

**HIGHWAYS & TRANSPORTATION
SCRUTINY COMMITTEE
CABINET
COUNCIL**

**16 FEBRUARY 2006
20 FEBRUARY 2006
16 MARCH 2006**

CENTRAL LEICESTERSHIRE LOCAL TRANSPORT PLAN 2006 to 2011

Report of the Corporate Director of Regeneration and Culture

1. Purpose of the report

- 1.1 This report presents the second Central Leicestershire Local Transport Plan (“the Plan”) to Members for Council’s approval to submit the Plan to the Department for Transport by the 31st March 2006 and to implement the associated 2006/07 capital programmes.

2. Summary

- 2.1 The Transport Act 2000 requires Highway Authorities to prepare and implement a Local Transport Plan. A Provisional Second Central Leicestershire Local Transport Plan was prepared during 2004/05 and was approved by Council on 30th June 2005. It was then submitted to the Department for Transport (DfT) on 29th July 2005. The Plan was assessed, together with our Annual Progress Report for 2004/05, by the DfT, the Government Office for the East Midlands, The Department of Environment, Food and Rural Affairs and the Countryside Agency. The Provisional Plan was scored as “very promising”, the highest score band, and the Annual Progress Report was scored as “good”, the band below the top band of “excellent”. The Plan is deemed to be of a high quality and together with the score for the Annual Progress Report has resulted in the Council being allocated an additional £1.035m of “reward” funding for 2006/07.
- 2.2 The final Plan needs the approval of Council and must be submitted to the DfT by the 31st March 2006. It is a joint Plan with Leicestershire County Council and 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. It supports national, regional and local strategic plans, and was developed following extensive consultations with a wide variety of stakeholders including Cabinet, Ward Members, the public 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 Plan 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

2.4 This report proposes delivering the strategies of the Plan using both revenue and capital monies. Implementation programmes for 2006/07 and provisional programmes for 2007/08 to 2010/11 have been developed within the capital allocations detailed in the “settlement letter” of 14th December 2005 from the DfT.

2.5 Drafts of the Central Leicestershire Local Transport Plan 2006 to 2011 will be forwarded to Members prior to the Highways and Transportation Scrutiny Committee and Cabinet meetings. Work is on going making detailed text alterations as feedback is received from GOEM but the strategies will remain unchanged. Copies of the final draft of the Plan will be made available in the political group rooms prior to the Council meeting.

3. Recommendations

3.1 **Highways & Transportation Scrutiny Committee** is asked to give its comments on the Central Leicestershire Local Transport Plan 2006 to 2011 and associated LTP 2006/07 capital programmes to help inform Cabinet’s recommendation to the Council.

3.2 **Cabinet** is asked to:

- a) receive a further report, as soon as possible, requesting approval of a revised Pork Pie Junction Improvement Scheme, for inclusion in the 06/07 integrated transport capital programme if possible (the proposed integrated transport programme includes funding for the original scheme pending Cabinet’s further decision);
- b) give the Corporate Director, delegated authority in consultation with the Cabinet Member for Highways and Transportation, to vary the programmes within the limits available to Cabinet within finance procedure rules;
- c) agree the funding of 60% of the preparation costs on the Upperton Road Viaduct Scheme in 2006/07 from Prudential Borrowing, with the remainder coming from the Capital Maintenance budget;
- d) approve advance payments for utility company service diversions funded from Prudential Borrowing on the Upperton Road Viaduct Scheme;

3.3 **Cabinet** is asked to recommend to Council:

- a) the Central Leicestershire Local Transport Plan 2006 to 2011, subject to any changes it wishes to make pursuant to comments from the Highways & Transportation Scrutiny Committee
- b) the programmes of works for 2006/07 as set out in Appendices 2 & 3 subject to full Council authorising expenditure of £10.33m, on the Transport Capital Programme in 2006/07;

- c) that the Corporate Director of Regeneration and Culture be given delegated power to implement the programmes, including the letting of contracts, provided that expenditure on the programmes does not exceed the budgets available;
 - d) approval of the proposed Leicester Park and Ride Scheme as part of the Tackling Congestion Strategy of the Central Leicestershire Local Transport Plan 2006 to 2011 and for Cabinet to receive further reports to approve stages of the project as necessary
- 3.4 **Council** is recommended to approve the submission of the Central Leicestershire Local Transport Plan 2006 to 2011, put before Council, to the Department for Transport by the 31st March 2006.
- 3.5 **Council** is recommended to:
- a) approve the programmes of works for 2006/07 as set out in Appendices 2 & 3;
 - b) give the Corporate Director of Regeneration and Culture delegated power to implement the programmes, including the letting of contracts, provided that expenditure on the programmes does not exceed the budgets available;
 - c) approve the proposed Leicester Park and Ride Scheme as part of the Tackling Congestion Strategy of the Central Leicestershire Local Transport Plan 2006 to 2011 and for Cabinet and/or Council, as appropriate, to receive further reports to approve stages of the project as necessary.

