

## Chapter 2

# Impact of the first Local Transport Plan



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## Introduction

2.1 Over the past five years we have carried out a wide range of measures to deliver our LTP1 objectives. The great majority of these have been successful and have contributed to the overall improvement of transport in Leicestershire. We will therefore be continuing with most of them during LTP2, building on the firm foundations we have provided in LTP1. It is not possible to include details of all of these measures in this Delivery Report but many of them have been described in LTP2 to provide some of the evidence to support the strategies and programmes in LTP2.

2.2 This chapter of the Delivery Report therefore focuses on:

- Our overall progress and how we have spent transport funds during LTP1
- Our key achievements, what has worked well and the difference it has made to the locality
- What has worked not so well and how we have learnt from it
- The extent to which the LTP1 objectives have been met
- Have the key aims and objectives of the plan been achieved
- In light of the above, what key foundations have been put in place for the longer term
- The contribution we have made to wider objectives.

2.3 In Chapter 1 we explained how the LTP strategy was based around a number of themes and much of the reporting in this chapter is related to how these themes have been delivered and their overall impact.

## Overall progress

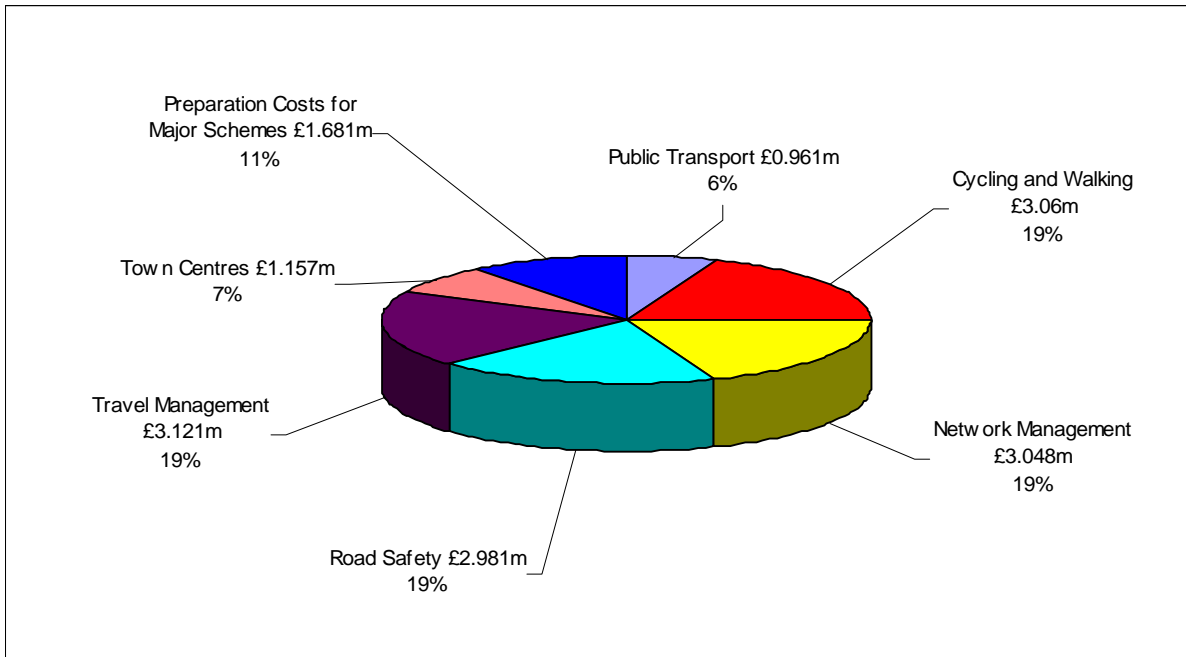
2.4 During the five years of LTP1 we have spent all our LTP transport funds and consistently spent at or above Government funding for revenue maintenance. In total in the LTP area we have spent:

- £15 million of LTP capital funds on about 430 transport improvement schemes
- £40 million of LTP capital funds on about 1,100 road and bridge maintenance and strengthening schemes
- Over £3 million of our own capital receipts to support the above programmes
- £25 million of revenue funding to support the improvement programme (excluding staff costs)
- £80 million of revenue funding to support the maintenance programme (excluding staff costs)
- £7 million of LTP major scheme funding on the A511 Ashby Bypass.

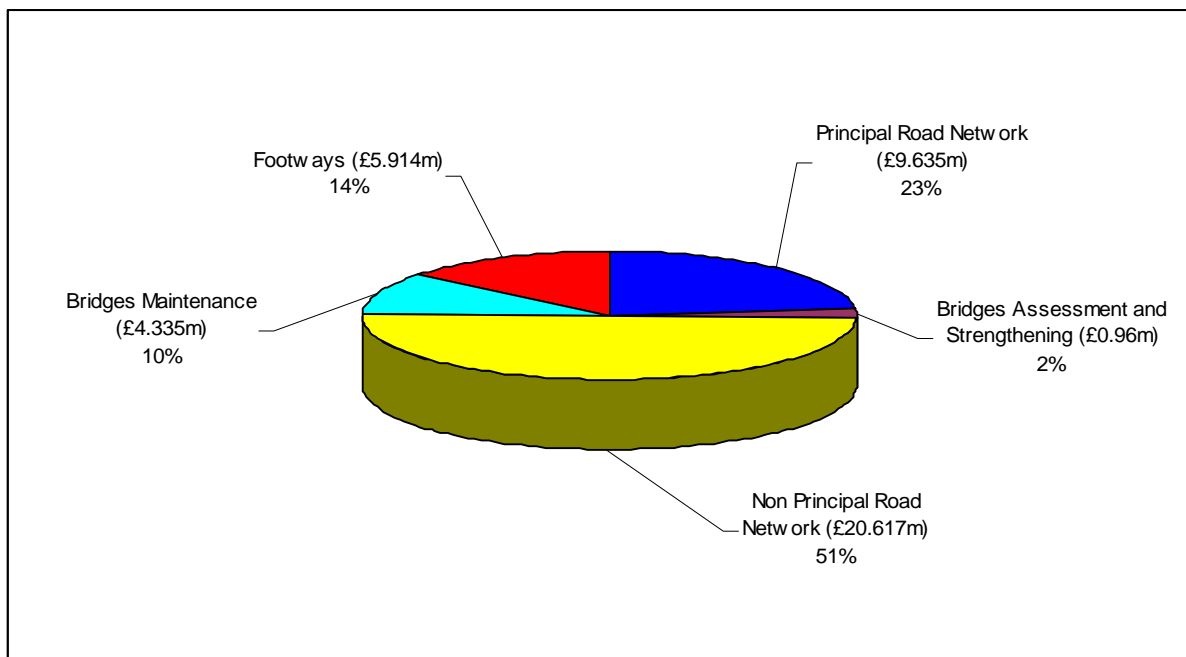
2.5 Figure 2.1 gives a breakdown of how the LTP capital improvement funds in the LTP area were spent (excluding major schemes) over the five years by LTP1 theme. In the latter

years County Council funds have supplemented this expenditure. Figure 2.2 gives a breakdown of how the LTP capital maintenance funds were spent. Appendix A gives more detailed year on year breakdowns for each of these.

