

Leicester
City Council

WARDS AFFECTED
All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Cabinet	5 March 2001
Highways and Transportation Scrutiny Committee	14 March 2001
Cabinet	19 March 2001

Local Transport Plan

Report of the Director of Environment and Development

1. Purpose of Report

- 1.1 This report seeks to obtain Members approval to spend money on various transport schemes, in accordance with the Council's transport policies.

2. Summary

- 2.1 It sets out proposals for spending next year's supplementary credit approvals for capital maintenance and integrated transport.
- 2.2 It also seeks delegated authority for the Director to vary both this year's and future programmes, contains proposals for taking forward the Workplace Parking Levy and deals with the anticipated overspend on the A46/A47 Link Road.

3. Recommendations

- 3.1 The views of the Highways and Transportation Scrutiny Committee are sought.
- 3.2 Cabinet is recommended to:
- Agree variations to the 2000/01 programme of works as set out in Appendix E, authorise the Director to make further variations to the current year's programme, and to make appropriate variations to future years' programmes within the terms of the Local Transport Plan settlement, and support the Director's action in spending the Transport Fund allocation as indicated
 - Receive a further report on the A46/A47 overspend in due course, should this prove necessary
 - Welcome next year's settlement and the indicative funds for future years
 - Approve the programme of works for 2001/02 as set out in Appendix F

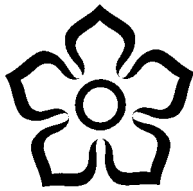
- e) Receive further reports on the outcome of discussions with the Government about the Leicester West Public Transport project and the Upperton Road Viaduct.
- f) Authorise the Director to proceed to appoint consultants to develop proposals for the introduction of the workplace parking levy in 2005/06, subject to a satisfactory outcome to the discussions on the Leicester West project.

4 Financial and legal Implications

The LTP settlement for 2001/02 totals £9.153 million, in the form of two supplementary credit approvals (SCA), with £6.389 million for integrated transport and £2.764 million for capital maintenance. It is proposed that the 2001/02 local transport capital programme be set at the £9.153 million. As last year, the SCAs are valid for two years. In addition to the LTP settlement, it is anticipated that slippage of £1.895 million will occur in the 2000/01 programme. This will be funded from the 2000/01 SCA. Borrowing of £9.153 million will result in a full year cost of to the Council of approximately £910,000. Provision has been made for this in the Council's base revenue budget, and is reflected in the standard spending assessment.

No legal implications are foreseen to arise from this report.

5. Report Author/Officer to contact: Mike Pepper - Head of Traffic (Extn No: 6520)



Leicester
City Council

Supporting Papers

1 Report

1.1 Current financial year

- 1.2 The programme approved by Planning and Transportation Committee last March for the current financial year is set out at Appendix D.
- 1.3 Over the course of the year, it has been necessary to vary this programme, within the terms of the Local Transport Plan (LTP) settlement letter, and the expected outturn for the current financial year is shown at Appendix E.
- 1.4 In April, the Council was offered additional Supplementary Credit Approval (SCA) from the Transport Fund. This money was to be spent specifically on those items referred to in the letter from the Government Office, which is shown at Appendix A.
- 1.5 I replied to the Government Office to accept the additional SCA. My letter is set out in Appendix B. The additional funds are included in the revised programme at Appendix E.
- 1.6 A significant change to the current year's programme is caused by delays to the implementation of the Belgrave Corridor scheme. Consultations at all stages of the scheme have been more extensive and have taken longer than originally anticipated. The design of Stage One took longer than programmed, as did monitoring of its impact, which was necessary before consultations on Stage Two could take place. As a result, construction of Stage Two is now running some six months behind schedule, and will not start until the next financial year.
- 1.7 The two large bridge maintenance/strengthening schemes scheduled for 2000/01 (Thurcaston Road and West Bridge) have had to be delayed due to extensive archaeological research and traffic management issues respectively.
- 1.8 Other changes have resulted variously from the Council's response to consultation, from staff vacancies and from taking up new opportunities as the occasion arose. In addition, in many cases actual costs of construction are different from the indicative prices included in the original programme, largely because of changes to design made during the development of individual schemes.
- 1.9 In addition, the revised programme shows all commitments and slippages from the previous financial year (1999/2000), not all of which were included in the original programme. No Government funding has been lost through this process.

1.10 Cabinet is recommended to approve these changes. It is also asked to confirm that the Director has delegated authority to make further changes both for this financial year and future financial years, so long as the resulting programme complies with the terms of the LTP settlement letter and helps to deliver the Council's transport policy.

1.11 2001/02 Settlement

1.12 The terms of the settlement for the next financial year are set out in a letter from the Government Office, which is attached as Appendix C. The main features are as follows.

1.13 There has been a substantial increase in the borrowing approvals for spending on Integrated Transport, and a firm promise of a substantial increase in funding for Capital Maintenance starting from the 2002/03. Both these supplementary credit approvals are valid for two financial years.

1.14 These increases are so large that additional staff are needed to commission them. Recruitment is already underway to try to get new staff in post as early as possible in the new financial year. Most of these staff will be funded from the LTP allocations, by way of a modest administration charge. Separate Government funding is being sought for other staff; if unsuccessful, however, I propose to recommend members to fund their employment from income from on-street parking.

1.15 Additional design and supervision resources will also be needed to deliver the expanded programme. The Head of Construction Services indicated to my staff some months ago that he would not want to recruit additional staff to deal with the extra workload. I have, therefore, taken steps to establish a shortlist of suitable external consultants to carry out this work.

1.16 The major Leicester West public transport project is not, at this stage, funded. However, the Government has indicated that it is sympathetic to the scheme, but wishes to have some further information. I am optimistic that, following further discussions with Government, the scheme will be given approval with a start to spending in the next financial year.

1.17 The request for funding for the feasibility study into the Upperton Road viaduct is also, at this stage, not funded. Again, the Government is asking for further discussions to determine how this should be funded.

1.18 2001/02 programme

1.19 The proposed programme for the next financial year is set out at Appendix F. This covers both next year's SCA and unused SCA from the current financial year. Significant commitments and slippages from the current financial year are included in the programme, but minor items, such as retention are not shown.

1.20 Bridges

1.21 For Bridge Assessment, Maintenance and Strengthening, there will be a carry forward from the 2000/01 allocation of approximately £1 million. It is proposed that £1.27 million will be allocated from the 2001/02 award to give a total budget for the

year of approximately £2.27 million. This is seen as a reasonable spending level as the bridge design team is up to full strength and carry over schemes will be starting early in the new financial year.

1.22 Highway Maintenance

1.23 The Capital Maintenance allocation from the LTP can now, for the first time, be spent on Local Roads including footways (but not street lighting). GOEM have specifically stated that this allocation is to be in addition to the revenue funding, not instead of it. It is proposed that £1.494 million of the total allocation will be spent on the areas of greatest highway need in the City, and this will obviously be complementary to the existing highway maintenance revenue budget.

1.24 The funding will, therefore, be split as detailed below:

1. Principal Roads	£300,000
2. Local Roads (carriageways)	£510,000
3. Local Roads (footways)	£684,000
Total	£1,494,000

1.25 Belgrave Corridor

1.26 As indicated in paragraph 1.6, construction of Stage Two, the rebuilding of the Melton Road/Troon Way junction, has been delayed, with the result that the bulk of this year's planned expenditure will take place in April and May. This means that Stage Three, the redesign of Belgrave Road, which includes peak-hour bus lanes, new off-peak limited waiting spaces, improved lighting and footway improvements, will not take place until after Diwali, in order to give sufficient time for the impact of Stage Two to be monitored.