4. Financial and Legal Implications

Financial

- 4.1 The City Council's indicative allocation for Integrated Transport is £28.931m for the 5 year period 2006/07 to 2010/11. A firm allocation of £6.947m has been agreed with DfT for 2006/07 which includes reward funding of £1.035m arising from the DfT's assessment of the quality of the Provisional Local Transport Plan and Annual Progress Report for 2004/05. The details of this expenditure is included in Appendix 2. The securing of any reward funding for future years will depend on Central Government's policy on reward funding each year, the DfT's assessment of the quality of the final Plan and probably the assessment of the LTP1 Delivery Report (to be submitted July 2006) and progress in delivering the Plan projects, ie "proof of delivery", reported in progress reports submitted to the DfT.
- 4.2 The City Council's allocation for Capital Maintenance for 2006/07 is £3.383m. The details of this expenditure is included in Appendix 3.
- 4.3 The annual breakdown of the Integrated Transport and Capital Maintenance allocation is given in paragraph 7.1 of the Supporting Information report.
- 4.4 The allocations of £6.947 million for Integrated Transport and £3.383 million for Capital Maintenance making a total of £10.330 million in 2006/07 have been made in the form of supported borrowing through the single capital pot. Under this system of supported borrowing, the Council borrows the capital sum, and then receives central government grant for its capital financing costs. However, as part of the 2006/07 revenue settlement, authorities such as Leicester, with grant increases above a certain "floor" have had their grant funding, including that for capital financing costs, scaled back by a provisional rate of 86% in 2006/07 and 69% in 2007/08. Hence for 2006/07, only 14% of the capital financing costs would

be effectively funded by central government grant with the balance from the Council's own resources. This results in the perverse outcome that when authorities do well in securing supported borrowing, in practice it leaves them with a greater revenue funding deficit. The effect of this change has been incorporated within the Council's current budget estimates for capital financing, though it does represent an additional cost. It is expected that funding for major schemes such as the Upperton Road Viaduct Scheme will now be in the form of capital grant rather than supported borrowing, and as such will not be subject to this funding problem

- 4.5 Funding required to progress the Upperton Road Viaduct Scheme (total cost approximately £19m) in 2006/07 is estimated at £520,000. The majority (60%) of this should be funded by Government when final approval of the scheme is received. Until then we propose to fund the spend:

40% = £0.208m from Capital Maintenance

60% = £0.312m from Prudential Borrowing

The interest on this borrowing is estimated at £17k per annum to be funded by the Highways and Transportation Divisional Revenue Budget.

The risks associated with spending the £520k on detailed design work prior to confirmation of the scheme being approved is low, given that the scheme has had provisional approval and that continuing with the scheme is not optional given the bridge's current condition.

- 4.6 To ensure utility services diversion works are undertaken in accordance with the project programme and to ensure local authority discounts are secured advance payments to some utility companies will be required. These are estimated to be £500,000. We propose to fund these payments from Prudential Borrowing with the cost of borrowing being funded by the Highways and Transportation Revenue Budget. This is estimated to be £27.5k. Costs associated with the service diversions will be fully recovered from the DfT when the scheme receives full approval.

Financial information: Martin Judson extension 7390.

Legal

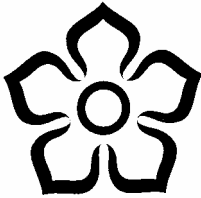
- 4.7 Under the provisions of the Local Government Act 2000 adoption of the Plan is a matter for decision by the full Council. This plan has been prepared by officers in accordance with the provisions of the Transport Act 2000 and the specific guidance issued by the Department of Transport. The Authority must carry out its functions so as to implement this Plan.

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

5. **Author:**
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DECISION STATUS

Key Decision	Yes
Reason	Significant effect on one or more wards Policy and Budget Framework
Appeared in Forward Plan	Yes
Executive or Council Decision	Executive (Cabinet) and Council



Leicester
City Council

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SUPPORTING INFORMATION

1. Background

- 1.1 The first Central Leicestershire Local Transport Plan 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 Central Leicestershire Local Transport Plan (the Plan), 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 A Provisional Plan was prepared during 2004/05 and was approved by Council on 30th June 2005. The Provisional Plan was submitted to the DfT on 29th July 2005. It was then assessed, together with the Annual Progress Report for 2004/05, by the DfT, the Government Office for the East Midlands, The Department of Environment, Food and Rural Affairs and the Countryside Agency. The Provisional Plan was scored as "very promising", the highest score band, and the Annual Progress Report was scored as "good", the band below the top band of "excellent". This score indicators that the Plan is deemed to be of a high quality and together with the score for the Annual Progress Report has resulted in the Council being allocated an additional £1.035m of "reward" funding for 2006/07.
- 1.3 The final Plan 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 Central Leicestershire and Leicestershire LTPs. The Leicestershire LTP will be put before the County Council for approval at its meeting on 22nd March 2006. The second Leicestershire LTP differs from the first in that it covers the whole of the County including Central Leicestershire.

