



Leicester  
City Council

**WARDS AFFECTED**  
**All**

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:**

**OSMB  
Cabinet  
Council**

**Thursday 17<sup>th</sup> March 2011  
Monday 21<sup>st</sup> March 2011  
Thursday 24<sup>th</sup> March 2011**

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**Leicester's Third Local Transport Plan**

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**Report of the Strategic Director – Regeneration and Culture**

**1. Purpose of Report**

- 1.1. To present Leicester's Third Local Transport Plan (LTP3) (a statutory plan) before submission to Full Council on 24<sup>th</sup> March 2011. The statutes require LTP3 to be operational on 1<sup>st</sup> April 2011. (Due to the large size of the full set of documents, a limited number of paper copies will be made available for Members to examine in the Town Hall the week before the meetings.)

**2. Recommendations**

- 2.1 Note and offer any comments on the Local Transport Plan.
- 2.2 Taking account of any comments above, approve submission to Council, subject to minor amendments/improvements, which will be logged.
- 2.3 Note that following the recent notification of Local Transport Plan capital allocations, the initial Integrated Transport Capital and Capital Maintenance Programme has been developed. The latest programme has been appended to the City Council Capital Programme Report.

**3. Summary**

- 3.1 LTP3 has been developed from a consideration of national and local goals and priorities, local transport performance and challenges, our excellent LTP2 and from extensive local consultation.

### 3.2 Leicester's Transport Vision is:

**'To help transform Leicester into Britain's sustainable City that will be a great and prosperous place to live but also somewhere that does not place a burden on the planet in future years.'**

Successful delivery of our local transport plan will enable us to take a really big step forward towards realising this ambition. It will also enable us to make more rapid progress in delivering attractive alternatives to car travel and to cater for some of the highest levels of housing growth in the Country to 2026 and beyond whilst:

- Keeping congestion under control and improving accessibility for all, but particularly for deprived groups, to support a new prosperity with economic growth and new jobs
- Encouraging more people walking, cycling and using public transport to reduce carbon emissions
- Providing a transport system that facilitates for a safer and healthier way of life

Locally this translates into many more residents walking and/or cycling the shorter journeys in and around the City and using the bus for longer journeys, particularly into Leicester City Centre, instead of using the car.'

### 3.3 The LTP3 is attached (excluding the flood risk management strategy which is still under development). LTP3 consists of two main documents and five operational plans as follows:

**Part A – Leicester's Transport Strategy 2011 to 2026**

**Part B – Leicester's First Implementation Plan 2011 to 2015, 'Delivering our Transport Goals'**

**Five operational plans:**

**1. Leicester City Council Transport Asset Management Plan 2011 to 2015**

**2. Leicester City's Rights of Way Improvement Plan 2011 to 2021**

**3. Leicester's Network Management Plan 2011 to 2015**

**4. Leicester's Air Quality Action Plan 2011 to 2016**

**5. Leicester's Local Flood Risk Management Strategy (under development – to be approved at a later date)**

## 4. Report Background

4.1 LTP3 is a new statutory document that has to be operational by 1<sup>st</sup> April 2011. It is one of a small number of documents that are reserved for full Council to approve. It is to be noted that the approval timetable is very tight with no room for slippage. This is due to the change in national government, the way the budget deficit reduction is to be dealt with by government and the need for consultation.

4.2 An LTP must include both policies (i.e. the strategy and the type of measures which contribute to that strategy) and an implementation plan for those measures. An

implementation plan should complement the strategy, acting as a detailed business plan for implementing the measures which contribute to the strategy. It would normally include a funded programme of transport improvements, key milestones and risk assessment. It should be informed by deliverability and likely available funding.