**Figure 2.1 – LTP capital improvement expenditure by theme 2001 – 2006**



**Figure 2.2 – LTP capital maintenance expenditure by theme 2001 – 2006**

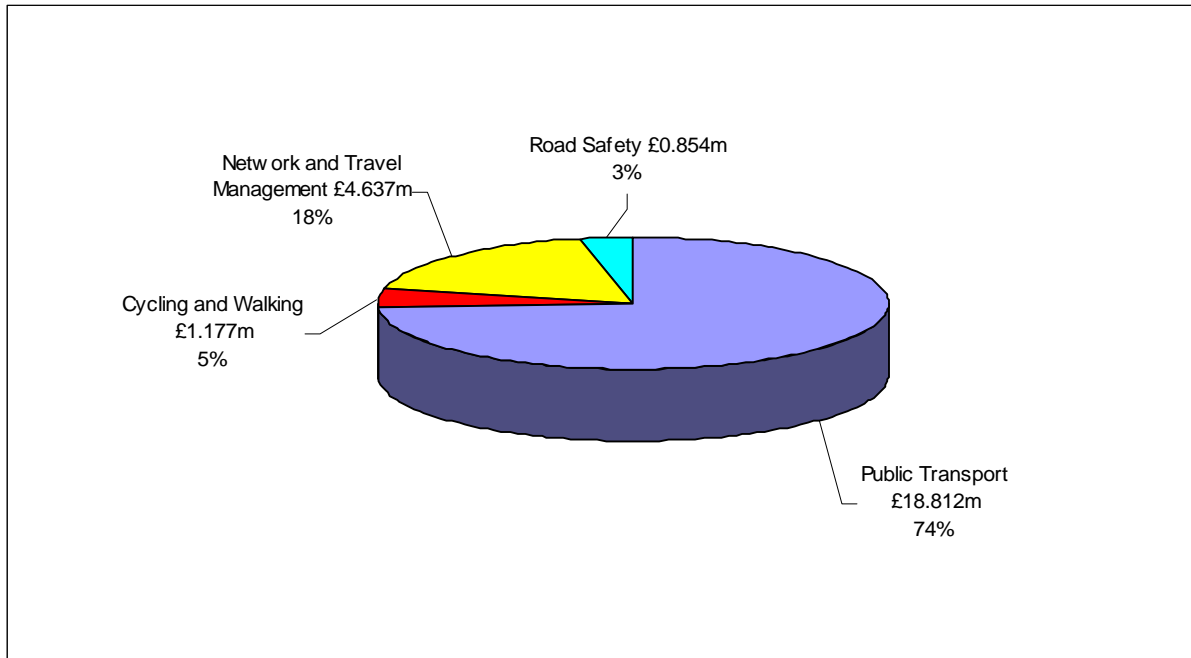


2.6 The above figures exclude funds spent on improvement schemes in Central Leicestershire, much of which has supported our progress towards countywide targets in the Leicestershire LTP. In Central Leicestershire, over the five years of LTP1 we have spent in addition to the above:

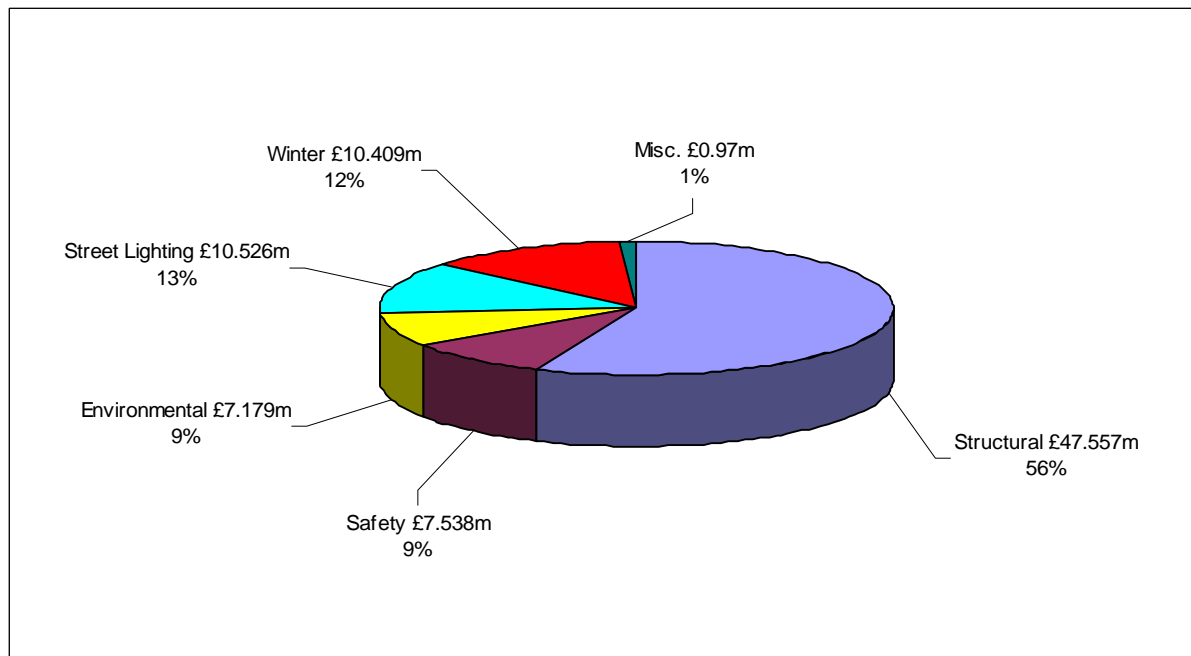
- £13 million of LTP capital funds on about 330 transport improvement schemes
- £7 million of LTP major scheme funding on the A607 Rearsby Bypass.

2.7 We have spent significant revenue funds to maximise the benefits derived from this capital expenditure and to help us achieve our targets across both LTP areas. Figure 2.3 gives a breakdown of that expenditure for transport improvements over the five years by LTP1 theme. Figure 2.4 gives a breakdown for revenue maintenance. Appendix B gives a more detailed year on year breakdown for each of these.