1.27 LRT Engineering Study

1.28 No request for funds for this work was included in the LTP. However, subsequently, the Council indicated by letter that, should there be a good LTP settlement, it was minded to spend a proportion of the SCA on such a study. The study will examine in more detail the best alignment for the routes along Melton Road and Narborough Road, will look again at the viability of a complete network, and examine the possibilities for integrating Leicester's LRT network into an integrated East Midlands public transport network.

1.29 Measures to help travel by bus

1.30 A substantial proportion of next year's investment has already been taken to preliminary design stage as a result of a joint commission of external consultants by the City Council and First Leicester to improve facilities along the routes of services 26 and 54, where First Leicester have plans to improve vehicles and frequencies, and at various other junctions, where First have identified particular operating problems.

1.31 Public Transport Interchange

- 1.32 The City Council, First Leicester and Arriva Fox County have jointly commissioned consultants to design improvements to bus stops in the City Centre to improve public transport interchange. This work is at an advanced stage, which should allow an early start to investment. Members may be interested to learn that one of the consultants' recommendations is that the bus companies must address the issue of slow boarding times, caused by pay on entry.
- 1.33 Measures to help travel by bicycle
- 1.34 The majority of next year's allocation is going towards the provision of missing links or the completion of existing cycle routes. The City's Cyclists Consultative Panel, which includes cycle groups in the city, have identified this as having a higher priority than starting completely new schemes. Area Traffic Control will continue to install facilities to help cyclists at existing signal controlled junctions.
- 1.35 Measures to help travel on foot
- 1.36 Funding for next year will provide new crossing facilities by way of pelicans and refuges, where a need has been identified by councillors and members of the public, and where they meet the Council's criteria. Funds will also be used to provide new footways or missing links, again identified by councillors and/or their constituents. Work will also continue to put in facilities, such as pedestrian phases (green/red figures) at existing signalised crossings which do not have them.
- 1.37 Provision for people with disabilities
- 1.38 A programme to provide lowered kerbs for the benefit of wheelchair users will be drawn up and implemented. These are provided citywide and enable wheelchair users to access facilities, such as shops, more directly. Some funding is set aside to provide an improved stopping/boarding facility for the Access Bus in the city centre. Other schemes to help disabled people will also be identified.
- 1.39 Community Safety Lighting
- 1.40 Investment is designed to increase people's confidence to walk after dark and to wait for buses, tackling social exclusion and making both walking and bus travel more attractive. Areas on the current year's reserve list will be the first priority, followed by investment to replace areas with old mercury vapour lighting.
- 1.41 Traffic calming
- 1.42 The Council has an established set of priorities, confirmed by Cabinet in January, for the introduction of further traffic calming schemes, which has been used as the basis for next year's programme.
- 1.43 Safer Routes
- 1.44 Cabinet approved a priority list for the development of wide area Safer Routes schemes in January. The first in the list is a scheme for the Narborough Road area. In addition, other investment is proposed for Beaumont Leys, partly funded from SRB 6.

- 1.45 UTMC Development
- 1.46 The proposed allocation of funding to the Urban Transport Management and Control (UTMC) development programme will enable the further expansion of Intelligent Transport Systems to support the Transport Infrastructure in Central Leicestershire.
- 1.47 Particular proposals include the replacement of the Variable Message Car Park Signing system to provide enhanced driver information, enhancements to Traffic and Travel Information Systems, an extension to the SCOOT traffic control system, and further bus priority at signals using the Star Trak system. Funding will also enable the co-ordination of schemes identified in other measures in the programme to provide an integrated traffic and transport system.
- 1.48 HEAVEN
- 1.49 Elements of the EQUAL project, which provide Web access to real time traffic, travel and pollution information, will be consolidated into a comprehensive web site, and funding for the EU Project HEAVEN will enable the continuation of work to develop new control strategies to deal with environmental pollution.
- 1.50 Road network signing
- 1.51 A considerable backlog of work has developed because of the lack of a signing officer in the Traffic Group. This post has now been filled and funding from the LTP will allow a start to be made on dealing with inaccurate signs.
- 1.52 Travel centre
- 1.53 Proposals for developing a travel centre are still under consideration at this stage. A business plan will need to be developed, but the most appropriate timing is not yet clear. If appropriate, next year's funding may be moved into other blocks of expenditure.
- 1.54 Local Transport Plan monitoring
- 1.55 Although the LTP is for five years, the Government now requires, for the first time, meaningful monitoring of the effectiveness of transport investment by way of an annual report detailing both outputs and outcomes. The first report is due to be sent to Government at the end of July, and a copy will be provide to members when it is completed.
- 1.56 Work for this report will be partly funded from the current financial year's SCA and partly from next year's allocation. The report will include measuring changes in travel patterns, quality of public transport services, air pollution, and public attitudes and perception of both the Council's overall strategies and of individual schemes and programmes. The report is, in part, being prepared in conjunction with monitoring reports for Derby and Nottingham, to provide the Government with a consistent appraisal framework for the Three Cities. Part of this funding allocation will be used to employ an additional member of staff in the Traffic Group.
- 1.57 **Other issues**

1.58 A46/A47 Link Road

1.59 In August, Policy and Resources Committee resolved that the anticipated overspend of £334,000 on the A46/A47 Link Road should be funded from LTP SCA. Discussions with the Government Office suggest that there may be a possibility of securing other funds (not LTP SCA) to cover the overspend. Moreover, it is clear, whilst the use of LTP SCA may be a legal use of these funds, that the Government would not view favourably the use of it for this purpose, as this expenditure is not seen as helping the Council to deliver its transport policy.

1.60 I am in discussion with the Government Office to determine the best way of resolving this matter. These discussions have been delayed because of uncertainties surrounding the precise size of the overspend. However, when they are concluded I will advise Cabinet of their outcome, and bring a further report, should this prove necessary.

1.61 Workplace Parking Levy

1.62 At its meeting on June 14, the Planning and Transportation Committee resolved to accept the report of the Director of Environment and Development as the basis for the Local Transport Plan for Central Leicestershire. This report recommended that "the introduction of a Workplace Parking Levy in the City would...bring significant benefits to the area, subject to a number of conditions being met, including

- 1) The effective enforcement of parking controls throughout Leicester and the introduction of residents' parking schemes
- 2) Substantial new investment in public transport, including park and ride
- 3) The scheme to be introduced to be developed with the local business community to assist them in adapting their transportation provision. and these words were included in the LTP submitted to Government."

1.63 Committee agreed to include the following words in the LTP.

"Subject to the passage of the Transport Bill, the City Council will appoint consultants to develop plans for the introduction of a Workplace Parking Levy, in order to tackle congestion and improve the environment. The consultants will be instructed to design a scheme which will recycle sufficient money back into local businesses, particularly to help with the introduction of travel plans, to ensure that there will be a net benefit to the local business community.

Provide that the results of the consultants' investigations demonstrate an overall benefit to Leicester in the long-term, the City Council intends to introduce a Workplace Parking Levy in Year Five of the Local Transport Plan..."

1.64 Work is ongoing to introduce Decriminalised Parking Enforcement by 2004/05, and, from comments made so far, I am optimistic that the Government will fund the Leicester West public transport project, which, together with the Integrated Transport SCA and changes in the law governing relations between the City Council and the bus companies, will enable a step change in the quality of public transport to be achieved during the next five years.