- 4.3 LTP3 has been developed from a consideration of national and local goals and priorities, local transport performance and challenges, our excellent LTP2 and from extensive local consultation.
- 4.4 We have developed a transport vision from this work as follows:  
**‘To help transform Leicester into Britain’s sustainable City that will be a great and prosperous place to live but also somewhere that does not place a burden on the planet in future years.** Successful delivery of our Local Transport Plan will enable us to take a really big step forward towards realising this ambition. It will also enable us to make more rapid progress in delivering attractive alternatives to car travel and to cater for some of the highest levels of housing growth in the Country to 2026 and beyond whilst:
- Keeping congestion under control and improving accessibility for all, but particularly for deprived groups, to support a new prosperity with economic growth and new jobs
  - Encouraging more people walking, cycling and using public transport to reduce carbon emissions
  - Providing a transport system that facilitates for a safer and healthier way of life

Locally this translates into many more residents walking and/or cycling the shorter journeys in and around the City and using the bus for longer journeys, particularly into Leicester City Centre, instead of using the car.’

- 4.5 To help us achieve all of this, having clarified and defined our transport challenges, we have adopted five **local transport goals** with one overarching goal:
- **Economic Growth Supported – Leicester is more prosperous**
  - **Carbon Emissions Reduced – Leicester’ carbon footprint is reduced**
  - **Equality of Opportunity Promoted – Leicester’s people are more confident**
  - **Better Safety, Security and Health – Leicester’s people are more healthy, safe and secure**
  - **Population Growth is supported – Leicester’s Population is increased in a sustainable manner**
  - **Overarching Goal - Quality of Life and a Healthy Natural Environment are Improved - Leicester is a more attractive place**
- 4.6 In order to deliver our goals, we have developed **transport objectives** to focus our transport strategies as follows:
- To Reduce Congestion and Improve Journey Times
  - To Improve Connectivity and Access
  - To Improve Safety, Security and Health
  - To Improve Air Quality and Reduce Noise
  - To Reduce Carbon Emissions
  - Manage to Better Maintain Transport Assets
  - To Improve Quality of Life

- 4.7 The Quality of Life objective is overarching to each of the other objectives and will be intrinsically delivered through all of our interventions. The strategy chapters 4 – 9 are then based on each objective in turn, there being no separate chapter for Quality of Life.
- 4.8 We have carried out an extensive consultation that has demonstrated that there is strong support for our proposals. The results show that while congestion reduction is clearly considered to be the most important objective, road safety, maintenance and air quality are not far behind.
- 4.9 The focus of the overall LTP3 programmes will be on sustainable transport that will help grow the economy, protect and create jobs, whilst reducing carbon emissions and helping to improve air quality, encouraging active and safe travel and improving accessibility, with well maintained assets. The proposed initial Local Transport Plan Capital Programme is appended to the City Council Capital Programme Report.
- 4.10 Our immediate focus in the first implementation plan period is to commence the delivery of a package of city centre bus improvements in order for us to realise key transport outcomes for Leicester. Encouraging walking and cycling will be part of the programme as well. The harder measures will be underpinned by softer measures taken forward by a smarter choices company or similar, should a strong business case emerge.
- 4.11 We are allocated capital money by government for both integrated transport schemes and for maintenance during spending review periods. We will also bid for additional funding as opportunities arise, such as for example, from the Local Sustainable Transport Fund and use our own sources as may be available and appropriate. The known funding profiles are shown in Part B.

## **5. FINANCIAL, LEGAL AND OTHER IMPLICATIONS**

### **5.1. Financial Implications**

The last 3 years Local Transport block allocations, including specific grants for Primary Route Network (PRN) structures (or bridges) and road safety measures are as follows:

Block	2008/09 £000s	2009/10 £000s	2010/11 £000s	Total £000s
Integrated Transport	5,929	5,753	5,554	17,236
Highways Capital Maintenance	1,882	2,022	2,189	6,093
Primary Route Network Bridges	300	300	380	980
Specific Road Safety Grant	83	83	79	245
Total	8,194	8,158	8,202	24,554

2010/11 is the final year of the 3 year second Local Transport Plan (LTP2), funding for which was reduced by £2m recently, the main cut being £1.39m (25%) in integrated Transport. Following the Spending Review on 20<sup>th</sup> October 2010, the final local transport capital block allocation settlement was announced on 13<sup>th</sup> December 2010. The settlement for 2011/12 to 2012/13, and indicative allocations for 2013/14 to 2014/15 are as follows:

Block	2011/12 £000s	2012/13 £000s	2013/14 £000s	2013/14 £000s	Total £000s
Integrated Transport	2,847	3,037	3,037	4,271	13,192
Highways Capital Maintenance	2,104	2,133	2,200	1,936	8,373
Total	4,951	5,170	5,237	6,207	21,565

Funding allocations for 2013/14 and 2014/15 are indicative and are subject to change, for instance as a result of changes to the formulae or future data changes.