**Figure 2.3 – revenue improvement expenditure by theme 2001 – 2006**

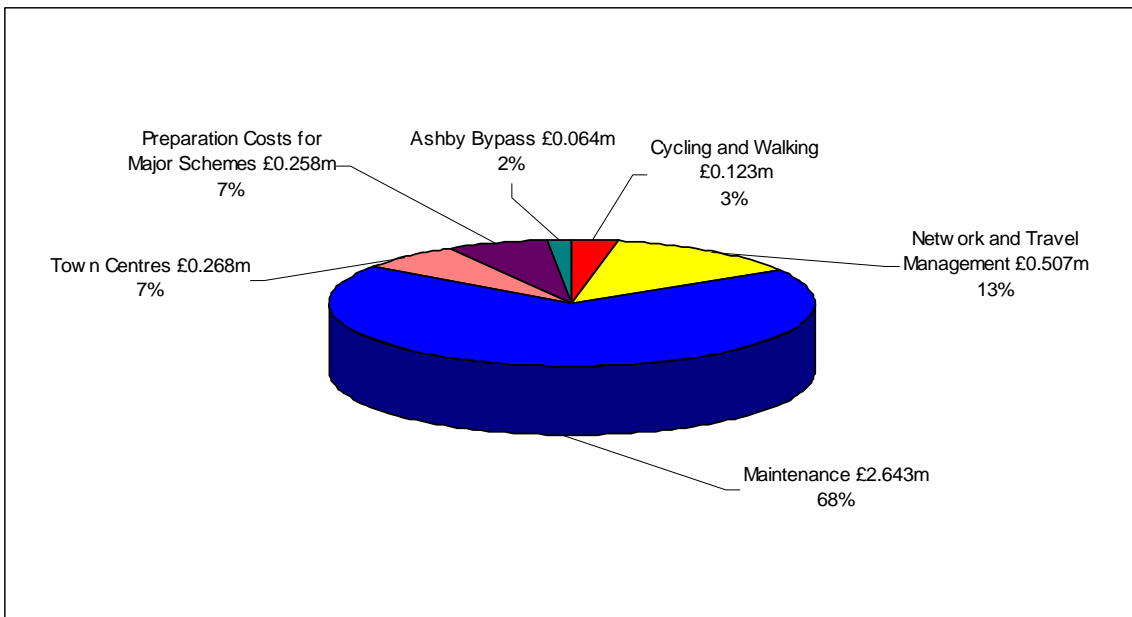


**Figure 2.4 – revenue maintenance expenditure by theme 2001 – 2006**



2.8 Figure 2.5 shows where we used our own capital funds to supplement the LTP funds.

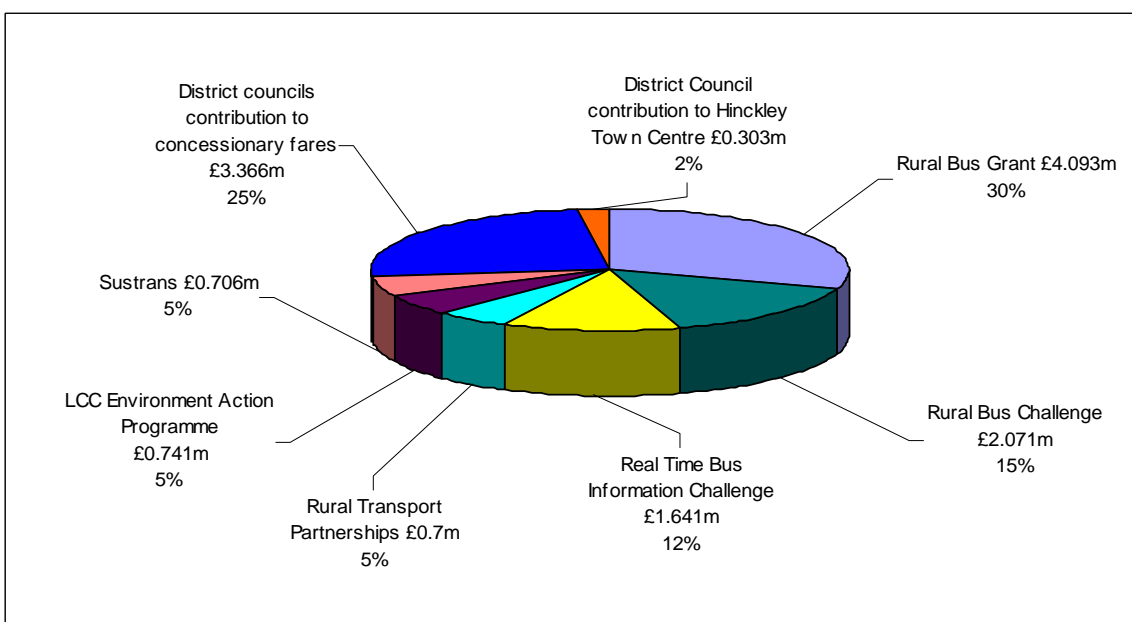
**Figure 2.5 – County Council capital receipts 2001 – 2006**



2.9 Over the full five years we transferred about £1 million from improvements in the two LTP areas to maintenance to reflect the high priority we gave to maintenance in our Medium Term Corporate Strategy. We also added a further £2.6 million of our own capital funds, including funds of £1.7m for the replacement of potentially dangerous life expired street lighting columns.

2.10 In addition to all the above, we have been very successful in drawing in funds from other sources. By 2005/06 we were securing around £5 million of developer funded works per year, with around a further £3 million of contributions to works in later years. More details can be found in LTP2 paragraphs 11.81-11.87. Figure 2.6 shows other significant contributions, both capital and revenue, from outside sources amounting to about £14 million over the past five years.

**Figure 2.6 – funds from other sources 2001 – 2006**



2.11 We were awarded much of this through competition. As examples we obtained the then biggest single grant for our Rural Bus Challenge in 2002 and one of the largest awards from Sustrans in 2004 for their Links to School project. Taken together with the developer funded works, this has made a major contribution to our achievements during LTP1 and the foundations we have laid for the longer term.

