recommended by officers it would require the presence of most if not all of the following factors:

- Public support for raising funds locally additional to existing taxes
- Severe congestion problems
- Comprehensive Park and Ride provision
- A strong economic case
- An extremely strong economy
- The active support of local authorities in and adjacent to the local area
- Political stability
- A transport champion

Having carefully considered all of the above, officers have concluded that Leicester's circumstances during the second LTP period do not require the introduction of local road user charging at present, nor can the criteria shown above be met at present.

6.7 Having reviewed the do nothing and radical measures options officers concluded that the current strategy, focussed on improving bus services and managing demand for travel by car, continues to give the best value for money outcomes for Central Leicestershire for the second LTP period. The main elements of the strategy proposed in the CL LTP are:

- **Park and Ride** – there is a park and ride site at Meynells Gorse, off Hinckley Road. There is a further site due for implementation at Birstall by 2010. The Plan proposes introducing a further park and ride scheme, in the south west of Central Leicestershire, towards the end of this LTP period.
- **Improving bus facilities** and circulation in the city centre through improved bus stops and encouraging off-bus ticket sales to reduce dwell time and improve pedestrian safety.
- **Improving bus corridors** into Leicester - there has already been investment in bus priority measures in some corridors. It is proposed to upgrade each corridor to the highest possible standard, extending existing and introducing new bus lanes where desirable and appropriate, to reduce bus journey times and increase reliability.
- **Continuing the roll-out of Real Time Information** (Star Trak, Star Text, Variable Message Signing) services to further encourage increases in bus patronage.

- **Improving the radial/outer ring junctions** to discourage car drivers from using the city centre for through routes
- Promoting comprehensive and coordinated **workplace and school travel planning** underpinned by an assertive transport promotional campaign
- Continuing management of parking supply and improved control of on-street parking and bus lane enforcement by **taking over enforcement** responsibility from the police
- **Further improving the traffic signal systems** to maximize the capacity more of the highway network
- Implementing the various actions arising from the introduction of the **Traffic Management Act 2004** “to keep traffic moving” by improving co-ordination and control of roadworks and events

6.8 Looking to beyond 2011, the work of the City Centre Access Study indicates that it is prudent to continue to research and identify measures that could assist in managing congestion in the future. The CL LTP proposes setting out Leicester’s commitment to work closely with the DfT utilising any funds that are made available from the Governments Transport Innovation Fund.

Delivering Accessibility

6.9 In February 2002, the Social Exclusion Unit (SEU) published ‘Making the Connections’ a report that demonstrated the importance of transport and accessibility to social inclusion, and set out a cross-Government strategy for improving access to the services with the greatest impact on life opportunities - jobs, health care, learning and food shops. The Government is seeking to implement its strategy through the local transport planning process with local transport authorities being required to take the lead.

6.10 In Leicester commercial bus operators have improved their profitability by concentrating on providing a simplified core service. This has meant that although accessibility has improved through increased frequency on core routes, it has been at the expense of less profitable marginal services or route variations. So, for example, while 95% of the population of the City can reach the city centre within 45 minutes during the day, Monday to Saturday, only 9% can do so on a Sunday evening. There is a similar pattern in other major sites such as employment areas and Leicester’s hospitals. Although there are clear benefits in improving accessibility by public transport, current revenue resources do not allow for additional commissioning of bus services. We hope that when a suitable revenue stream is realised, for example, from Decriminalised Parking Enforcement fine income, improving the evening and Sunday bus network, and in particular radial routes, can be considered.

6.11 Improving accessibility is not solely about improving the frequencies and number of bus services. There is scope to improve the design of the pedestrian environment, public transport and highways infrastructure particularly to benefit the elderly, people with young children and disabled people. Accessible information and suitably trained transport staff are key factors in enabling disabled people, for example, to access public transport.

6.12 The proposed Framework Accessibility Strategy is being developed in consultation with local partners to ensure it dovetails with partners' local strategic plans. It is underpinned by accessibility assessments to key trip generators with the aim of improving accessibility for all, particularly for disadvantaged groups and areas. The proposed vision for the strategy is:

“ Working with partners to ensure that scarce transport resources are directed to those groups and individuals likely to suffer from social exclusion and where improving accessibility will be of the greatest benefit to society as a whole.”