1.4 The Central Leicestershire Plan includes:

- The longer-term strategy for the provision of transport
- The strategies to be implemented during the life of the Plan
- Implementation programmes, based on a 5 year planning guideline budget plus reward funding for 2006/07 and associated performance indicators and targets to monitor progress
- Leicester City Council's Air Quality Action Plan

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 Plan 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 Plan 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 Plan 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. The strategy also includes continuing to increase network efficiency to benefit all vehicles

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 Plan, will be to accommodate the increase in trips to the city centre, and at the same time manage 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 Plan 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 service, provided by the Leicester Park and Ride Scheme, in the south west of Central Leicestershire towards the end of this LTP period. This proposal is described in paragraphs 6.24 to 6.28 of this report.

- **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) services to further encourage increases in bus patronage.
- **Improving the radial/outer ring junctions** as part of the bus corridor schemes 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 having acquired the appropriate enforcement powers
- **Further improving the traffic signal systems** and use of intelligent transport systems to maximize the capacity 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 Plan proposes setting out Leicester's commitment to work closely with the DfT to secure major scheme funding and utilising any funds that may be 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 orbital 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 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. We want to build on this good work to ensure we meet the Government's national target by 2010. This would mean reducing all KSI casualties from a rolling 3 year average of 127 per year to 76 per year by 2010. 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 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 has been 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 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's 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 Corporate 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.

Southern Relief Road

- 6.22 At its meeting on 30th June 2005 Council resolved that as part of the Local Transport Plan the Council investigates a relief road for the south of the city. The starting point for this investigation was at a meeting on 12th July 2005 attended by the Cabinet Lead Member for Transport and the Highways and Transportation Scrutiny triumvirate (Cllr. J. Mugglestone, Cllr. H. Panchbhaya, Cllr. S. Corral, Cllr. S. Thompson), ward councillor Cllr. N. Porter, who proposed the investigation, the Service Director Highways and Transportation, Alistair Reid, and Head of Transport Strategy, Mark Wills.

At that meeting it was agreed to ask officers to seek out previous proposals for a Southern Relief Road with a view to undertaking a preliminary feasibility study. This would allow Councillors to initiate discussions with the County Council, Highways Agency and other relevant authorities if and when appropriate.

- 6.23 The "desktop" preliminary feasibility study was based on an assessment of the information to hand. The study concluded that a southern relief road would be entirely within the County Council boundary and that if previous ideas had come to fruition, it would have been part of an Eastern Bypass, which together with the now constructed A46 Western Bypass would have entirely circled Greater Leicester. Such a relief road would not meet the objective of taking a significant percentage of traffic from the southern section of the outer ring road and in turn improve air quality along this section. Hence, the final Plan refers to the preliminary feasibility study into the case for a relief road and proposes that the proposal be kept under review.

Proposed Leicester Park and Ride Scheme

- 6.24 The provision of a park and ride service from the J21/Fosse Park area is a key element of the Tackling Congestion Strategy in the Plan. We are proposing to facilitate this service through the Leicester Park and Ride Scheme – a joint project with Leicestershire County Council.

The project objectives are to:

- Assist regeneration of Leicester City Centre by facilitating the predicted increase in the number of person trips into the city from the south west area
- Reduce the volume of traffic entering the city centre from the south west area
- Offer sustainable alternatives to drivers and encourage significant modal shift

6.25 The scheme includes building a park and ride site in the M1 Junction 21/Fosse Park area linked to the City Centre by a “quality bus corridor” with the service coming on-line towards the end of the Plan period. The project feasibility study has investigated the economic viability of a park and ride service between Fosse Park and the city centre, options for location of the park and ride car park and possible routes for the bus service. The feasibility study has concentrated on the deliverability of the two main elements of the scheme; the park and ride site and the bus route to and from the city centre. Elements of the study include appraising geotechnical issues, environmental issues, land ownerships issues, planning issues, economical viability of the park and ride service and likely costs and timescales.

6.26 The main conclusions of the feasibility study are:

- A park and ride service between Fosse Park and the city centre is economically viable. (Further detailed analysis will be carried out during the design stage.)
- Site 35, the City Council owned site at Fosse Park, is the preferred site.
- Route 1, Fosse Park, Grove Park, Outer Ring Road, Hinckley Road, city centre is the preferred bus route. (Further analysis is to be undertaken during the design stage to determine city centre route details.)
- The estimated capital cost (outturn) of the project is £9.2million.