2.12 We are now undertaking an annual countywide survey of customer satisfaction with local services. Findings from the latest Ipsos Mori telephone survey, undertaken in early 2006, have been included in the relevant sections of this chapter. Key overall findings, from those who recorded a satisfaction rating were:

- 59% of respondents felt they were kept well informed about Council roadworks and were satisfied or very satisfied with customer contact arrangements. This compares with 36% from the Mori survey carried out in 2001
- 67% of users were satisfied or very satisfied with the provision of public transport information. This compares with 63% in 2003 from the last Best Value user satisfaction survey
- 71% of users satisfied or very satisfied with local bus services. This compares with 62% in 2003 from the last Best Value user satisfaction survey
- 79% of respondents were satisfied or very satisfied with the salting/gritting service provided. This compares with 66% from the Mori survey carried out in 2001
- 89% of respondents were satisfied or very satisfied with the street lighting provided. This compares with 88% from the Mori survey carried out in 2001.

2.13 There are no previous results to compare with the 2006 findings for satisfaction with the overall service but the Ipsos Mori survey produced excellent satisfaction levels, as below:

- 73% of residents satisfied or very satisfied with the condition of the road network overall
- 81% of residents satisfied or very satisfied with the overall highway service.

2.14 The quality of our highways and transportation services has also received recognition from independent external organisations. Some examples of these are given in LTP2 (Appendix F, paragraph F.129). Of particular note are our national award from Sustrans in 2005 for “consistently delivering the cycle network swiftly and imaginatively, across disciplines and departments”, and our work to develop our hourly bus network, which was shortlisted in the local authority bus category of the 2006 National Transport Awards. These awards are about “recognising transport initiatives which are working and aim to reward local authorities and transport organisations which have made a real difference”.

2.15 Over the last five years we have also received many positive comments from a wide range of people and organisations about the highways and transportation services we provide. A sample of these can be found in Appendix C.

## **Key achievements of LTP1 - what has worked well and the difference it has made to the locality**

2.16 Figure 2.8, shown later in this chapter, summarises the key achievements of LTP1. Plans 2 – 9 show the location of many of our schemes and measures and, following these plans, we have also included a range of photographs to further demonstrate some of our key achievements. It should be noted that, although the Leicestershire LTP did not include that part of Leicestershire surrounding Leicester, many of our performance indicators and targets were countywide. We have therefore drawn on some of our achievements within Central Leicestershire which contributed to our overall performance to provide a more complete

picture. (Maintenance was a countywide function in the Leicestershire LTP). For each of the LTP1 themes Figure 2.8 sets out:

- The scheme or measure carried out to deliver the LTP objectives and targets
- A brief description of each
- An explanation of what it has achieved, using evidence from LTP1 core and non-core indicators and where appropriate other local indicators or outcomes of particular schemes
- The LTP1 objectives to which each scheme or measure contributes.

2.17 All these have contributed to our overall improvement, but those detailed in the following paragraphs have been of particular note.

### **The development and completion of the hourly bus network**

2.18 This is a network of 72 routes, 24 operated under contract to ourselves, which has transformed travel choices and opportunities across the whole county and has substantially improved accessibility for those without access to a car. It has:

- Increased the percentage of all households with convenient access to an hourly or better bus service during the day from 89% in 2001/02 to 95%
- Increased the percentage of rural households with convenient access to an hourly or better bus service from 55% in 2001/02 to 76%, significantly exceeding the Government target of a 30% increase in households (equivalent to 72%) by 2010
- Increased the number of bus passengers per year on County Council contract bus services by over 50% from 1.72 million in 2002/03 to 2.71 million in 2005/06
- Reversed the decline in total bus patronage despite the significant increases in fares on commercially run bus services and the substantial increase in cost of running contracted bus services. The total patronage on all hourly bus services, commercial and contract, increased by 6% between 2004/05 and 2005/06.

2.19 For further details of the hourly bus network see Figure 2.9 and Plan 2.

### **Road safety**

2.20 We have implemented a comprehensive and integrated package of measures to improve road safety, including:

- Local safety schemes and well maintained roads to provide a safer road environment
- A range of measures including a safety camera scheme, Speed Awareness Workshops and vehicle activated signs to ensure lower and more appropriate speeds at high risk sites
- A wide range of road safety education, training and publicity work to improve safety for vulnerable road users and improve driver behaviour and skills.

2.21 Our work has brought about substantial improvements:

- Reducing the number of people killed and seriously injured on all roads in the LTP area by 26% from the 1994-98 average
- Reducing the number of people killed and seriously injured on all the County Council's own roads (our stretched PSA target) by 33% from the 1994-98 average

- Reducing the three years rolling average of the number of children killed and seriously injured on all roads in the LTP area by over 60% from the 1994-98 average
- Reducing the number of slight casualties on all roads in the county by 5.4% from the 1994-98 average.

2.22 All the above significantly exceeded our targets and all are either well on track to achieve the equivalent Government targets for 2010 or have already achieved them.

2.23 For further details of our road safety work and progress so far see LTP2 Chapter 6 and Chapters 3 and 4 of this Delivery Report.

### Highway maintenance

2.24 At the start of LTP1, our principal roads were in a worse condition than the national average, with over 23% of the network with less than zero residual life (based on the deflectograph) compared with the national average of under 15%. Nearly 40% of the network had a residual life of four years or less. Our strategy in LTP1 for tackling this was described as 'excellent' by DfT and in the last five years not only have we arrested the serious decline in condition that had occurred over the previous five years of under investment, but we have also very significantly reduced the backlog of work. Over the network as a whole we now have:

- Less than 10% of the principal road network needing consideration of structural strengthening (deflectograph)
- Only 3% of the principal road network requiring structural maintenance (based on SCANNER)
- About 10% of the non-principal road classified network requiring structural maintenance (based on SCANNER)
- Less than 9% of the unclassified network requiring structural maintenance (based on visual inspection)
- Only about 7% of category 1 and 2 footways with significant defects (based on visual inspection).

2.25 The last four of these are below the thresholds specified by DfT in the delivery report guidance as representing a network in good condition.