6.13 The measures proposed in the provisional implementation programme from the early work on accessibility planning include:

- Improve existing, and create new walking and cycle links, including improving and extending the Public Rights of Way network
- Ensuring highway maintenance works are prioritised to facilitate improved accessibility through implementation of the new Transport Asset Management Plan
- Raise awareness of alternatives to the car through promotion of work place travel plans, public transport and personal transport planning
- Ensuring Transport influences the delivery of all services

Safer Roads

6.14 In 2003 the number of Killed or Seriously Injured (KSI) casualties on Leicester's roads had reduced by 38% from the 1994-1998 average. This is considerably better than the national average reduction of 17% already exceeded the city target for 2010. The City Council and the Government agreed a stretch target of for the calendar year ending 31st December 2004 in its Public Service Agreement (PSA). Officers intend to keep the PSA stretch target through to 2010. The KSI targets are shown in the table below:

	1994-1998	2004	2005	2010
National Target	127	101	96	76
PSA Target	127	89		
Stretch Target	127	89	84	64
Stretch		-12	-12	-12

The position with child KSI casualties is also encouraging, with a 73 % reduction in 2003 compared with the 1994/1998 average.

6.15 Recent government policy advice and targets have set the direction for action for the first decade of the 21st century. Road safety is now concerned with more than purely casualty reduction. There are important links with other areas, including speed management, health improvement, highway maintenance, and a range of sustainable transport issues within an integrated transport system. The environment for vulnerable road users must be made safer and be made to feel safer, in order to encourage alternative forms of transport to the car.

6.16 The Councils' current casualty reduction strategies focus on a range of engineering measures complemented by road safety education and training, and effective speed limit enforcement through the Safety Camera Scheme. These strategies are delivering "The Leicestershire Police Area Road Safety Plan" (approved by Cabinet in 2002). These strategies will continue to be developed and

implemented through the various initiatives and schemes in partnership with Leicestershire and Rutland County Councils, the Police and the local Primary Care Trusts.

6.17 The main elements of the proposed casualty reduction strategy are:

- Continue the programmes of Safer Routes, Traffic Calming and Local Safety schemes
- Continue the review of Road Hierarchy including a review of speed limits
- Continue to provide Road Safety Education Training including child pedestrian training
- Ensure that all new highway schemes are subject a Safety Audit
- Continue the work of the Safety Camera Scheme including the speed awareness workshops, installing vehicle activated signs and safety promotion campaigns
- Develop and implement Safer for Children and Speed Management strategies
- Develop further links with and influence highway maintenance strategies

Better Air Quality

6.18 Under the Environment Act 1995, Air Quality Objectives for various pollutants are based on avoiding adverse human health effects. In Leicester, National Air Quality Objectives are exceeded for nitrogen dioxide at sites in close to the major road networks; the dominant source of nitrogen dioxide being vehicle exhaust emissions. This has resulted in an Air Quality Management Area (AQMA), covering the major road corridors and the City Centre being declared in December 2000. In the Central Leicestershire Districts several AQMA's have been declared although these reflect localised hotspots of pollution.

6.19 As the air quality problem is caused by exhaust emissions from traffic all options in the Air Quality Action Plan (AQAP) are aimed at reducing;

- vehicle-kilometres travelled
- emissions per vehicle-kilometre and/or
- repositioning / changing traffic flows

These are addressed mainly through the Congestion Strategy outlined in paragraphs 6.1 – 6.8 above. In preparing Leicester City's AQAP, integrated with the LTP, officers identified and evaluated options largely using principles identified by the National Society for Clean Air and Environmental National Society for Clean Air and Environmental Protection. Officers used that work to prioritise the schemes proposed to be implemented as part of the Congestion Strategy. Air dispersion computer modelling will be carried out using traffic data from the new Central Leicestershire Transport Model to help determine the predicted levels of nitrogen dioxide and the impact that the Congestion Strategy and national measures such as regulations requiring cleaner engines is achieving. However, it is very unlikely that the Air Quality Objective will be met during this LTP period and that more radical measures alongside the second LTP measures may be required in the longer term.

Better road condition, pavement and cycle route condition

6.20 Approximately 40% of the Principal Road Network in the City has a structural life less than 4 years and should now be reconstructed. The Non-Principal Road Network and the Unclassified roads, which together form the vast majority of

Leicester's road network, are also in a poor condition. About 50% of the busiest footways in the City need reconstructing and it is estimated that 35% of the remaining footways are also in need of reconstruction. Prior to 2005/06 the rate of investment in roads and footways, at approximately 68% Formula Spending Shares and 80% Local Transport Plan Capital Maintenance allocation, was insufficient to meet the Government' target to halt deterioration by 2004 and eliminate the maintenance backlog by 2010/11. The Council has now reviewed the level of investment and has allocated an additional £3.5 million revenue monies, over 2005/06/07, and allocated 100% of LTP Capital Maintenance monies, through the new Capital Strategy, to work towards meeting the national target.