- 1.65 There is a very substantial body of work which needs to be carried out over the next four to five years to design a scheme which helps the Council tackle congestion without imposing a net burden on local business and trade.
- 1.66 I propose to employ consultants who will need to get businesses together, and work closely with all stakeholders, so that they can design a scheme which has the broad support of the public and business. They will need to survey all off-street parking places, and provide a detailed design for a scheme, which identifies which employers should be covered, what charges should be levied and what should be done with the income raised. They will also need to carry out a full economic and environmental assessment of the detailed scheme.
- 1.67 Because the Council thinks that the key to a successful scheme will be to help employers to introduce travel plans by ploughing at least some, if not most or all of the income back into businesses to help with this process, the consultants will also need to help develop successful strategies for doing this.
- 1.68 It is my intention, at this stage, to fund this work from the Department's base revenue budget, from funds released by the Government's decision to introduce five-year LTPs, rather than annual Transport Policy and Programme submissions. My initial estimate, based on advice from colleagues in Nottingham, where work on the introduction of the workplace parking levy (WPPL) is much further advanced, is that this work could cost in the region of £500,000 over the next four years.
- 1.69 WPPL could produce annual revenues of £10 million pounds a year. Initially, I anticipate much of this income will be ploughed back into business to help them with the introduction of travel plans, and to deal with particular congestion and other problems they face. In due course, however, the scheme should produce a surplus which can be invested in other transport schemes in pursuit of delivering the Council's transport policy. The consultants will also need to help us identify the best way of using any surplus income from the levy.
- 1.70 The introduction of WPPL is potentially highly controversial. It is known that, at present, many people in business believe that it is potentially damaging and oppose it. I propose, therefore, to involve members at every stage of the project, both by way of active participation in a steering group, and also through regular progress reports to Cabinet.
- 1.71 Because of the work involved, I propose that the earliest possible start should be made. I recommend that the Director be authorised to proceed to appoint consultants, subject to a satisfactory outcome to the discussions on the Leicester West project.

2. Details of Research & Consultation.

- 2.1 Very substantial research and consultations have taken place, both as part of the Central Leicestershire Transport Studies, which informed the Council's transport policy, and in preparation of the Local Transport Plan. In total, I estimate that this work has cost in excess of £500,000, with funding coming from both City and County Councils.

- 2.2 Detailed consultation will take place in accordance with Council policy as part of the design process for all new transport schemes where the cost of construction exceeds £5,000.

3. Implications.

3.1 Equal Opportunities Implications

These will be considered as an integral part of each design.

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	YES	3.1
Policy	NO	
Sustainable and Environmental	YES	Throughout
Crime and Disorder	YES	1.38
Human Rights Act	NO	

4 BACKGROUND PAPERS

- 4.1 Report to Planning and Transportation Committee on 8 March 2000
- 4.2 Report to Planning and Transportation Committee on ??? June 2000
- 4.3 The LTP [details].

CD/TG/MJP/00200/151
11 January 2001

Mr Rodney Green
Chief Executive
Leicester City Council
New Walk Centre
Welford Place
Leicester
LE1 6ZG

Date: 14 December 2000

Dear

2001/02 LOCAL TRANSPORT CAPITAL EXPENDITURE SETTLEMENT

Introduction

This letter contains the results of the first full local transport plan (LTP) settlement, following the settlement made last December on the basis of provisional LTPs. The full LTPs cover the period 2001/02 to 2005/06. The Government is this year making firm allocations for 2001/02 for major schemes, integrated transport and maintenance. For maintenance we are also making firm allocations for 2002/03. For years 2 to 5 of the LTP period (for integrated transport), and years 3 to 5 (for maintenance), the Government is making indicative allocations, in order to help authorities with their forward planning. Major scheme allocations in the subsequent years of the LTP period will depend on progress made. All indicative allocations for future years will be confirmed or amended in the relevant annual settlement.

Local transport plans are an essential element of the Government's integrated transport policy, and of the delivery of the long-term programme for modernising and improving transport in this country, as set out in *Transport 2010 – the 10 Year Plan*, published in July 2000. The local transport plans already prepared by authorities will be placed on a statutory footing by the Transport Act 2000, recently passed by Parliament.

The Government is very encouraged by the commitment local authorities have shown to developing integrated transport strategies and is impressed by the improvements made since last year in drawing up well thought-out strategic documents. The settlement for 2001/02 represents the first stage in a major and sustained increase in the funding being made available to local authorities. In return for this increased funding the Government will expect local authorities to be able to demonstrate real improvements in transport provision and services in their areas, in accordance with the objectives set out in the 10 Year Plan, and with local priorities and solutions as reflected in their LTPs. The Government looks forward to seeing the outcomes of authorities' efforts through the annual progress reports which they will be submitting from July 2001. We aim to issue guidance on annual progress reports in early 2001. More detail on the requirements for progress reports is set out below.

National Picture

The total amount available for the 2001/02 settlement will be £1.36 bn – more than double the amount allocated to local authorities outside London in 2000/01. Of this, £32.674m will be allocated as Transport Supplementary Grant (TSG), £56.060m as grant under Section 56 of the Transport Act 1968, £43.933m as Annual Capital Guidelines (ACG), £1104.441m as Supplementary Credit Approvals (SCA) and £2m as Industrial Development Act grant. Due to the uncertainties inherent in allocating funding for a 5-year period rather than for a single year, especially in the first full year of the new LTP system's operation, the Government will be holding a larger reserve than has been the case in previous years, to allow for schemes for which further work is needed. More detail on the make-up of this reserve is given below.

Block Allocations

As last year, other than for identified major schemes, allocations for each authority have been made as a single block of SCA for transport capital expenditure in support of the objectives of the LTP. In determining block allocations we have separately assessed the need to spend on the maintenance of principal and non-principal road carriageways, footways and bridges ("maintenance"). As previously announced on 13 November 2000, we have therefore indicated the level of expenditure we have allowed for maintenance within the single block allocations. We continue to refer to the rest of the block allocation as the 'integrated transport' element.

Local discretion over the use of the block allocation should be exercised in accordance with policy framework provided by the integrated transport white paper, the 10 Year Plan, DETR's guidance on local transport plans and the relevant LTP. We will expect authorities to spend their allocations in accordance with the priorities identified in the relevant LTP. Although indicative only, authorities should also have regard to the allowance the DETR has made for maintenance within the block.

Integrated transport

The total provision for this type of expenditure is £559 million, compared to £257m for the equivalent allocations last year (including emergency reserves). The resources have been distributed according to an overall assessment of the quality of the LTP, including the evidence of need provided in each plan and an assessment of the relative scale and nature of the problems and challenges to be addressed and the solutions proposed.

The quality assessment has been made using the criteria contained in Annex D of the guidance on full local transport plans issued in March 2000. The annex attached to this letter details our assessment of the plan against these criteria.

In order to allow for changes to LTPs which may be necessary in years 2 to 5 of the plan period, and to reflect the introduction of the Single Capital Pot in 2002/03 (see below), DETR has held back 10% of the integrated transport block allocations for those years. The intention is that this reserve fund will not only cover any emergencies and unforeseen but essential items of expenditure which arise over the period, but also that it will provide for additional expenditure which becomes necessary – for example due to the reports of Multi-Modal Studies, or the introduction of road user charging and workplace parking levy schemes. This reserve will also enable the Government to provide additional support to those authorities which demonstrate that they could make good use of further resources and show particularly good progress against the targets in their LTPs. Each December as part of the annual settlement, the indicative allocations for the relevant years will be confirmed or revised, reflecting the use to be made of the reserve. In addition, to allow for emergencies within 2001/02, particularly given the damage caused by this winter's flooding, the Government has kept back a reserve of £16 million. The total sum to be distributed this December for the integrated transport block will therefore be £543 million.