### Other key achievements

2.26 Many of the other achievements detailed in Figure 2.8 have also made a real difference to the quality of life of Leicestershire people. These include:

- The A511 Ashby Bypass which has removed 32% of all vehicles and 81% of heavy good vehicles from the town centre (See Appendix D for further details)
- The A607 Rearsby Bypass (in Central Leicestershire) which has removed around 10,600 vehicles and 1,000 heavy good vehicles per (12 hour) day from the village centre. (See Appendix D for further details)
- The completion of the countywide Lorry Route Network making us, we believe, amongst the first authorities in the country to achieve this. The network has removed heavy good vehicles from many small villages on minor roads in the county (See Figure 2.10 and Plan 3 for further details)

- Over 60 communities which have benefited from significant measures to reduce the impact of traffic (see Plan 4). Our programme of work has resulted in speed reductions often in excess of 30% and on average at least 25%
- The Hinckley Town Centre improvement which has removed over 10,000 vehicles per day from Regent Street (See Appendix D for further details)
- The Epinal Way Extension which has removed over 12,000 vehicles per day from the A6 approach into Loughborough. Over 11,000 vehicles per day no longer pass residents living on Shelthorpe Road (See Appendix D for further details)
- The Central Leicestershire and County cycle route networks and our partnership work with Sustrans, which have helped to reverse the decline in cycling in the County (See Plans 5 and 6)
- Our work to provide complementary public transport services to improve access to facilities for the more remote rural communities without access to the hourly bus network
- Our work to provide countywide coverage of special services for elderly and disabled people, successfully completed and resulting in a 16% increase over the last three years in the use of these services, to over 1,700 journeys per week
- An increase from 84% to 98% in the number of pedestrian crossings with full facilities for disabled people
- A wide range of recycling programmes to improve the sustainability of our highway work (see Figure 2.11)
- A new design guide for developers and local planning authorities to improve the sustainability of new residential, employment and commercial developments and to encourage high quality developments that reflect the local environment (see Figure 2.12)
- Good progress on implementing smarter choices, particularly by increasing the number of schools with school travel plans from 10 (3.3%) in 2001/02 to 117 (38.5%) in 2005/06 (See Plan 8), and increasing the number of major workplaces (>250 people) with adopted workplace travel plans from eight in 2001/02 to 28 in 2005/06. We also have a successful travel plan for County Hall with already 210 active car sharers.

2.27 We have delivered these improvements through a wide range of techniques, which themselves have been under constant review for improvement during the LTP1 period. As one example, we seek continuous improvement through sharing best practice, and illustrations of this are given in LTP2 Appendix F. In the December 2003 settlement letter DfT stated that “this is an area in which your authority continues to demonstrate very good practice, with numerous examples of effective consultation, positive responses to consultation, shared working and best practice sharing and learning”.

## **What has worked not so well and how we have learnt from it**

2.28 Appendix E demonstrates how our achievements have addressed the key issues identified in LTP1 and outlined in Chapter 1 of this report. Our work in improving public transport, road safety and maintenance was specifically highlighted in the County Council’s Medium Term Corporate Strategy early in the LTP1 period as priorities for the authority to help deliver its wider objectives. This section, however, describes those aspects of our work which have worked less well, and from which we have learned lessons.

### Slow start in meeting targets

2.29 As the DfT has commented in assessing our Annual Progress Reports (APRs), we made a slow start. This was for four main reasons:

- Our original LTP was rather complex in its target setting and therefore lacked a clear focus on what we had to deliver
- When LTP1 was completed we were still in the process of carrying out two comprehensive Best Value Reviews, one for public transport services and one for highway network management, covering the remainder of the highways and transportation service
- In line with DfT guidance which welcomed joint plans in existing 'Package Areas', we split the county into two and produced a joint plan for Central Leicestershire as well as a plan for the rest of the County. Being involved in two LTPs in this way not only significantly increased the amount of work necessary to develop the plans and Annual Progress Reports, it also meant we were working towards a further set of targets
- Despite the sudden increase in funding at the start of LTP1, we performed well in outturn spend against planned expenditure. However, we were not initially able to focus spending as tightly on desired outcomes as we would have wished.

2.30 The following paragraphs show how we responded to each of these issues.

2.31 With hindsight, we would have approached our target setting in a different way. In our first APR of the LTP1 period (July 2002), we carried out a comprehensive review of our indicators and targets in line with further DfT guidance which had been published earlier that year. These were much more focussed on the most important outcomes we were seeking to achieve. The lessons we learned from this, and our experience of using the new targets, have helped us produce what we believe to be a fully robust set of targets for LTP2.

2.32 Our two Best Value Reviews were completed in 2001/02 and we were encouraged that, even at that stage, the Audit Commission assessed the highway network management service as 'good' with 'promising' prospects for improvement and the public transport service as 'good' with 'excellent' prospects for improvement.

2.33 The Public Transport Best Value Review improvement plan set out 13 key areas for improvement, including the development of the hourly bus network. The Highways Network Management review improvement plan set out 65 recommendations covering 11 key areas. The great majority of these improvements were implemented over the following two years of LTP1 and details of them can be found in the July 2002 APR. With other work, this equipped us with a complete set of strategies meeting the "good LTP" requirements in LTP1 guidance. We have built on the work of the two Best Value Reviews since then, and the lessons learned have equipped us well for setting out the strategies in LTP2.

2.34 Integrated working with Leicester City Council in Central Leicestershire is clearly vital, but splitting Leicestershire into two halves in two different LTPs produced significant problems in pursuing two sets of targets and managing two delivery programmes. It also made it difficult to account for our overall performance to Leicestershire people. We compensated for this to some degree in our target review by introducing countywide targets for appropriate outcomes, for example bus patronage and road safety. We have learnt the lesson for LTP2 and for this have retained a Central Leicestershire LTP covering measures and targets where integrated action is necessary, but at the same time made the Leicestershire LTP fully comprehensive countywide. This approach was commended for its increased clarity at the latest joint County and City Council stakeholders' 'LTP Day' held in April 2006.

2.35 We responded to the problems in our management systems for scheme preparation, procurement and delivery by carrying out a series of detailed process reviews throughout LTP1. This has resulted in the fully fledged systems now in place and described in LTP2 Chapter 3 paragraphs 3.134-3.149 and Chapter 11, paragraphs 11.63-11.72. The success of these changes has been reflected in our success in meeting output and outcome targets. The DfT, in its December 2004 settlement, specifically commented that we had “performed well in the management of budgets throughout the reporting period, achieving a very high level of outturn against planned expenditure, with no significant under-spend or negative delivery excesses in any of the plan’s key areas”. A year later DfT commended us for our “excellent performance on the delivery of the small scale schemes programme and related budgetary management”.

### Other lessons learned

2.36 **Major schemes:** We were particularly successful at the start of LTP1 in securing provisional approval for three major schemes, the bypasses for Ashby-de-la-Zouch, Earl Shilton and Rearsby. Less satisfactory were the increases in cost on these schemes particularly that for Earl Shilton which has resulted in substantially delayed implementation. The causes were mainly:

- Hurried preparation of estimates - The original DfT guidance indicated a likelihood of a maximum one major scheme funded for LTP1, but very late advice notified us of substantial extra funding. Our response to this was inevitably hurried
- Unexpectedly high inflation in civil engineering costs - We have responded to this by completely overhauling our approach to cost estimation, and now follow latest DfT guidance including the use of a full quantified risk assessment. We are pleased to note that, as a result of this, the Earl Shilton Bypass, the only one of the three not completed during LTP1, has recently regained provisional approval.