6.27 The proposed site is designated as part of the Sence and Soar Green Wedge within the Blaby Local Plan. This designation is unlikely to change as part of the preparation of the Local Development Framework for Blaby; a document which will ultimately replace the Local Plan. Planning Policy Guideline 13 and the County’s Structure Plan allow development of Park and Ride within the green wedge, subject to certain conditions, and that so far as possible the scheme must preserve the openness and visual amenity of the green wedge. As such, it is accepted by planning officers at the County Council and Blaby District Council that a planning application will represent a departure from the Blaby Local Plan and the County’s Structure Plan and therefore will be referred to the Secretary of State. Based on the extent of local opposition, the Secretary of State may decide to call in the application and instigate a public inquiry. The County Council will be the determining authority for the planning application.

6.28 Consultation so far has consisted of a press launch at the beginning of November 2005 followed by:

- Presentations to Braunstone Town Council, Enderby, Glen Parva, Narborough and Whetstone Parish Councils and Blaby District Council.
- A two day public exhibition in the Shires
- A public consultation leaflet and questionnaire in public places such as libraries and on the internet
- Letter to more than 80 stakeholders including Parish Councils in Blaby, Blaby District Council plus statutory consultees, local access fora and various other interested groups
- Project officers meeting with a group of residents from St Johns living opposite the proposed park and ride site to hear concerns, answer questions and clarify any misconceptions surrounding the proposals.

Results of the consultation so far are detailed in appendix 4.

7. Policy and Scheme Implementation Programme

7.1 The City Council's total indicative allocation for Integrated Transport for the second LTP period is £28.931m, which includes £1.035m of reward funding for 2006/07, and for Maintenance is £12.718m (City only). The allocation for Maintenance for 2006/07 includes an allocation of £1.26m for bridges on the Primary Route Network. The table below shows the allocations over the years of the LTP period. The allocations for 2007/08 to 2010/11 are indicative at this stage.

	Planning Guideline Allocations (incl reward 06/07) (£million)					
	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Integrated Transport (City)	6.947	5.501	5.507	5.499	5.477	28.931
Integrated Transport (County)	T o b e e s t a b l i s h e d					
Total						
Maintenance (City)	3.383	2.166	2.274	2.388	2.507	12.718

Integrated Transport Programme of Schemes

7.2 The proposed "headline" Integrated Transport programme includes the following schemes to be constructed during the 5 year Plan:

- Pork Pie/ Saffron Lane QBC 2006/07
- Melton Road/Belgrave Road QBC 2007/08
- Abbey Lane 2007/08
- Humberstone Road QBC 2008/09
- City Centre Corridor (Mansfield Street) QBC 2008/09
- Aylestone Road QBC 2009/10
- Birstall Park and Ride Scheme (Developer funded) 2009/10

- Leicester Park and Ride Scheme 2009/10
 - Hinckley Road (Leicester Park and Ride) 2009/10
 - Groby Road QBC 2010/11
- (QBC – is Quality Bus Corridor)

The Pork Pie/Saffron Lane QBC scheme presented to Cabinet on 24th January is now being reviewed as resolved by Cabinet at that meeting and a further report will be presented to Cabinet as soon as possible. The outcome of that process may result in the need to revise the “headline” 5 year programme above.

Tackling Congestion and Improving Air Quality

7.3 Paragraph 6.7 of this report sets out the main elements of the Tackling Congestion Strategy that will be implemented starting in 2006/07.

Delivering Accessibility

7.4 Paragraph 6.13 of this report sets out the main elements of the Delivering Accessibility Strategy that will be implemented starting in 2006/07.

Safer Roads

7.5 Paragraph 6.17 of this report sets out the main elements of the Safer Roads Strategy that will be implemented starting in 2006/07.

Integrated Transport Programme 2006/07

7.6 The City Council has been allocated £6.947m for Integrated Transport for 2006/07. The proposed apportionment of the allocated expenditure is shown below:

	Budget
Tackling Congestion and Improving Air Quality	£2,413,000
Delivering Accessibility	£3,023,000
Safer Roads	£1,311,000
Monitoring	£200,000
Total	£6,947,000

Monitoring

7.7 Monitoring of impacts of implementing our Integrated Transport Programme projects and initiatives is funded from the Integrated Transport capital allocation. Chapter 8 of the Local Transport plan details the performance indicators used to monitor the progress in delivering the Plan.

The detailed Integrated Transport Capital Programme for 2006/07 is included in Appendix 2 of this report and Annex 12 of the Local Transport Plan.