- 6.21 The planned maintenance works programmes for the main highway assets have been prepared using the prioritisation system developed as part of Leicester's emerging Transport Asset Management Plan (TAMP), focusing on Network Safety, Network Serviceability and Network Sustainability and contribution to the transport shared priority objectives. The development of the TAMP will address the need to prepare robust maintenance strategies incorporating the implications of wider strategies such as the emerging City Council's Falls and Trips Strategy.

7. Policy and Scheme Implementation Programme

- 7.1 The total indicative allocation for Integrated Transport in CL for the second LTP period is £47m and for Maintenance is £11.5m (City only). The indicative allocation for Maintenance does not yet include an allocation for bridges on the Primary Route Network. The table below shows the allocations over the years of the LTP period.

	Planning Guideline Allocations (£million)					Total
	2006/07	2007/08	2008/09	2009/10	2010/11	
Integrated Transport (City)	6.185	6.185	6.494	6.819	7.161	33
Integrated Transport (County)	2.650	2.650	2.783	2.923	3.0069	14
Total	8.835	8.835	9.277	9.742	10.230	47
Maintenance (City)	2.213	2.166	2.274	2.388	2.507	11.5

The provisional programme of schemes has been prepared to implement the strategies outlined in section 7 of this report within the resources allocated as above. The resources allocated are 100% of the indicative planning guideline. The actual allocation will be between 75% and 125% of the indicative allocation. The final programme of schemes will be prepared once the DfT announce the actual allocation in the autumn 2005.

8. Monitoring the second CL LTP

- 8.1 The progress of the CL LTP will be monitored using a suite of performance indicators and associated targets including trajectories for those targets. The indicators and targets are a mix of mandatory (specifically required by DfT) and local (developed by the City and County Councils) and include outcome, intermediate outcome and output indicators. Officers have developed provisional targets in parallel with the preparation of the provisional implementation programme.

9. Financial and Legal Implications

Financial

- 9.1 The City Council's share of the indicative allocation for Integrated Transport is approximately £33 million and the City Council's indicative allocation for Maintenance is £11.5 million. The annual breakdown of the allocation is given in paragraph 7.1 of the Supporting Information report.
Paresh Radia x 6507.

Legal

- 9.2 This plan has been prepared by officers in accordance with the provisions of the Transport Act 2000 and the specific guidance issued by the Department of Transport.
Anthony Cross, Assistant Head of Legal Services, x 6362.

10. Other Implications

OTHER IMPLICATIONS	YES/NO	Paragraph References Within Supporting information
Equal Opportunities	YES	The CL LTP has been prepared with due regard to Equality in service provision
Policy	YES	The CL LTP supports the national, regional and local policies identified in sections 2,3 and 4 of this report
Sustainable and Environmental	YES	The CL LTP has and is being informed by the Strategic Environmental Assessment and supports the Council's environmental policies
Crime and Disorder	YES	The CL LTP supports the Crime and Disorder Strategy particularly through the Community Safety Lighting work of the LTP. Para 4.1
Human Rights Act	NO	
Elderly/People on Low Income	YES	The CL LTP Accessibility strategy aims to improve access to services for the elderly and people on low income

11. Risk Matrix.

Risk	Likelihood L/M/H	Severity Impact	Control Actions (If necessary/or appropriate)
Failure to approve submission of CL LTP	M	L	<ul style="list-style-type: none"> • Rigorous consultation • Regular meetings with DfT • Regular meetings with County Council • Member level briefings

12. Background Papers – Local Government Act 1972

- Transport White Paper “The Future of Transport: a network for 2030” – July 2004
- Full Guidance on Local Transport Plans – December 2004

13. Consultations

13.1 The main tool of the consultation strategy during the development of the CL LTP was a leaflet, “*Local Transport Plan 2005 – 2011- A chance to have your say*”, that summarised the five proposed LTP objectives and outlined proposed methods for achieving these objectives. The leaflet contained a questionnaire inviting the public respond. The public was notified of the LTP consultation process in a special environment-focussed edition of the city council’s ‘*Link*’ magazine in October. The leaflet itself was then included with the subsequent edition of ‘*Link*’ and distributed to every household in Leicester in November. Leaflets were also sent to 385 stakeholders and 460 large print versions were distributed to the occupants of council owned sheltered housing. An advert outlining the five objectives of the LTP was commissioned on a plasma screen installed in the city’s Central Lending Library and copies of the leaflet deposited there and at the Reference Library. A copy of the leaflet was also placed on the city council’s website.