2.37 **Rail Development:** For a number of years the County Council, with Leicester City Council, had ambitions for higher frequency train services and an increased number of stations as important elements of the strategy to tackle congestion in Central Leicestershire. The recent history of the rail system makes this aspiration no longer realistic. DfT Rail (formerly the Strategic Rail Authority), on the basis of a series of route utilisation studies, has made clear that it sees best value from giving inter-city and freight services priority for use of limited network capacity rather than local passenger services, except in the largest conurbations. This focus still concerns us, but we have reflected the changed emphasis in LTP2 and now plan for only one new station in the longer term, at Blaby.

2.38 **Leicester West Park and Ride schemes:** This was a joint major scheme submission with Leicester City Council for three new park and ride sites around the City, one of which was to be largely developer funded. The bid was refused by the DfT on value for money grounds and, concurrently, the inspector following the City Council’s Local Plan public inquiry ruled out one of the sites.

2.39 On reviewing the scheme following these setbacks we concluded that the specification had been expanded to allow desirable but not essential add-ons. We have learned the lesson from this for LTP2 and are designing a new single scheme to a pared-down specification which will still allow a service of sufficient quality to meet its objectives. More worrying, though, was that the setback undermined a central element in our strategy for reducing congestion in Central Leicestershire. With the City Council, we concluded that we could not afford further delay and therefore decided:

- To go forward with a single rather than multi-site scheme, for greater certainty of delivery
- To fund this through the LTP block allocation rather than through a major scheme bid, for the same reason.

## Have the key aims and objectives of LTP1 been achieved?

2.40 Our six key objectives were to improve accessibility, support the local economy, improve health, improve safety, reduce the adverse impact of traffic on the environment and improve integration of transport. We believe it is clear from the earlier section of this chapter that all of these objectives have been substantially achieved.

2.41 Further evidence to demonstrate this is given firstly in Chapter 3, which provides details of how we have performed against the stretching targets we set ourselves for both core and non-core performance indicators relating to each objective. Secondly, the final section of this chapter sets out how our key achievements have helped to deliver both the County Council's and the region's wider objectives.

2.42 Based on this, Figure 2.7 describes how each of the objectives has been met.

**Figure 2.7 – Achievement of LTP Objectives**

LTP objective	Achieved	Comments
To improve <b>access</b> to everyday facilities, including employment, education, shopping, leisure and health care, for all sections of the community, but particularly for those who do not have access to a car.	✓✓✓	The introduction of the hourly network with 188 buses on 72 routes has transformed accessibility for those without a car, with demonstrable benefits and increases in patronage. 37 of the more remote villages are now served by demand responsive services, with a significant increase in opportunities for access for people with mobility impairments. Our partnership with Sustrans and improvements to the County and Central Leicestershire cycle networks have reversed the decline in cycle use.
To support the local <b>economy</b> and accommodate economic growth in sustainable locations.	✓✓✓	Improved road maintenance results in smoother and less often disrupted journeys. Substantial developer contributions have been negotiated, including for Epinal Way Extension in Loughborough and Birstall Park and Ride, which allow development to be properly accommodated. The hourly bus services network, and specific improvements such as new services to Nottingham East Midlands Airport help businesses to attract appropriately skilled employees. Many traffic calming schemes, and town centre improvements, such as that in Hinckley, create conditions for local businesses to prosper.
To improve <b>health</b> through improvements in air quality and encouragement of more walking and cycling as means of exercise.	✓✓✓	117 schools now have school travel plans, with many examples of significant modal shift particularly for walking to school. We have worked closely with the district councils to reduce from over 20 to three the number of Air Quality Management Areas where it is still clear that NO <sub>2</sub> levels exceed Government objectives (See LTP2 Chapter 7). The decline in cycling has been reversed. The pedestrian enhancement in Biggin Street has improved air quality in this part of the Loughborough town centre AQMA.
To improve <b>safety</b> and security for all travellers.	✓✓✓	We have carried out 100 improvement schemes to improve road safety during LTP1, which are now saving over 90 accidents per year. Killed and seriously injured casualties (KSIs) have fallen by an average of 70% at sites in the safety camera scheme. We have exceeded all our road safety targets, some of which were already more stretching than the Government's, and our comprehensive road safety education and training programme for children has contributed to a 60% reduction in child KSIs which already far exceeds the Governments target of 50% by 2010.

<p>To reduce the adverse impact of traffic on people and on the natural and built <b>environment</b>.</p>	<p>✓✓</p>	<p>The Ashby-de-la-Zouch Bypass has removed 32% of vehicles per day from the town centre. The pedestrian friendly area in Regent Street, in Hinckley town centre, has removed over 10,000 vehicles per day. The pedestrian enhancement in Biggin Street in Loughborough town centre has significantly improved the environment in this part of the town centre. Traffic calming schemes have reduced the impact of traffic in over 60 communities, with a speed reduction in some cases in excess of 30%. The completion of the lorry route network has removed through heavy goods vehicles from many communities. However, the delay in the A47 Earl Shilton Bypass means it will now start construction in 2007.</p>
<p>To improve integration within and between travel modes, and ensure the transport system supports the <b>wider objectives</b> of the County Council and other service providers.</p>	<p>✓✓✓</p>	<p>The achievements in LTP1 have made a significant contribution to the County Council's wider objectives and those of its partners in the Local Strategic Partnership, and to the regional and sub-regional housing and economic development objectives (see later in this chapter).</p>

- ✓✓✓ Excellent progress, all associated targets have been achieved or exceeded, all elements of the strategy have been delivered successfully
- ✓✓ Good progress, all the most important targets have been substantially met, most elements of the strategy have been delivered successfully
- ✓ Fair progress, delivery of the targets and/or some elements of strategy delivery is patchy
- ✗ Poor progress, associated targets have not been achieved and key elements of the strategy have not been delivered

2.43 The aims and objectives we set out within LTP1 have stood up well to changing circumstances during the last five years and we have not needed to alter them during this time. Indeed our overall aim for LTP2 remains the same as LTP1 (see LTP2 paragraph 3.7) and also remains our aim for our longer term strategy. Our LTP2 objectives, whilst framed to give a greater focus on the shared Government / Local Government shared priorities, are fundamentally the same as those we set out with in LTP1.

## Foundation for longer term improvements

### Progress during LTP1

2.44 Much of our work in LTP1, as illustrated earlier, has provided a firm foundation for delivering the priorities in LTP2. Of particular note are those shown below.