Capital Maintenance Programme 2006/07

7.8 The Council has been allocated funding of £3.383m for Capital Maintenance in the City. The proposed apportionment of the allocated expenditure is shown below:

	<u>Budget</u>
Principal Roads	£756,000
Local Roads	£194,000
Footway cat 1, 1a, 2	£455,000
07/08 scheme design costs	£50,000
Bridges on Primary Route Network	£1,260,000
Bridges Principal Routes and Other Structures	£260,000
Upperton Road Viaduct Scheme preparatory costs	£208,000
Traffic Signals	£150,000
Street Lights	£50,000
Total	<u>£3,383,000</u>

The detailed Capital Maintenance Programme for 2006/07 is included in Appendix 3 of this report and Annex 12 of the Local Transport Plan. This maintenance programme is co-ordinated with the revenue funded maintenance programme and the Integrated Transport Capital Programme.

Principal Roads

- 7.9 The most recent survey data available for determining the condition of the network is the TTS machine condition survey of roads analysed in 2004 that showed 39.59% of the principal road network should be considered for structural maintenance to meet the Government's standards. Informed by these results a programme of schemes has been developed.

Local Roads

- 7.10 The programme of work on Local Roads (all classes of road except Principal Roads) has been developed following our analysis of course visual road condition surveys of these roads undertaken in 2004. These surveys showed that 31.79% of the local road network should be considered for structural maintenance.

Footways

- 7.11 With regard to the Footway Maintenance programme for 2006/07 the results of the detailed visual surveys undertaken on all the busy urban footways (Categories 1, 1a and 2) for years 2003 and 2004 were analysed and a programme of schemes has been developed using these results. Priority has been given to those busy urban footways in the worst structural condition as defined by the survey (excluding any streets which are part of urban improvements areas). The category 3 and 4 footways maintenance programme is funded through the highway maintenance revenue budget. Details of the various schemes will be circulated to Ward Members in advance of construction taking place.

Primary Route Network Bridges

- 7.12 We have been successful in bidding for monies for our Primary Route bridges as part of the Provisional Plan. In the "settlement letter" of 14th December 2005 we were informed that our 2006/07 allocation is £1.260m. The two Primary Route Network Bridge Schemes proposed for 2006/07 are:

- A563 Watermead Way Bridge at an estimated cost of £1.110m
- A563 Redhill Flyover at an estimated cost of £0.150m

Bridges and Other Structures

- 7.13 We are proposing to complete the St Margarets Way Canal Bridge Scheme, complete our bridge inspection programme, begin design work on the Old Bow Bridge Maintenance Scheme and fund the preparatory costs for the Upperton Road Viaduct Scheme using the 06/07 Bridges and Other Structures budget in 06/07.

Major Scheme - Upperton Road Viaduct Scheme

- 7.14 The Upperton Road Viaduct Scheme is a proposed major maintenance scheme, estimated to cost £19.1 million. It was “provisionally approved” by the DfT in December 2004 which means that funding will be made available once all the necessary legal processes are completed. Subject to final approval 60% of the cost of preparatory work carried out since provisional approval will be funded by future allocations. The DfT has delayed deciding upon Major Schemes such as the Upperton Road Viaduct Scheme until it has taken regional advice early in 2006. Currently the prioritisation process being led by the East Midlands Regional Assembly presents the scheme as very high priority.
- 7.15 In the meantime it is proposed to continue work on the scheme and to continue to fund the preparatory work from Prudential Borrowing and the Capital Maintenance budget. It is estimated that this essential preparatory work will cost £520,000 in 2006/07 of which 60% (£312,000) will be met from Prudential Borrowing and 40% (£208,000) from the Capital Maintenance Budget. Further details regarding funding are provided in paragraph 9.2 of this report.
- 7.16 Progress on the project is reported to the Highways and Transportation Scrutiny Committee at regular intervals. The engineering design consultant and “early contractor involvement” contractor have been appointed. Milestones achieved in 2005/06 included planning application determination, property negotiation and associated progression of the compulsory purchase order and the Side Roads Order. Work scheduled for 2006/07 includes commencement of detailed design, completion of the statutory processes and application to DfT for full approval.

Traffic Signals

- 7.17 We have developed a programme of traffic signal renewals enabling us to work towards our aim of having a stock of equipment whose age is within the DfT’s recommended design life for such assets. The signal renewal schemes funded from the capital maintenance budget are listed in appendix 3. The remainder of the 06/07 renewals programme will be completed as part of larger integrated transport schemes included in appendix 2.

Street Lights

- 7.18 The Street Lighting replacement programme is developed during the year in conjunction with the development of the Integrated Transport Community Safety Lighting Programme.

8. Monitoring the Plan

- 8.1 The progress of the Plan 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 targets in parallel with the preparation of the implementation programme.