Maintenance

The priority for road maintenance in the 10 Year Plan is to halt the deterioration in local road condition by 2004. The Government therefore aims to provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period.

The totals available nationally for capital maintenance, including major schemes and emergency reserves, are £545 million in 2001/02 and £560 million in 2002/03. These figures are increases of 106% and 112% respectively on the £264 million available in 2000/01. The settlement covers principal roads, bridges, and, for the first time, non-principal roads. Footways are covered for all road classes.

The allocations are built up from three separate elements - principal roads (that is 'A' roads), bridges, and non-principal roads. The allocation for principal roads for each authority is based on the length of the principal road network and its condition. For bridges, bids for all strengthening work on the primary route network are met in full (to fulfil our obligation under the EC Directive to accept 40 tonne lorries). The allocation for bridges which are not part of the primary route network is based on the number of bridges in an authority's strengthening programme. For non-principal roads, the allocation is based on the lengths of road in the various classes (urban/rural, classified/unclassified), weighted by the contribution these classes make to the estimated cost of the backlog at national level.

The Government has not allowed for the renewal of street lighting stock in the settlement for 2001/02 or 2002/03, but we will consider making allocations for street lighting in future years.

The LTP resources for highway maintenance are for capital renewal and are intended to supplement the resources provided through the HMSSA for highway maintenance, rather than replace them. A high level of spend will be necessary to deliver the targets that the Government has set on local road maintenance.

New major schemes

In deciding which major schemes to support we have looked at the contribution which schemes make to the relevant LTP, as well as the detailed NATA appraisal. As proposed last year, we have this year for the first time established a programme of major schemes across the 5-year plan period.

The level of resources the Government has provided through the 10 Year Plan means that we are able to fund many more major schemes than was usual in the past. The Government recognises however that it takes time for authorities to develop new major schemes, and many authorities have bid for schemes for which they have not yet completed full NATA appraisals. The Government is not able to provide funding for schemes which do not yet have satisfactory appraisals, even though it may on the face of it seem likely that many such schemes will be acceptable once the appraisal work is complete. The Department is therefore very happy to work with authorities which have bid for schemes for which design and appraisal work is still in progress, in order to help them to bring forward the schemes again for consideration next year.

We have categorised our decisions on major schemes as follows:

Accept

Schemes which have complete appraisals and no essential statutory approvals outstanding, which we have committed to support.

Provisionally accept

Schemes which we have agreed to support, subject to certain conditions. This includes schemes where some aspect of the appraisal is missing (but there is sufficient appraisal work completed for us to form a provisional view), where a statutory approval which is essential to the scheme is still required, or where the success of the scheme is dependent on a contribution from a third party. Such schemes could be upgraded from provisionally accepted to fully accepted in-year once the necessary further steps had been taken, rather than waiting for the next settlement round.

Work in Progress

Schemes for which we do not yet have sufficient information to form a view. As explained above, we are keen to work with the authorities concerned to assist them in completing the necessary work for the scheme to be evaluated by Government against NATA criteria in time for a decision to be made next December. We would normally expect the necessary work to be completed by 31 July 2001 and for the bid to be resubmitted along with the authority's LTP Progress Report, for a decision to be possible in the next settlement.

Reject

Schemes which we would not propose to fund in their current form.

We have this year fully accepted 20 schemes and provisionally accepted a further 47, with 72 more schemes being categorised as work in progress.

Due to the large numbers of schemes in the provisionally accept and work in progress categories, the Government has retained a relatively large reserve across all 5 years of the LTP period in order to be able to fund schemes coming forward for full acceptance.

Government-wide branding of major investment projects

It is a condition of scheme acceptance that the Government's contribution is advertised in an approved form. We will write to those authorities with accepted major schemes separately with details.

Finance

For 2001-02, block allocations will continue to be issued in the form of a 2-year Supplementary Credit Approval (SCA). The single block allocation for transport capital expenditure anticipates the overall policy of moving towards a more strategic approach in local government finance, with the introduction of the Single Capital Pot in 2002/03 within which the block allocation will be included. Provision for major schemes will not be included in the Single Capital Pot.

Funding Major Schemes

When accepting new major schemes, and similarly for existing majors, we will continue to indicate a fixed DETR allocation for the life of the scheme and how much has been approved specifically for 2001-02.

SCA for major schemes will still be issued on a 1-year basis. We are continuing to fund existing committed schemes as in previous years, using TSG, ACG, SCA and S56 grant as appropriate. Our general aim with major schemes is to ensure that, wherever possible, 50% of the funding is provided in the form of grant and 50% in the form of borrowing approvals over the life of the scheme. For new public transport schemes where our total contribution is less than £5m, this will be in the form of borrowing approvals in the first year.

As was the case for the 2000-01 Settlement, we have again made use of an additional £42m available from capital receipts. Receipts taken into account must be allocated via ACG: to do this, we have allocated 100% ACG for some new public transport schemes, with others receiving 50% ACG and 50% SCA. Schemes for which an ACG was identified last round, will continue to receive support through basic credit approval this year. Allocations for major schemes which have only received provisional acceptance, will be held back in the form of SCAs and relevant grant support until full acceptance is confirmed.

Preparatory costs

DETR have clarified the position on funding preparatory costs as follows:

- (a) We will not provide earmarked funding for costs incurred prior to full acceptance of scheme appraisal - authorities can use revenue funding or block allocations if they wish (provided they can satisfy their auditors that the costs are properly charged to capital account);
- (b) For schemes provisionally accepted subject to appraisal, funding will not be provided until we have finally agreed the appraisal ie full acceptance;
- (c) Once a scheme has been fully accepted and it has the necessary powers/ statutory consents, funding of “preparatory” costs of the scheme, eg detailed scheme design, land acquisition, utility diversion is acceptable (again, provided the authority can satisfy its auditors that the costs are properly charged to capital account);
- (d) If we accept a scheme on the basis of its full appraisal but it remains subject to TWA or other statutory powers being obtained, we will not fund the costs of preparing the TWA (or other) case.
- (e) We would not fund, and we would not expect local authorities to incur, any costs which could turn out to be nugatory – eg land purchase before a scheme has relevant statutory or planning consents. We may however be prepared to consider cases in which a proposed scheme causes blight.
- (f) We will consider cases put to us for reimbursing reasonable costs incurred on scheme design and preparation retrospectively, once full approval has been given for the scheme. DETR would wish

to satisfy itself that any costs reimbursed in this way had not already been provided for, for example through an enhancement to the integrated transport block allocation.

This also applies to schemes which were provisionally accepted in previous settlements. Again, the Department would wish to satisfy itself that any provision already made in respect of such costs is reflected in any reimbursement.

We are aware that some authorities which are negotiating private finance schemes are concerned about the additional preparatory costs which this route implies. We are considering how these should be treated within the context of our general policy on funding of preparatory costs. Further advice on this point will be issued as necessary.