2.45 Our progress on **road safety** has resulted in the Government's targets for 2010 being either already exceeded or on-track to be met before 2010. We have a successful safety camera scheme and are one of the few authorities already to have associated Speed Awareness Workshops. We also have a successful road safety education and training programme, particularly for young children. Our review of our casualty reduction programme (LTP2 paragraph 6.32-6.34), our action plan to tackle motorcycle casualties (LTP2 paragraphs 6.69-6.77) and our Community Speedwatch initiative (LTP2 paragraph 6.60-6.61) will provide further impetus to our casualty reduction work.

2.46 Our hourly bus network has already increased by 40% the proportion of rural residents with an hourly or better bus service available, compared to the Government target of a 30% increase by 2010. We believe that our figure of 95% of all households having access to such a service is one of the highest of any shire county, and nearly everyone in our most deprived wards has access to an hourly or better service. We will build on this high level of

**accessibility** in the future by focussing on achieving the highest quality standards and on effective promotion so that patronage continues to increase and subsidy costs are controlled. To ensure a full countywide approach to accessibility, 37 of our more remote villages are now served by demand responsive public transport services, many more have less frequent conventional bus services, and there is full countywide coverage of special transport for people with mobility impairments.

2.47 To help tackle **congestion** we have made significant advances in managing travel demands and making smarter travel choices with:

- 117 schools (nearly 40%) with approved travel plans. Our strategy has been assessed on behalf of DfT as being the highest “category one” grade, with four staff delivering what was described as “a robust strategy to guide the development of their school travel plan programme”
- 28 major workplaces (>250 people) with adopted workplace travel plans and the adoption of our County Hall travel plan in 2003
- A reduction of 15% (over 300 spaces) in the number of public free long stay parking spaces for commuters into the six main town centres
- Agreement with our district council partners to the introduction of a countywide decriminalised parking enforcement regime in summer 2007
- A roll out of star trak real time bus information services on 24 routes, 120 bus stops and around 80 buses. There will be continued investment in extra routes during LTP2
- A bus information strategy (LTP2 paragraphs 4.64-4.69) to which we have secured full commitment from our partners. We have played a leading role in moving forward the regional Traveline telephone enquiry service to its present high level of performance
- £700,000 from a successful Kickstart bid and a further £624,000 from a successful bid to emda to pump-prime a range of new and improved bus services to Nottingham East Midlands Airport (NEMA). In line with the NEMA surface access strategy, these will contribute significantly to reducing car dependency for access to the airport for both workers and passengers
- A further 110km of cycle track, cycle lane or cycle-friendly traffic-calmed routes and 20 new toucan crossings which have greatly improved facilities for cyclists. We will build on this improvement in LTP2, with an increasing emphasis on promotion, to accelerate the growth in cycle trips achieved during LTP1.

2.48 We have worked closely with our district council partners to ensure that our **air quality** work during LTP2 is focussed on those areas most in need of improvement. We have reduced from over 20 non-motorway Air Quality Management Areas (AQMAs) to only three where we now believe NO<sub>2</sub> objective levels are currently exceeded (in Loughborough, Lutterworth and Kegworth). With work in hand on a bypass for Kegworth and an Inner Relief Road in Loughborough we anticipate only the A426 in Lutterworth will exceed objectives much beyond the end of LTP2.

## Quality infrastructure provided

2.49 The key achievements table (Figure 2.8) sets out much of what we have put in place during LTP1 to provide good quality infrastructure for all modes. This includes:

### For all modes

- A much better maintained network of roads, bridges and footpaths with all categories meeting the DfT benchmark in the delivery report guidance for a well maintained network and with traffic controls or closure of traffic sensitive roads reduced by 70% from 1.0 days/km in 1999/00 to 0.3 days/km in 2005/06
- High quality bypasses for Ashby-de-la-Zouch and Rearsby, and the Epinal Way Extension in Loughborough, improving journey times for all traffic and improving conditions for buses, walking and cycling in the three communities.

### For buses

- Five improved bus corridors between Ashby and Leicester, Ratby and Leicester, Shepshed, Loughborough - Leicester, Uppingham and Leicester, Broughton Astley, Countesthorpe, Blaby and Leicester
- Eight improved public transport interchanges at Loughborough (Baxter Gate), Loughborough Railway Station, Hinckley (Regent Street), Melton Mowbray (St Mary's Way and Windsor Street), Hinckley (Station Road), Market Harborough Railway Station, Measham (High Street) and Lutterworth (George Street and Market Street)
- Across the whole county, a total of 940 improved bus stops, 80 new bus shelters, 24 routes with star trak services, 120 bus stops with star trak information and about 500 star text plates at bus stops.

### For cyclists and pedestrians

- Much enhanced cycle facilities particularly in Central Leicestershire and at the Bosworth Trail in Coalville and the Millennium Mile in Market Harborough
- 110 more kilometres of cycle-friendly routes and 20 more toucan crossings
- 115 new pedestrian crossing, refuges or pedestrian phases at traffic signal junctions (58 outside Central Leicestershire)
- 98% of all signalised pedestrian crossings with full facilities for disabled people.

### For lorries

- A completed, well signed and well maintained countywide lorry route network.

## Partnership working

2.50 We would not have been able to achieve what we have during LTP1 without the help of our partners and the formal partnerships we have developed. Partnership working will also be vital in taking forward our improvements during LTP2 and beyond. Details of how we work with our partners can be seen throughout LTP2, with specific descriptions in paragraphs 3.82-3.117, paragraph 11.90-11.91 and Appendix F paragraph F.1-F.17. Of particular note are our main partnerships with those directly involved in service delivery. These include:

- **The Leicester, Leicestershire and Rutland Road Safety Partnership** which co-ordinates the work of the three authorities with that of the police, health authority and

magistrates court, and directly manages the safety camera scheme, the Speed Awareness workshops and the newly developing Community Speedwatch programme

- Our partnership with **Leicester City Council** to deliver the measures in the Central Leicestershire LTPs and a wide range of joint arrangements for urban traffic control, traffic modelling, managing public transport and other services
- Our various partnerships with the **district councils** covering, for example:
  - Delivering better air quality management through the Leicester and Leicestershire Air Quality Forum
  - Delivering appropriate land use planning policies, into which transport requirements are integrated through local plans, the new local development proposals, the structure plan and the regional spatial strategy
  - Demand management, particularly through parking policies and the decriminalised parking enforcement to be introduced soon
  - A number of town centre enhancements, to improve the environment and improve facilities for public transport, cycling and walking
  - Their role in the quality bus partnerships (see below).
- Our partnerships with the bus companies, especially through the **Central Leicestershire, Loughborough and Hinckley Quality Bus Partnerships**, to develop and implement joint schemes and initiatives to drive forward improved standards of service in these three urban areas
- Our strong partnership with **Sustrans** and our successful bids for funds to implement their “**Links to School**” project to help tackle congestion caused by the school run
- The **Leicester and Leicestershire Freight Quality Partnership** which is helping us to build on the success of the lorry route network
- Our partnership with neighbouring authorities in the East Midlands region, and the Highways Agency, covering longer distance transport issues, the development of transport elements of the regional spatial strategy, the development of improved bus services to Nottingham East Midlands Airport, and more recently, the preparation of a joint bid for pump priming under the Transport Innovation Fund.