9. Financial and Legal Implications

Financial

- 9.1 The City Council's indicative allocation for Integrated Transport is £28.931m for the 5 year period 2006/07 to 2010/11. A firm allocation of £6.947m has been agreed with DfT for 2006/07 which includes reward funding of £1.035m arising from the DfT's assessment of the quality of the Provisional Local Transport Plan and Annual Progress Report for 2004/05. The details of this expenditure is included in Appendix 2. The securing of any reward funding for future years will depend on Central Government's policy on reward funding each year, the DfT's assessment of the quality of the final Plan and probably the assessment of the LTP1 Delivery Report (to be submitted July 2006) and progress in delivering the Plan projects, ie "proof of delivery", reported in progress reports submitted to the DfT.
- 9.2 The City Council's allocation for Capital Maintenance for 2006/07 is £3.383m. The details of this expenditure is included in Appendix 3.
- 9.3 The annual breakdown of the Integrated Transport and Capital Maintenance allocation is given in paragraph 7.1 above.
- 9.4 The allocations of £6.947 million for Integrated Transport and £3.383 million for Capital Maintenance making a total of £10.330 million in 2006/07 have been made in the form of supported borrowing through the single capital pot. Under this system of supported borrowing, the Council borrows the capital sum, and then receives central government grant for its capital financing costs. However, as part of the 2006/07 revenue settlement, authorities such as Leicester, with grant increases above a certain "floor" have had their grant funding, including that for capital financing costs, scaled back by a provisional rate of 86% in 2006/07 and 69% in 2007/08. Hence for 2006/07, only 14% of the capital financing costs would be effectively funded by central government grant with the balance from the Council's own resources. This results in the perverse outcome that when authorities do well in securing supported borrowing, in practice it leaves them with a greater revenue funding deficit. The effect of this change has been incorporated within the Council's current budget estimates for capital financing, though it does represent an additional cost. It is expected that funding for major schemes such as the Upperton Road Viaduct Scheme will now be in the form of capital grant rather than supported borrowing, and as such will not be subject to this funding problem
- 9.5 Funding required to progress the Upperton Road Viaduct Scheme (total cost approximately £19m) in 2006/07 is estimated at £520,000. The majority (60%) of this should be funded by Government when final approval of the scheme is received. Until then we propose to fund the spend:

40% = £0.208m from Capital Maintenance

60% = £0.312m from Prudential Borrowing

The interest on this borrowing is estimated at £17k per annum to be funded by the Highways and Transportation Divisional Revenue Budget.

The risks associated with spending the £520k on detailed design work prior to confirmation of the scheme being approved is low, given that the scheme has had provisional approval and that continuing with the scheme is not optional given the bridge's current condition.

- 9.6 To ensure utility services diversion works are undertaken in accordance with the project programme and to ensure local authority discounts are secured advance payments to some utility companies will be required. These are estimated to be £500,000. We propose to fund these payments from Prudential Borrowing with the cost of borrowing being funded by the Highways and Transportation Revenue Budget. This is estimated to be £27.5k. Costs associated with the service diversions will be fully recovered from the DfT when the scheme receives full approval.

Financial information: Martin Judson extension 7390.

Legal

- 9.7 Under the provisions of the Local Government Act 2000 adoption of the plan is a matter for decision by the full Council. 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. The Authority must carry out its functions so as to implement this Plan.

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 Plan has been prepared with due regard to Equality in service provision
Policy	YES	The Plan supports the national, regional and local policies identified in sections 2,3 and 4 of this report
Sustainable and Environmental	YES	The Plan has and is being informed by the Strategic Environmental Assessment and supports the Council's environmental policies
Crime and Disorder	YES	The Plan 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 Plan 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 Plan	M	H	<ul style="list-style-type: none"> • Rigorous consultation • Regular meetings with DfT • Regular meetings with County Council • Member level briefings
One of the programmes of schemes	L	H	<ul style="list-style-type: none"> • Experienced programme managers • Regular consultation with Cabinet

significantly overspends			<ul style="list-style-type: none"> Member Schemes over £1m subject to formal project management arrangements Delay a scheme(s)
One of the programmes significantly underspends	L	L	<ul style="list-style-type: none"> Experienced programme managers Regular consultation with Cabinet Member Schemes over £1m subject to formal project management arrangements Bring forward a reserve scheme(s)

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
- Provisional Central Leicestershire Local Transport Plan 2006 to 2011
- Report to Council 30th June 2005 “Provisional Central Leicestershire Local Transport Plan 2006 to 2011
- Central Leicestershire Local Transport Plan 2001 to 2006 Fifth Annual Progress Report July 2005
- “Settlement Letter” from the DfT dated 14th December 2005
- Central Leicestershire Local Transport Plan 2006 to 2011 - Proposed Leicester Park and Ride Scheme – Report to Cabinet 14th November 2005
- Pork Pie and Attlee Way/Glenhills Way Improvement – Report to Cabinet 24th January 2006