Public-private partnerships and PFI

Private finance is expected to deliver a significant contribution to the total investment planned over the 10 Year Plan period and local authorities have a key part to play in delivering that target. Without the use of private finance it will not be possible to deliver the planned outcomes as quickly as desired. Ministers therefore expect local authorities to give serious consideration to the use of private finance. For all major schemes, authorities have been required to complete the checklist at Annex G of the Guidance on Full Local Transport Plans. Based on this information and other relevant considerations, DETR has identified a number of accepted or provisionally accepted schemes which appear to be suitable for PFI procurement. In these cases, we will expect each of the local authorities to develop the case for taking forward the scheme as a PFI project. Conventional funding for such schemes would only be considered if this is demonstrated to offer better value for money than the PFI route.

There are several major schemes which are still 'Work in Progress' which, if accepted in a future settlement announcement, would be expected to be candidates for PFI. We would expect these authorities to consider PFI in parallel with the development of the scheme.

Progress reports

The first annual LTP progress reports must be submitted by authorities in July 2001. Details of how the allocation is to be spent (and in future years how it has been spent) will also need to be reported in authorities' annual LTP progress reports, and any significant divergence from the pattern of expenditure proposed in the LTP will need to be justified.

The progress reports should contain evidence of how the authority is performing against the targets and performance indicators set out in its LTP. If they feel it is appropriate, authorities should submit in their progress reports revised targets which have been set in the light of the actual allocations provided through this settlement. Authorities will wish to begin considering now whether revised targets are needed, as we will expect to see a rationale for any revised targets in the July 2001 progress report.

Authorities should also consider providing evidence in their progress reports of developments in any specific areas in their LTPs identified in this decision letter as being in need of improvement.

The Guidance on Full LTPs indicated that although in general the Government does not expect fundamental revisions of LTPs within the 5-year period, given the recent rapid changes in transport policy, the first round of full LTPs was likely to be subject to greater change than subsequent rounds. We will be willing to consider such additions, provided they are consistent with the objectives and

strategies contained within LTPs. The first progress reports will therefore offer an opportunity for authorities to provide the necessary detail.

DETR will be providing further specific guidance early next year on the content of the annual LTP progress reports.

Centres of Excellence

We are very pleased that 25 authorities have submitted proposals with their LTPs to become Centres of Excellence for Integrated Transport Planning. Ministers wish to consider the proposals in more detail and have decided that the designation of Centre of Excellence status will be announced in Spring 2001.

Charging Schemes Fund

With Royal Assent having been granted for the Transport Act 2000, local authorities may now seek approval for road user charging or workplace parking levy schemes. Ministers envisage that road and public transport improvements which are necessary in advance of the introduction of charging schemes would be funded through the major scheme and block provisions. However, charging schemes may also stimulate new funding opportunities and these are currently being assessed by the Charging Development Partnership.

Ministers intend to support local authorities intending to implement congestion charging schemes by making available additional funding for capital costs directly related to the implementation of a scheme. Ministers will consider bids for this funding once an authority has endorsed a decision to introduce congestion charging and has put forward a set of costed proposals. It will not be necessary for an authority to wait until the submission of LTP progress reports each July to bid for assistance from the Charging Schemes Fund.

Disability, Accessibility and the 10 Year Plan

The LTP guidance placed particular emphasis on the transport and mobility needs of disabled people across all local transport modes. We are pleased that almost all local authorities demonstrated an understanding of these issues, and that most were working with disability organisations and other transport partners to promote the interests of disabled people.

In implementing LTPs authorities need also to be aware of the condition set out in the Government's 10 Year Plan:

“Building in accessibility for disabled people in all new investment is a condition of public money being spent.” (*para 6.5, Transport 2010*)

We recognise that LTPs were drawn up before publication of the 10 Year Plan, but we will expect the annual LTP progress reports to demonstrate how this condition is being met in transport infrastructure projects which impact on disabled people as pedestrians, public transport users and as motorists.

Clear Zones Trailblazers

A number of schemes described in LTPs have been selected as Clear Zones Trailblazers. A development of the Foresight initiative, Clear Zones can be summarised as “creating liveable, accessible and lively urban centres where traffic congestion, pollution, noise, stress and other

negative impacts of mobility are eliminated or limited, through the implementation of a package of transport related measures using innovative technologies”. The Trailblazers have been selected to demonstrate what can be achieved within existing traffic and urban design and management practices. Individual Clear Zones Trailblazers will be notified separately by the Clear Zones Steering Group.

UTMC

All Local Authorities planning to implement new traffic management system, (eg SCOOT, car park VMS system etc) or to undertake a major upgrade of the existing system(s), should consider procuring systems that are UTMC compliant. More information about UTMC can be obtained from www.utmc.org.uk.

Integrated Ticketing

DETR have sponsored the development of specifications for an interoperable transport application based on smart cards. These specifications have now been published as the Integrated Transport Smartcard Organisation (ITSO) Specifications. Any Local Authority considering an Integrated Ticketing system should consider, at an early stage, using these specifications when developing, procuring or upgrading schemes. For further information on the specification please contact Cathryn Jeeves, the ITSO Project Manager at cathrynjeeves@centro.org.uk The DETR contacts are David Sentinella (david_sentinella@detr.gsi.gov.uk) and Eric Sampson (eric_sampson@detr.gsi.gov.uk).

REGIONAL SUMMARY

You may be interested to have some information about the settlement for the Region as a whole and this is attached at Annex 4.

DETAILS FOR YOUR AUTHORITY

Transport Supplementary Grant

As no TSG has been awarded to your authority an Annex 1 is not attached to this letter.

Annual Capital Guideline and Supplementary Credit Approvals

Your authority has been issued with SCAs totalling £9.153m. Annex 2 to this letter provides details of the figures which have been included in the RSG calculations.

Formal SCA authorisations are attached at Annex 3. If any SCAs cannot be fully used for the intended purpose, your authority must relinquish the unused part of the allocation for redistribution.

CENTRAL LEICESTERSHIRE PLAN

Detailed comments on the Department’s assessment of the plan against the criteria published in Annex D of the guidance on provisional plan are attached at Annex 5j.

We are making available £11.577m for the implementation of the Central Leicestershire local transport plan for 2001/02.

BLOCK ALLOCATION

We are making available £11.577m block allocation, maintenance and integrated transport, for the Central Leicestershire local transport plan for 2001/02. Your share of the block allocation is £9.153m and you have discretion on how to use this on integrated transport measures and maintenance schemes in your part of the plan area. The indicative allocations for the Central Leicestershire joint plan area for the remaining years of the plan period are shown in the table below:

	01-02 Allocati on £000	02-03 Indicati ve Allocati on £000	03-04 Indicati ve Allocati on £000	04-05 Indicati ve Allocati on £000	05-06 Indicati ve Allocati on £000
Integrated Transport Block	8813	8524	8674	9070	9128
Maintenance	2764	4316	3237	3237	3237
TOTAL	11577	12840	11911	12307	12365

Integrated Transport

We are pleased at the continued partnership with Leicestershire County Council in producing a joint plan. This and the close liaison with the neighbouring cities of Derby and Nottingham were key factors in determining the level of resources allocated.

We are pleased to see that there has been wide involvement of the public and local interest groups and this has helped in identifying the key issues to be addressed and strategy to be followed over the plan period. The main weakness identified last year in relation to targets and monitoring has been addressed but there are still some weaknesses in the areas of passenger rail and action on climate change.

The allocation for your authority reflects your continuing willingness and enthusiasm in taking forward the measures within the Belgrave Corridor as a pilot scheme within the Civilising Cities initiative. We are particularly pleased with the development of the project and look forward to an on-going close working relationship in monitoring the wider effects of the scheme, in order to develop the understanding of the impacts of transport and land use measures on people's quality of life.

