



Leicester
City Council

Cabinet

9th April 2001

**Transport services funded through the Revenue Account - Best Value Review
- Scoping Exercise**

Report of Meredith Evans, Assistant Director, Environment and Development
Department.

1. BACKGROUND AND PURPOSE OF REPORT

This report is to advise Cabinet on the information and advice gathered as a result of carrying out step 2 of the Best Value Review process and to make recommendations for the final scope of the review.

Aim of the report

To clarify service areas, functions and issues to be included within the review theme

2. RECOMMENDATIONS

Cabinet are recommended to:

Endorse the work carried out in order to inform the scoping recommendation(s)

Agree the scoping recommendation(s) and take it forward to Cabinet for endorsement.

3. REPORT

- 3.1 Transport is not an end in itself. It serves a variety of needs that in their various ways support the social economic and environmental life of the city. Movement, while essential, is not always desirable e.g. when traffic generates congestion, pollution, accidents or noise or when it demands expensive infrastructure that consumes precious space and serves communities.

3.2 Our Transport Vision for Central Leicestershire is to develop a transport system, which enables everyone to take part on all aspects of everyday life, at a reasonable cost.

3.3 The Transport Policy for Leicester has 6 key objectives. These are: -

ACCESSIBILITY

To improve access to employment, leisure, education, housing, health care and shopping.

ECONOMY

To support the local economy and encourage growth in suitable locations, with particular regard to the City Centre.

SAFETY

To improve all aspects of transport safety and security.

SUSTAINABILITY

To encourage and develop the more sustainable transport modes of walking, cycling and public transport, and where appropriate, bring about reduction in travel overall.

SOCIAL INCLUSION

To promote social inclusion by improving accessibility for those without access to a private vehicle, for disabled people, women, for older people, for ethnic minorities and for the unemployed.

QUALITY OF LIFE

To improve quality of life by reducing the pollution, noise, congestion, delay and severance caused by traffic.

Competition between the varying users of the public highway is intense in all major urban areas. With finite space available, the delivery of Transport services must strive to determine and then manage the right balance between these users, and the use of resources available.

3.4 (i) How does the theme relate to the Performance Plan and Key Strategies?

Performance Plan

- BVPI 93 – cost of highway maintenance per 100 km travelled by a vehicle on principal roads
- BVPI 94 – cost per passenger journey of subsidised bus services
- BVPI 95 – average cost of maintaining street lights
- BVPI 96 – condition of principal roads
- BVPI 97 – condition of non-principal roads
- BVPI 98 – percentage of street lamps not working as planned
- BVPI 99 – road safety
- BVPI 100 – number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road
- BVPI 101 – Local bus services (vehicle kilometres)
- BVPI 102 – Local bus services (passenger journeys)

- BVPI 103 – Percentage of users satisfied with local provision of public transport information (survey)
- BVPI 104 – Percentage of users satisfied with local bus services (survey)
- BVPI 105 – damage to roads and pavements

Audit Commission

- AC-F1 – Percentage of pedestrian crossings with facilities for disabled people
- AC-F2a – Percentage of links of footpaths and other rights of way which were signposted where they leave a road
- AC-F2b – Percentage of the total lengths of footpaths and other rights of way that were easy to use by members of the public

Community Plan

- Community Plan Indicator LCEN LTP T3 – number of bus trips to the City Centre
- Community Plan Indicator LCEN LTP T7 – number of Killed or Seriously injured road casualties
- Community Plan Indicator LCEN LTP T8 – number of child Killed or Seriously injured road casualties
- Community Plan Indicator LCEN LTP T9 – number of car trips to the City Centre in the morning peak period

Key Strategies

- Sustainable Transport is a Central Government priority
- Environment & Transport is a Community Plan priority in its own right, and Transport services play vital roles in achieving the Diversity, Safety, Jobs & Regeneration, Education and Health & Social Care objectives
- The Local Transport Plan for Central Leicestershire is a Key Strategy on which our own spending is based. As an example of the way ahead, Safer Routes is now a Corporate Priority.
- Transport Services contribute to many of the other Key Strategies, delivering improvements in Community Safety, Regeneration, Environment/EMAS, Health, Neighbourhood Renewal, City Centre vitality and viability, etc.
- Street Environment Management is key in giving a good impression of Leicester and engendering Civic Pride.