13.2 There has been an extensive series of presentations and consultation events and initiatives including; Members Seminars, a leaflet/questionnaire to all households in Leicester, area meetings, the Eighth Local Transport Plan day held on 6th April 2005 and a variety of special interest group meetings, Area committees and so on. The schedule of consultation events is included in Appendix 1.

15. Report Author

Mark Wills

Head of Transport Strategy

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Appendix 1

Presentation	Date
Cabinet Members Seminar	15 March 04
Members Seminar	2 April 04
PCT Directors of Public Health Meeting	4 Oct 04
City Members Forum	5 Oct 04
Leicester Shire Economic Partnership Day	6 Oct 04
Hinckley & Bosworth Strategic Partnership	18 Oct 04
Charnwood Highways Forum	28 Oct 04
Central Leicestershire Quality Bus Partnership	1 Nov 04
East Leicestershire Rural Transport Partnership	2 Nov 04
Melton Highways Forum	4 Nov 04
West Leicestershire Rural Transport Partnership	5 Nov 04
County Members' Seminar	11 Nov 04
Melton Community Partnership	11 Nov 04
Hinckley & Bosworth Highways Forum	11 Nov 04
Leicester Local Access Forums (ROWIP)	15 Nov 04
Transport Interest Groups	15 Nov 04
North West Leicestershire Highways Forum	18 Nov 04
Disability group (specially convened, including City Access Forum and Centre for Integrated Living reps)	18 Nov 04
Braunstone Pk, Rowley Fields, Westcotes & Western Pk. Area Committee	18 Nov 04
Charnwood Strategic Partnership	22 Nov 04
Harborough District Local Strategic Partnership	23 Nov 04
Leicester 'City Cycle' Workshop	23 Nov 04
The Leicester Partnership	24 Nov 04
Blaby Highways Forum	24 Nov 04
Blaby Strategic Partnership	1 Dec 04
Harborough Highways Forum	6 Dec 04
Humberstone, Hamilton & Thurncourt Area Committee	6 Dec 04
County cycle meeting	7 Dec 04
Hinckley Quality Bus Partnership	10 Dec 04
Leicester and Leicestershire Motorcycle Forum	12 Jan 05
Leicestershire Together County LSP Board	13 Dec 04
Oadby & Wigston LSP	13 Dec 04
Leicester, Leics & Rutland Air Quality Forum	14 Dec 04
Leicester Forum for Older People – Information only	15 Dec 04
Charnwood Quality Bus Partnership	15 Dec 04
Partnership for Improving North West Leicestershire	16 Dec 04
Oadby & Wigston Highways Forum	5 Jan 05
Freight Quality Partnership	10 Jan 05
Aylestone, Eyres Monsell and Freeman Area Committee – Information only	2 Dec 04
Ward Meeting – Braunstone Park & Rowley Fields	1 March 05
Ward Meeting – Belgrave	2 March 05
Ward Meeting – Westcotes	3 March 05
Ward Meeting – Stoneygate	9 March 05
Ward Meeting – Eyres Monsell	10 March 05
Ward Meeting – Humberstone & Hamilton	15 March 05
Leicestershire Business Voice	15 March 05
Ward Meeting – Humberstone & Hamilton	15 March 05

Presentation	Date
Ward Meeting – Western Park	16 March 05
Cabinet Members Seminar	5 April 05
Local Transport Plan Day	6 April 05
Joint Planning Forum for Physical and Sensory Disabled People	18 April 05
Joint Planning Forum for Learning Disabled People	21 April 05
Members Seminar	12 May 05

Eleven Discussion Group meetings took place on the 14th and 15th of February. Each meeting focussed on representatives of a different group. Those represented were as follows:

- Young adults aged 16-22
- Inner city residents
- Council tenants
- Residents of higher cost housing
- Older people / people with disabilities
- Owners / managers of retail outlets
- Business owners / managers
- Car commuters to the city centre
- Parents of children aged 7-11
- County residents (residents outside the Central Leicestershire LTP area)
- Car commuters to other areas

Over time we have developed a Stakeholder Database which lists over 400 representatives from the business community, public service providers, environmental groups, disabled groups, ethnic minority groups and district councils as well as interested individuals. Our stakeholders are kept up to date on all major developments relating to transport strategy. All stakeholders are invited to our annual Local Transport Day and many sit on the various forums and interest groups listed above.