Bridge and Carriageway Maintenance

Details of the bridge and carriageway maintenance allocations for the Leicester area for 2001/02 and 2002/03 were sent to you on 13 November.

MAJOR SCHEMES

We very much recognise the importance attached to transport improvements in the Leicester area and that you are keen to progress the Leicester West Transport scheme early in the LTP period. However, the available appraisal material is not currently sufficient to allow us to form a view on whether it passes the tests that have been established to determine eligibility for Government funding. We are very keen to work with you to resolve quickly any outstanding issues and to assist you with completion of a full scheme appraisal. In particular, we have some concerns about the modelling and need further explanation of the non-user benefits and costs. This will help us to establish the strength of the case for the scheme in the absence of charging, but we also need to

discuss with you the role of decisions on charging in respect of this project. We would seek to reach a decision on funding as early as possible next year.

ANY QUESTIONS

If you need any further clarification do not hesitate to contact Will Wiseman (0115 971 2498) or his staff in the Transport Team.

Yours sincerely

STEPHEN KENNETT

Auth No: 154

Leicester City

ANNUAL CAPITAL GUIDELINE AND SUPPLEMENTARY CREDIT APPROVAL FOR LOCAL TRANSPORT PLANS - 2001/02

ANNEX 2

£000

Annual Capital Guideline (ACG)

Existing major scheme commitments 0

New major schemes 0

Total ACG 0

Supplementary Credit Approval (SCA) - One Year Allocation

Existing major scheme commitments 0

New major schemes 0

Supplementary Credit Approval (SCA) - Two Year Allocation

Block allocation (Gross) 9153

* *(Less previous adjustments)* 0

Block allocation (Net) 9153

Total SCA 9153

Total of all ACG and SCA

9153

- * Where an authority is not receiving Transport Supplementary Grant (TSG), adjustments for previous year underspends on TSG accepted expenditure may be made by reducing the authority's Block allocation (Gross).

TWO YEAR SCA

The Secretary of State for the Environment, Transport and the Regions, in exercise of his powers under Section 54 of the Local Government and Housing Act 1989, hereby issues to the Leicester City Council supplementary credit approvals for the amounts and associated items listed below.

These credit approvals shall have effect for the **two financial years** beginning on 1 April 2001 and are each limited to credit arrangements and expenditure for capital purposes in connection with the specified items.

Capital expenditure on highways and transport infrastructure	Nine million, one hundred and fifty three thousand pounds (£9,153,000)
--	--

STEPHEN KENNETT
Authorised by the Secretary of State
for the Environment Transport and the Regions
to sign in that behalf

December 2000

This settlement is a great result for local authorities in the East Midlands.

We very much recognise the effort and work that has been involved in producing the full plans. We are also pleased to see the commitment that authorities have given to taking on board the advice which was given about the content of provisional plans.

This overall standard of plans in the East Midlands has been recognised with a total allocation for transport measures in the East Midlands in 2001/2002 of £119 million. The allocation represents an increase of 129% compared to last year. This is again significantly higher than the National increase of about 80%. Indicative allocations are also given for the following four years to help authorities plan future priorities. The level of support for the region recognises the commitment that authorities have demonstrated in taking up the challenge of delivering the Government's integrated transport policy at the local level.

There are many positive results for the East Midlands: The region has seen its allocation for bridge and carriageway maintenance increase by 161% compared with last year, to just under £57 million. A total of £51.8m is being made available for the block allocation for integrated transport measures. We are particularly pleased that authorities have continued to co-operate in the production of joint plans for the main conurbations.

Summarised below are the allocations for each plan in the East Midlands for 2001/2002:

Plan	Bridge & c/w Maintenance £m	Majors – New & committed £m	Block allocation Integrated Transport £m	TOTAL £m
Derbyshire	11.034		6.974	18.008
Leicestershire	6.494	4.239	3.000	13.733
Lincolnshire	10.278		6.084	16.362
Northants	5.342		6.524	11.866
N Nottinghamshire	10.880	0.542	3.882	15.304
Derby	1.423	2.500	3.430	7.353
Cen Leicestershire	2.764		8.813	11.577
Rutland	0.751		0.509	1.260
Gr Nottingham*	8.009	2.610	12.584	23.203
TOTAL	56.975	9.891	51.800	118.666

* This includes £1m for the NET project

Under the Local Transport Plan regime authorities have much greater discretion in deciding where these resources should be targeted. However, the Department will be monitoring progress on implementation and the success in achieving the goals and targets set out in the plans.

The following major schemes are being taken forward:

Derby City's Integrated Transport Project	- Accepted
A1073 Spalding to Eye Improvement, Lincolnshire	- Provisionally Accepted
A158/C541 Coastal Access Improvement, Lincolnshire	- Provisionally Accepted

A607 Rearsby Bypass, Leicestershire
Earl Shilton Bypass, Leicestershire

- Provisionally Accepted
- Provisionally Accepted

In addition a number of other major schemes will be considered next year when they have been worked up sufficiently to enable decisions to be made.

COMMENTARY ON CENTRAL LEICESTERSHIRE JOINT LTP

1. Problem identification/objective setting

This is a joint plan produced by Leicester City and Leicestershire County Councils. There appears to have been a wide involvement of the public and local interest groups on transport issues over a number of years as part of the CALTRANS project. This has continued during the preparation of the full plan with public meetings, on street interviews, the issuing of questionnaires, and the organisation of workshops for interest groups. The plan contains a number of statements of support from organisations involved in the preparation of the plan. All dimensions of integrated transport have been considered and as a result of the consultation the key issues and problems have been identified. The plan has 6 prime and 27 secondary objectives related to transport issues in the area, which are realistic and aimed at addressing the concerns raised during consultation. The objectives are consistent with national transport policy.

2. Strategy development

The strategy contained in the provisional plan has been reviewed. The overarching strategy is integration aimed at widening travel choices for all. This was developed from the CALTRANS study which considered various options and identified an Optimised Transport Strategy. The wide range of measures proposed do appear to link together in a coherent way to achieve this. Within the City Council a wide range of sector interests have been involved to ensure integration with other council policies. A full range of issues are considered, such as social inclusion and regeneration, and analysis has been carried out to show how the strategy will help meet future demands. Measures to support the strategy will be prioritised in the order of; needs for pedestrians cyclists and the disabled, public transport, freight distribution, and other road users. Consideration has been given to the need for consistency with government guidance and with regional planning guidance and development plans. Close working takes place with other highway authorities particularly the nearby cities of Derby and Nottingham that are all involved in developing workplace parking charges. The Police and Health Authority have also been actively involved in developing specific strategies such as that for road safety. The Leicester West Transport public transport scheme is a major scheme bid for in the plan period. Three ASTs accompany the LTP, one for the major public transport scheme, one for the plan programme with the major scheme, and one for the plan programme without the major scheme. Although reference is made to a wish to proceed with Rearsby Bypass should resources be available, no AST is provided for it.

3. Implementation programme

The plan clearly sets out the resources required to implement the planned measures including the major public transport scheme. The programme is realistic and gives some assessment of how more or less resource would be accommodated. However there is no clear indication of priorities of the specific measures. Some indication of contributions expected from the private sector is given together with the level of commitment where known. Statutory consents are required for park and ride sites associated with the major public transport scheme and the likely timescale for these (expected decision by December 2001). However alternatives should this not be obtained are not addressed. Brief details are given about revenue expenditure on transport measures during 2000/01.