(ii)What are the strategic imperatives ?

- The City Council as Highways Authority must deliver on Central Government priorities and statutory duties, including keeping the highway in a safe condition.

- All activities must comply with our Local Transport Plan priorities, which are based on the Council's Transport Policy.
- Services must reflect geographical interdependence, particularly within Central Leicestershire.

(iii) Key issues raised by Stakeholders

The two priority issues identified from the LTP consultation exercise were a desire for:

- Better bus services including Park & Ride
- Improved road and pavement maintenance
- Time has not allowed for consultation with the stakeholders on this scoping report. Copies will be sent to them seeking their comments.

(iv) Potential scale and review

- Covers Business Units in the City Development and Environmental Management and Protection Divisions of E&D and the Construction Services Division of Commercial Services. Contractors currently employed to deliver services include City Council Contractors.
- Permanent Fte posts - 30+ in Traffic, 25 in ATC, 40 in Highway Management, unknown number in Commercial Services (because much of their work is for Capital schemes)
- Gross Revenue budgets (including staff costs, income, overheads, supplies & services, works and fees) - Highway Management Group £6.6 Million, Traffic Group £5.5 Million, ATC £1.3 Million. Commercial Services are partly paid from these budgets.
- All Wards, and every resident, visitor and commuter are affected by the services provided
- Leicester has approximately 736km of roads and 1550km of footways and footpaths.

(v) Common areas of functions/ process

A Transport Best Value Group has been meeting for fifteen months, involving managers from Traffic, ATC, Highway Management and Construction Services. The priority has been collection of actual and comparative data. This Group is making good progress and should continue to be the vehicle for the Review.

(vi) Areas that are not included

Best Value Programme in Transport area:-

Year three: capital funded services

Year four: LTP preparation and monitoring

Year five: Technical Services and other reviews

- Transport Services funded through the Local Transport Plan funding process and other Capital sources will be reviewed Year 3 review. The reason that 2001-2 is only the second full year of the LTP and it is too soon to evaluate progress. Lessons will be learned which will help to focus that review.
- Internal transport provision by the City Council (Fleet Management and Central Vehicle Pool in Commercial Services, Arts & Leisure, Housing, Social Services, Education, employee private car use and parking) - for the reason that they should all be tackled in their own Service Reviews as part of that Service. Examples of specific reviews for transport used by the City Council - These will be reviewed under Year 4. To also be included in service specific reviews where transport is used, These are spread throughout the remaining review programme.
- Other activities of staff in Traffic, Area Traffic Control, Highway Management, Construction Services and Contracting Services, which better fall to their own themes. Examples are Street Cleansing, will be reviewed in year 4 and Waste Collection monitoring, in year 4. Energy use, in year 4 Shopmobility, in year 4, LTP Preparation, - in year 4 New Roads & Street Works Act - in year 5 and some Technical Services - in year 5 (e.g. Bridges and Watercourses).

Note - It is planned to start work on the **Year 3 Capital Review** in parallel, and issues arising from that work will inform this Review.

(vii) Final Recommendations for the scope

Revenue-funded Transport services which affect the way people and goods move around Leicester, (as opposed to Fleet Management).

Including Parking, Public Transport, Road Safety, Traffic Management, Highway Maintenance including Inspection and repairs, Travel Information, Signal and crossing maintenance, Network Operations, Street Lighting, Rights of Way

These services currently involve staff from Environment & Development's Traffic, Area Traffic Control and Highway Management Groups; and Commercial Services' Construction Services Division.

The author's final recommendations to Cabinet is to

agree the scoping of the review as set out in 3(vii) above.

4 Financial Implications

Not yet calculated

5 Equalities

One major key objective of the City Council's Transport Policy is Equality. The mobility needs of disadvantaged people, children and elderly people are better served through higher investment in public transport highway maintenance and facilities for pedestrians and cyclists.

6 Sustainable and Environmental Implications

The City Council's Transport Policy is based on principles of sustainability and seeks to maximise travel modes other than private motor cars

7 Consultation

Time has not permitted consultation with key stakeholders on the content of this report, but they have already been extensively consulted on the services provided, as part of the Local Transport Plan process.

8 Report Author

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