13. Consultations

- 13.1 The City and County councils have a proven track record on participation and consultation dating back to before the first LTP. We have developed a database of nearly 400 stakeholders (rising from 70 in 2000) representing the business community, public service providers, environmental groups, disabled groups, ethnic minority groups and district councils as well as interested individuals. We are able to consult our stakeholders on any issue (most recently all were sent copies of our consultation leaflet on the provisional Plan to inform finalising the Plan) and all are invited to our annual *Local Transport Day* in March. We run various forums including: the Leicester and Leicestershire Motorcycle Forum (LLMF), the Freight Quality Partnership (FQP), the Quality Bus Partnership, Cycle City Workshops and Local Interest Groups. Most of these forums were established to inform transport strategy for the first LTP but have continued to meet several times a year to help inform strategy and implementation.
- 13.2 Each year we carry out two major public consultation exercises – Public Ward Meetings and Group Discussions. We use these exercises to find out how residents feel about the work we are doing and the direction they think we should be heading in. We have been doing this work since the inception of the first LTP and, as a result, have accumulated a data resource which allows us to say with some accuracy how public attitudes to transport strategy have evolved over the last five years. Receiving regular feedback over the last five years has meant that transport planning has been influenced by the ideas and opinions of a wide range of consultees at every stage.

- 13.3 The main tool of the consultation strategy during the development of the Provisional Plan was a leaflet, "*Local Transport Plan 2005 – 2011- A chance to have your say*", that summarised the five proposed Plan objectives and outlined proposed methods for achieving these objectives. The leaflet contained a questionnaire inviting the public respond. The public was notified of the Plan 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 Plan 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.
- 13.4 There was 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, a variety of special interest group meetings and Area committees.
- 13.5 This first round of consultation confirmed that the public agreed with our objectives and suggested how we should prioritise our measures for achieving these objectives. Following the publication of the Provisional Plan we conducted a second consultation exercise, by way of a leaflet and questionnaire, summarising the Plan and asking whether the public agreed with the aims of our strategy. We were very pleased to find that 74% of respondents either agreed or strongly agreed with our aims.
- 13.6 In addition we have carried out extensive consultation on the proposed Leicester Park and Ride Scheme. The Leicester Mercury carried articles about the plans and informed readers where they could find leaflets giving more details and offering them the opportunity to make their opinions known. These leaflets were placed in various post offices, libraries, museums and leisure centres throughout the County and City as well as on the internet. Officers also staged a two-day exhibition in the Shires shopping centre where members of the public were invited to ask questions and share opinions. More than 500 responses to the questionnaires were received. Project officers also met with a group of residents living opposite the proposed park and ride site to hear concerns, answer questions and clarify any misconceptions surrounding the proposals. In addition, more than 80 stakeholders including Parish Councils in Blaby, Blaby District Council plus statutory consultees, local access forums and various other interested groups were consulted by letter. A number of meetings have subsequently been held with the Parish Councils of Enderby, Narborough, Whetstone, Glen Parva, Braunstone Town Council and Blaby District Council.
- 13.7 The schedule of consultation events is included in Appendix 1.

14. Report Author

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Appendix 1: Consultation Events

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 Freemen 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
Highway District Forums	Sept to Dec 05
Leicestershire Together Board	December 05
Valuing People Partnership Board	December 05
Motorcycle Forum	December 05
Cabinet Members Seminar	12 Dec 05

Eleven Discussion Group meetings took place on the 14th and 15th of February 2005. 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.

Appendix 2: Proposed Integrated Transport Capital Programme 2006/07 DRAFT 2

INTEGRATED TRANSPORT	
<i>Tackling Congestion / Improving Air Quality</i>	
	£000's
Quality bus corridors	542
London Road corridor final payment	40
Monitoring: before and after studies	2
Pork Pie Junction Improvement(Part of the Saffron QBC)	500
Park & Ride services	175
Park and Ride Site and priorities	175
Signing	55
City cycle network signing	15
Road network signing and lining	40
Junction improvements	665
Hinckley Road/Outer Ring final payment	165
Pork Pie (Part of the Saffron QBC)	500
Traffic management	713
Air quality monitoring equipment	25
European Projects	150
Network Improvements (CCTV system upgrade)	50
Network Improvements (CCTV)	23
Network management (Scoot)	40
Network Management (systems integration/upgrade)	50
Network performance Monitoring	65
Pork Pie (Part if the Saffron QBC)	150
Signal upgrade at Saffron/Knighton Road West	10
Selective Vehicle Detection at traffic signals - Saffron Lane	40
Selective Vehicle Detection at traffic signals - London Road	50
Traffic and Travel Information	60
Travel plans	125
Travel awareness and marketing	90
Workplace travel plans	35
<i>Delivering Accessibility</i>	
PT interchanges	0
Bus Improvements	853
Additional star trak (New base station)	15
Additional star trak (road signs)	50
Additional star trak (system improvements)	25
Corridor Design fees – Abbey Lane	25
Corridor Design fees – Melton Road	25
Level access – Citywide	20
Level access - Saffron Lane	50
Multi route sign - Rail station	13
New bus shelters – City	45