4. Performance indicators/targets and monitoring

A clear set of targets against which to measure progress is provided and these are linked to the objectives and the measures proposed. The targets are realistic and reasonably challenging. It appears that a causal chain approach has been used to identify those areas to be monitored. The targets set for the reduction of road accident casualties are in line with national targets. Current data indicates that traffic growth within the city centre cordon has remained stable for the past 10 years. A brief Road Traffic Reduction Act report is provided which sets a target for reducing in car trips to the City Centre in the am peak by 4%. Best Value performance indicators used by the county council have been provided.

5. Establish a bus strategy

The current availability of public transport is considered. A Quality Bus Partnership has been developed and the authorities are in regular contact with the bus operators. Consultants have been appointed to help develop the QBP for the next 5 to 10 years. A bus strategy has been developed and was submitted with the plan. This focuses on the need to improve the totality of the bus passenger experience. A wide range of specific measures is considered for implementation. The bus strategy is targeted at the main urban area. The adjacent rural areas are also considered. In these areas a minimum level of service is guaranteed and these have been further enhanced since the introduction of the rural bus grant. The County Council is carrying out a full Best Value review for public transport. A key element for the 5 year period is the development of the Leicester West Transport scheme involving the development of new park and ride sites on radial corridors with associated improvements for public transport along the corridors. Work will continue to complete improvements for public transport along the Belgrave corridor. A real-time information system on two routes has recently been initiated.

6. Take account of the contribution of passenger rail

Whilst there is little information on current services the extent of the existing rail network is described. There are 4 stations within the plan area. Stage 1 of the Ivanhoe Line between Leicester and Loughborough provides a half hourly service. There are no plans to bid for funding for Stage 2 under the Rail Passenger partnership in the short term. However the councils support expansion of existing rail services and a new £1m station at Blaby is planned for 2004. Two additional stations at Kibworth and East Goswote are planned for the second plan period. There is little evidence of discussion with Railtrack or operators, neither is it clear that the potential for rail passenger use being taken account of in development decisions.

7. The role of taxis and private hire vehicles

The councils' policies in relation to the provision of facilities for taxis and PHVs are described. There is no clear statement from the City on their licensing policy although the city require taxis to be London style cabs. Taxis are allowed to use bus priority lanes but not PHVs. The convenience of taxis for those with limited mobility is acknowledged by the County Council. The County Council also acknowledge the use of taxibuses. Current services over which the councils' have control will continue to be reviewed.

8. Strategy to encourage cycling

A draft Walking and Cycling Strategy is included as part of the plan. This aims to build on all past work in improving cycling facilities. It is proposed that over a ten year period the cycle network should be completed and by the end of the period the targets set for cycling should have been met. Cyclists are given a high priority and there are clear targets for increasing cycle use which are consistent with those set nationally. Cycling is seen as being an essential element of the plan and policies to encourage cycling are included within development plans. The strategy is closely linked to that for Road Safety especially Safer Routes for Children. There is also a close link with partner authorities such as Leicester Health and the strategy for Crime and disorder. Travel planning includes consideration of cycling facilities and a commitment is made to improving routes to public transport interchanges.

9. Strategy to encourage walking

A draft Walking and Cycling Strategy is included as part of the plan. Whilst the promotion of walking is a relatively new concept for Central Leicestershire, much work has already been undertaken to safeguard and improve for pedestrians. Walking is seen as being an essential element of the plan and policies to encourage walking are included within development plans. Access audits have been undertaken to ensure that vulnerable groups are specifically catered for. Walking initiatives are linked to other programmes for example Walking for Health, Local Safety schemes and Safer Routes for Children. The ten year programme for the City is designed to extend the success of combining pedestrian resources with other measures so as to get the maximum coverage for pedestrians. The need for specific measures to help people with disabilities is recognised. Improvements to street lighting are proposed and it is anticipated that this will have a positive impact on crime and disorder, road safety and personal safety. There are no specific targets set for increasing walking in the plan area.

10. Establish a road safety strategy

A Road Safety Strategy will shortly be published for the plan area, with associated Speed Management and Safer for Children strategies. Targets are set for reducing the number of people killed or seriously injured within the plan period and beyond, and these are consistent with those set nationally. Separate targets are set for child accidents. The performance of Local Safety schemes is reviewed each year and it is apparent that most of these deliver the casualty reduction anticipated. The City and County Councils together with Rutland, the police, and the Health Authority have formed a Road Safety Partnership to develop and co-ordinate road safety initiatives. It is anticipated that this partnership approach will ensure that future multi-agency schemes will benefit from the pooling of resources to facilitate a more structured approach. A programme of local safety schemes for 2001/02 is provided and these give good rates of return. The list also contains other schemes to be considered within the plan period. In addition there is a programme of traffic calming which combine the benefits of speed management with the creation of Safer Routes to School and casualty reduction. Both authorities have embraced the principles of Home Zones and they are developing an implementation programme for the plan period. Safer Routes to School is a key strategy for the city area and each project will involve the promotion of sustainable modes.

11. Parking strategy

The authorities recognise the importance of parking control in reducing the growth in car use. On-street parking charges were introduced in the city centre in 1999 and produces an income of about £1.2m. The income is being used to support bus services and other transport related costs. Residents parking schemes have also been created. Because the police lack the resources to enforce parking controls the

City Council will be seeking the introduction of Decriminalised Parking Enforcement. The Leicester City Local Plan contains maximum parking standards for the City centre and minimum ones elsewhere. The Local Plan is under review and this will contain policies which encourage a reduction in parking spaces provided with development. The City Council does regularly meet with representatives from the nearby cities of Nottingham and Derby to ensure that they do not have conflicting transport policies. There is a commitment to introduce a Workplace Parking Levy within the City Council area in year 5 of the plan, subject to certain conditions.

12. Public transport interchange

The importance of improving interchange between different modes of transport is recognised although it is admitted that it has received little attention in the past. An isolated bus station with a rail station some distance from other facilities makes for difficulties. A full audit will be undertaken to identify shortcomings and to recommend ways in which the problems can be addressed. It is proposed tackle much of the work as an integral part of other investment, including the major transport projects. In addition there will be a specific programme of investment in the City Centre, at the railway station and at other key interchanges, with the involvement operators.

13. Consistency with National Planning Guidance, RPG/RTS, and development plan.

The plan is largely consistent with national planning guidance and with Regional Planning Guidance. The Replacement City of Leicester Local Plan Review is due to go on deposit in the next few months. This takes on board recent changes in national policy relating to transport and land-use issues including city-wide maximum parking standards. Within the county area only two of the five plans have been adopted and it appears that there is a need for amendments /review to ensure that they are consistent with the current agenda for transport. The District Councils are committed to having local plan policies that complement the desire for integrated transport. Generally the local plans require public transport, pedestrian and cycle links to new development and seek to locate major developments in areas that are well served by existing transport facilities.

14. Establish a public transport information (PTI) strategy

It is recognised that there is a lot of work to be done to improve the availability of travel information. A comprehensive guide to services and frequencies in Central Leicestershire is published regularly by the County Council although this has not been updated since early 1999. A telephone inquiry service is available which is funded jointly by the City, the County and some local operators. PTI 2000 launched in summer 2000 will enhance both the quality and accessibility of public transport information across the East Midlands. This will provide comprehensive information by telephone and the internet. Work will continue to develop and expand the capability of the PTI 2000 system.