The above grant can only be used for the purposes that a capital receipt may be used for in accordance with regulations made under section 11 of the Local Government Act 2003.

From 2011/12, the Chief Executive and Head of Internal Audit will be required to sign a declaration on the capital expenditure outturn, stating that in their opinion all appropriate investigations and checks have been carried out.

*Amin Girach, Finance, ext 296630*

## **5.2. Legal Implications**

The Local Transport Plan ("LTP") process is a statutory function and applies to all local transport authorities in England outside London under the Transport Act 2000, as amended by the Local Transport Act 2008.

The Council is required to prepare, keep under review and may replace their LTP as they think fit. In preparing their LTP the Council is under a duty to consult relevant bodies and persons. Once made the Council must publish and keep on deposit the LTP and also send a copy to the Secretary of State in accordance with above legislation.

*Jamie Guazzaroni, Solicitor, ext 296350*

## **5.3. Climate Change Implications**

Transport accounts for nearly 18% of Leicester's carbon dioxide emissions and the LTP provides a major opportunity to influence them. The proposed LTP Strategy is consistent with progressing Leicester's goal of reducing emissions and includes an appropriate target to reduce emissions at a scale consistent with achieving the Council's 2025/6 target.

Appropriate measures to reduce emissions are proposed in the Implementation Plan; improvements to bus, cycling and pedestrian infrastructure, promotional measures including Travel Plans and support for the uptake of lower carbon vehicles all being key. An approach to monitoring the carbon impact of measures after implementation will need to be further developed, so that the success of the LTP in relation to emissions reduction can be identified and reported.

The LTP will also be critical to Leicester’s adaptation to the expected impacts of climate change in terms of the resilience of the transport and travel infrastructure. The LTP includes this as a priority, and identifies specific measures.

## 6. Other Implications

OTHER IMPLICATIONS	YES/ NO	Paragraph references within the report
Equal Opportunities	Yes	Various and LTP is subject to EIA (Equality Impact Assessment)
Policy	Yes	The whole LTP will articulate the Council’s transport policy
Sustainable and Environmental	Yes	Various and LTP is subject to SEA (Strategic Environmental Assessment)
Crime and Disorder	No	
Human Rights Act	No	
Elderly/People on Low Income	Yes	Various and LTP will encourage travel modes that suit both the elderly and people on low incomes
Corporate Parenting	No	
Health Inequalities Impact	Yes	Various

## 7. Background Papers – Local Government Act 1972

- 7.1 Guidance on Local Transport Plans, Department for Transport, July 2009  
 Various Government Acts and papers listed in Guidance on Local Transport Plans Distillate Project hosted on LTPNet, including KonSULT Option generation tool

## 8. Consultations

- 8.1. Extensive consultation with stakeholders and the public. The main consultation exercise was via the November issue of Link. Local Transport Day on was on 10<sup>th</sup> November 2010. Two seminars for councillors have been held, on 4<sup>th</sup> and 8<sup>th</sup> of October 2010. A draft of the LTP has been on the council’s website to accompany the SEA Environment Report. Extensive involvement of council officers and priority boards during the preparation of the LTP3.

## 9. Report Author

Garry Scott  
 Team Leader Transport Strategy  
 Ext 29 – 6526  
[garry.scott@leicester.gov.uk](mailto:garry.scott@leicester.gov.uk)

<b>Key Decision</b>	Yes
<b>Reason</b>	Is significant in terms of its effect on communities living or working in an area comprising more than one ward
<b>Appeared in Forward Plan</b>	Yes
<b>Executive or Council Decision</b>	Executive (Cabinet)