Off-bus ticketing	15
Pork Pie (Part of the Saffron QBC)	50
Pre design work	20
Shires: Mansfield St Bus corridor	300
St Margarets Bus Station	180
Star Trak: system to be accessed by the visually impaired	20
Walking & cycling	2053
Braunstone Lane cycle lanes	20
Dropped kerbs - various locations	20
Evington Lane Pelican	4
New Walk extension	45
Pork Pie (Part of the Saffron QBC)	1059
Shires: Granby Street North	425
Shires: Market Place Approach	300
Shires: Market Street	100
Thurcaston Lane cycle way	20
Upgraded pedestrian crossing facilities	60
Rights of Way improvements	0
Lighting	75
Community Safety lighting	75
Safer Roads	
Safe routes to school	955
Braunstone Avenue (retention)	10
Charnor Rd 20mph zone	25
Eyres Monsell School safety	35
Hallam Crescent East	200
Herrick School Safety zone	35
Holy Cross School safety	35
Imperial Avenue	200
Marriott School safety	30
Narborough Road (claim)	180
North Braunstone West	5
Pork Pie (Part if the Saffron QBC)	200
Other local safety	167
Glenfield Road	23
Scraptoft Lane/Colchester Road	144
Speed & danger reduction	369
Gleneagles Avenue	315
Gopsall Street area	53
Lower Keyham Lane	1
Monitoring	200
Strategic LTP Monitoring	200
Total Schemes	6947

Pork Pie allocation to be reviewed as soon as possible following further report to Cabinet.

Location	Works	Est Cost £	Total £
Principal Roads			
Belgrave Road (both sides, flyover to Loughborough Road)	Reconstruction	366,000	
Saffron Lane	Reconstruction	390,000	756,000
Reserve Schemes			
Groby Road		310,000	
Welford Road		143,000	
Local Roads			
Shady Lane	Reconstruction	194,000	194,000
Footways (category 1, 1a, 2)			
London Road (phase 1)	Reconstruction	150,000	
Queens Road (shopping area)	Reconstruction	140,000	
Checketts Road (schools)	Reconstruction	70,000	
Chesterfield Road	Reconstruction	95,000	455,000
2007/08 schemes design costs		50,000	50,000
Bridges on the Primary Route Network			
563 Watermead Way Bridge	Maintenance	1,110,000	
A563 Redhill Flyover	Maintenance	150,000	1,260,000
Bridges Principal Routes and Other Structures			
The Newarke Bridge	Maintenance	200,000	
Old Bow Bridge – design	Strengthening & maintenance	30,000	
Inspections/assessments		30,000	260,000
Upperton Road Viaduct Scheme Preparation costs		208,000	208,000
Traffic Signal Renewals			
Redhill Way/Astill Drive	(pelican)	18,000	
St Georges Way/Southampton Street	(junction)	28,000	
St Georges Way/Queens Street	(junction)	28,000	
Gipsy Lane/Harrison Road	(pelican)	12,000	
St Margaret's Way/Ravensbridge Drive	(junction)	28,000	
London Road/St James Road	(pelican)	12,000	
Palmerston Way/Shanklin Avenue	(pelican)	12,000	
Palmerston Way/Carisbrooke Road	(pelican)	12,000	150,000
Street Lighting Column Renewals		50,000	50,000
			3,383,000

(Scheme costs include design costs)

Appendix 4: Leicester Park and Ride Scheme – Interim Results of Consultation

Feedback from consultations: Interim Results – 4th January 2006

- 1.1 At the closing date on 30th December 2005 503 responses have been received. The results from an interim analysis of the responses show the following key results:

1. Do you support the proposals for a park and ride site near Fosse Park?

YES	50%
NO	43%
UNSURE	7%

2. Do you think you or your family would use proposed park and ride service shown in the leaflet?

YES	41%
NO	49%
UNSURE	8% (No response 2%)

- 1.2 Leaflets were delivered by hand to the area near the proposed Park and Ride site, to shoppers in the Shires at a public exhibition and to post offices, libraries and community centres throughout Blaby District, Braunstone Town and Leicester City. Initial analysis of returned questionnaires from the LE19 (Enderby & Narborough) postcode area indicates 63% opposition to the proposals. However, local opposition is not universal and around 30% of Enderby residents who responded support the scheme. LE8 and LE9 postcode areas, (rural areas of Leicestershire beyond Enderby & Narborough) which include the communities of Blaby and Whetstone, have indicated 76% support for the project. This result indicates very strong support from people in the areas where we would expect customers of the park and ride service to come from.
- 1.3 The Councils consulted have expressed concern relating to possible increased traffic congestion in the vicinity of the site. Blaby District Council's position will be known following consideration by Cabinet on the 6th January 2006 and full Council on the 7th February 2006.