15. Establish an integrated strategy for reducing car use and improving children's safety on the journey to school

There is a brief assessment on the of the existing situation. A survey has been carried out to establish current travel patterns for schools and benchmark data is to be undertaken at schools in the area. The

significance of the shift away from walking, cycling and public transport on personal health and child development skills is recognised. The aim of the Safer For Children strategy will be to reduce car use by encouraging children and staff to walk, cycle, car share or use public transport whilst improving children's safety particularly on the journey to school. It proposed to achieve these aims through the development of School Travel Plans. Travel awareness in schools will continue to play a key role in promoting more cycling and walking. An area wide approach will be applied in implementing further Safer Routes to School schemes over a ten year period. These will be developed in co-operation between agencies representing students, parents, school workers, local residents, the Health Authority, public transport operators and the police. Key targets include reducing fatal and serious casualties among children by 50% by 2010, to introduce a School Travel plan to all schools within the Central Leicestershire area (including 6 private schools) by 2011), and to reduce car journeys to school by 25%.

16. Measures to encourage voluntary adoption of travel plans by major employers

Travel planning by employers in Central Leicestershire is still in its infancy. The councils have taken tentative steps to introduce travel plans at their own organisations. Both City and County Councils have carried out surveys to establish their staffs use of various forms of transport, but neither council has yet taken measures which have effectively impacted on modal choice. Both councils have appointed a member of staff with responsibilities for travel planning, and the Transport Business Partnership has established a Travel Plans Group. The group is actively recruiting businesses who see advantage in the introduction of Travel Plans. It is expected that a number of successful plans will be up and running during the next five years.

17. Airport Surface Access

The main regional airport at the East Midlands is within 30 minutes travel time from the plan area. Both councils are represented on the airport's Transport Forum and a Transport Plan for all employees is being developed. The authorities will continue to monitor transport access to and from the East Midlands and they will consider any appropriate action that may be required.

18. Disability issues

The councils have identified the main issues in discussion with the Forum for Disabled People. Council office meet regularly with representatives of disabled groups. The key aims are to improve access to public transport, to ensure that obstructions on footpaths are kept to a minimum, to support voluntary and community services for the disabled, and to make provision for those who rely on the car for day to day mobility. The City Council operate an Equality design Audit and officers implementing schemes are trained to recognise the needs of the disabled. The councils intend to spend £100k a year for each of the next 5 years on specific measures aimed at improvements for the disabled. In addition revenue spending on renewal of existing signals will incorporate features to help the disabled.

19. Measures to promote social inclusion

The need to tackle social exclusion is an underlying theme of the plan. The needs of different social groups e.g. women and the unemployed are recognised. Specific strategies are identified in relation to young people, women, ethnic minorities and the unemployed. There are proposals to hold regular meetings with people representing these groups. Measures proposed within the plan period include

improvements to street lighting, pursuing voluntary travel concessions for unemployed people within the Quality Bus Partnership, and stronger links with the Social Services Departments.

20. Co-ordination with air quality action plan and action on noise

Following widespread consultation both authorities have adopted Local Agenda 21 strategies. The Leicester, Leicestershire and Rutland Air Quality Forum has been established to co-ordinate local air quality management to aid in the exchange of information and expertise. The final reports of Review and Assessments in relation to air quality in the city have gone out to consultation. Air Quality Action Plans will be identified where required. A Low Emission Zone covering the city centre including the central ring road could be designated by 2003.

Noise assessment is currently carried out for transport schemes that require planning permission or would come under the Land Compensation Act entitlements. It is proposed to extend this to other transport related schemes. Within the lifetime of the plan it is anticipated that noise mapping will be carried out to comply with developing EU regulations.

21. Action on climate change

The role transport emissions play in contributing to global warming is recognised. The plan contains a raft of measures. The plan contains a raft of measures to reduce car dependency and contribute to significant reductions in road traffic carbon dioxide levels by 2010. The Leicester, Leicestershire and Rutland Air Quality Forum has been established to co-ordinate local air quality management to aid in the exchange of information and expertise. No quantification of the impact of the plan strategy in contributing to reducing global warming is given.

22. Principal road maintenance strategy

All of the City Council's road network lies within the plan area and they have included the resources required for principal road carriageway and bridge maintenance within their bid. The County Council's maintenance bid for their part of Central Leicestershire is contained in the Leicestershire plan. The prime objective is to maintain the principal road network to a standard that provides for the safe and efficient movement of people and goods. Within the City the MARCH visual highway assessment system is used to monitor carriageway condition and prioritise the work. Deflectograph surveys are used to determine residual life and pavement strengthening requirements and information is provided of those lengths of road with a zero life. The proposed programme concentrates on resurfacing and overlay to restore ride quality and skid resistance for safety reasons. Details of proposed works over the plan period are provided with specific schemes indicated for 2001/02. All of the proposed schemes are less than £1m. Some information is provided on the Best Value aspect of the maintenance strategy.

23. Bridge strengthening strategy

Appendix 6.1 of the plan indicates the proposed timetable and costs for completion of assessments and proposed strengthening works over the plan period. Two scenarios are supplied one assuming that the bid is met and the other assuming the same level of resources as for 2000/01. Some indication of priorities is also given. The number of outstanding assessments is provided and work is planned for their completion by 2001/02. Most of the proposed strengthening works relate to relatively low cost schemes. The situation relating to Railtrack and other privately owned bridges is given. A major strengthening scheme is anticipated for the Upperton Road Viaduct, a 12 span structure owned by Railtrack and Rail

Property, for which a bid of £25m is indicated. Whilst some information is provided about this bridge which is on a key route within the city more information is required before any decision could be taken on the level of any support.

24. Five-year look forward at major highway projects

Leicester West Transport is a major public transport scheme with an estimated cost of £20m. Leicestershire County Council has indicated that it would like to start work on Rearsby Bypass should sufficient resources be available. An Annex E assessment for the proposed bypass has been provided.

25. Detrunking

Within the plan area the A6 and A47 have been identified. It is anticipated that de-trunking of the non-core network will be completed by 2002. The councils are in discussion with the Highways Agency about the current issues along the routes and have been made aware of safety improvement schemes which are being investigated. No major schemes are proposed on the non-core routes. The councils are also in contact with the Agency about issues relating to the core network within the plan area. The County Council is a member of the project management group for the M1 corridor study.

26. Recognise the particular needs and special character of the countryside

The plan area centres on the urban area of Leicester but also includes suburban towns and parts of the adjoining rural area. The issue of the low level of public transport to small villages is recognised. In rural areas the County Council guarantees a minimum service level. The aim is to meet the needs of those without access to a car through the development of bus services along inter-urban corridors. Resources from the rural bus grant have been used to introduce new services, enhance inter-urban services in partnership with operators, and developing community based transport schemes. As part of the county's Best Value review the operation of rural bus services will be reviewed to take account of opportunities contained in the Transport Bill.

27. Sustainable distribution

Freight transport is recognised as essential as is the need to reduce the growth in lorry traffic. The authorities will work with others to make the best use of existing infrastructure and to encourage more sustainable distribution. The Leicester and Leicestershire Freight Quality Partnership has been formed and a Lorry Control Plan has been developed. The FQP has identified a number of key issues and will be looking to agree a framework for action. Membership of the FQP includes British Waterways and EWS Rail Freight and options for increasing movement by rail or by waterway will be considered. The East Midlands airport handles more freight than any other UK airport.