### The financial foundations

2.51 As noted earlier, we have committed fully to revenue funding during the LTP1 period and have contributed substantial funds from our own capital resources as well as leveraging in funds from partners and third parties. We will continue to do so during LTP2, but this is likely to become increasingly difficult because of growing budget pressures and the particular problems Leicestershire faces as a “floor” authority for revenue support (LTP2 paragraphs 3.124 – 3.126), and because of particularly strong inflationary pressures in highway materials and local bus service contracts.

2.52 The search for value for money therefore becomes more important than ever. During the period of LTP1 we have reviewed all aspects of value for money, from the design costs of minor improvement schemes to the approach to tendering in the local bus services market, and we will continue these reviews through LTP2. We do, though, now have a strong basis for our future work. The steps we have taken both to secure value for money and to help combat restrictions on future funding are outlined in LTP2 paragraphs 3.134 to 3.150 and include:

- A much better maintained road network requiring fewer unplanned repairs and allowing more timely and therefore less costly interventions

- The countywide lorry route network, which significantly reduces damage to the more minor roads
- Our extensive recycling programme which will help to offset the rising cost of bituminous materials
- A new integrated Passenger Transport Unit for the authority, launched in April 2006, which is projected to make efficiency savings of up to £750,000 per year when fully operational (LTP2 paragraph 3.142-3.144)
- The success of the hourly bus network, which has stabilised subsidy costs (between 2004/05 and 2005/06 subsidy costs reduced by 2.4% compared with what would have been a rise of 4.6% had patronage levels remained constant).

**Figure 2.8 Summary of key achievements**

Description	Main outcomes	LTP* Objectives
<b>Public transport</b>		
<p><b>Hourly bus network</b> In partnership with the bus companies a radically changed bus network offering at least an hourly daytime bus service on 72 routes, 24 under contract to ourselves, running on routes within and between the urban areas and connecting these with our rural communities and Leicester. (See Figure 2.9 and Plan 2 for further details).</p>	<p>A step change in travel choices, particularly for those without a car, which has substantially improved public transport provision throughout the County and transformed rural accessibility. It has resulted in:-</p> <ul style="list-style-type: none"> <li>• An increase of 38% in the % of rural households with ready access to an hourly or better bus service from 55% in 2001/02 to 76% in 2004/05</li> <li>• An increase in all households with ready access from 89% in 2001/02 to 95% in 2004/05</li> <li>• Close to 100% of households in the most deprived wards having access times to key facilities in line with DfT standards for future LTP2 accessibility strategies</li> <li>• Patronage increases on the network as a whole, increasing by 6% between 2004/05 and 2005/06</li> <li>• Improvements to 940 bus stops, including raised kerbs with over 80 new bus shelters and 128 more bus stops with travel information</li> <li>• Star trak information on 24 key routes</li> <li>• A doubling of the numbers of low floor buses for level access from 24% in 2001/02 to 50% in 2005/06</li> <li>• 75% of passengers either satisfied or very satisfied with our own contract bus services.</li> </ul>	<p><b>A</b> ED E I</p>
<p><b>Corridor improvements</b> A programme of bus route enhancements on key routes on the hourly network, primarily through the provision and enhancement of facilities at bus stops, carried out in partnership with the bus companies to improve the quality and where possible frequency of the service. (See Plan 7)</p>	<p>Five corridors improved during LTP1 between Ashby - Leicester; Ratby - Leicester; Shepshed - Loughborough - Leicester; Uppingham - Leicester; Broughton Astley, Countesthorpe, Blaby - Leicester. These have significantly enhanced the journey experience and contributed to the improvements in service quality and growth in patronage on the hourly network outlined above, with all routes showing a significant increase in patronage and an average increase in patronage on the five corridors of over 16% per year.</p>	<p><b>A</b> ED E I</p>
<p><b>Public transport interchange improvements</b> A programme of public transport interchange improvements including improved waiting facilities, bus access and information. (See Plan 7)</p>	<p>Eight improved interchanges, including three multi-modal interchanges, at Loughborough (Baxter Gate), Loughborough Railway Station, Hinckley (Regent Street), Melton Mowbray (St Mary's Way and Windsor Street), Hinckley (Station Road), Market Harborough Railway Station, Measham (High Street) and Lutterworth (George Street and Market Street). These have also contributed to hourly network quality enhancements and patronage increases.</p>	<p><b>A</b> ED E I</p>

**\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold**

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Complementary and demand responsive public transport services</b> A range of transport services for communities without ready access to the hourly network and for elderly and mobility impaired people using dial-a-ride and local community transport, including minibuses and social car schemes and shared taxi-bus services, many of which link into the hourly bus network (see Plan 7).</p>	<p>Full countywide coverage of services for mobility impaired people now achieved, with over 1,700 journeys per week being made on these, an increase of 16% from 2002/03. Improved services for communities not on the hourly services network, with 37 now having demand responsive services and many others served by other bus routes.</p>	<p><b>A</b> I</p>
<p><b>Public transport information, including star trak</b> The provision of up to date and real time (star trak) bus information to support local bus services, including the hourly network, and regional and national bus service information services.</p>	<p>Instrumental as chair of the East Midlands Traveline Authorities through the PTI 2000 project in introducing the high quality regional Traveline telephone and web based bus information service and the databases for the national Transport Direct information service. More locally, together with local partners, we now provide comprehensive local bus information, including star trak real time information (which was launched in 2000): in Leicestershire there are now 24 routes with star trak information; about 80 buses fitted with star trak; about 120 star trak bus stops; about 500 star text plates at bus stops. Amongst many publicity initiatives is an hourly network bus map in the style of the London Underground map.</p>	<p><b>A</b> ED E I</p>
<p><b>Transport to health partnership</b> A partnership project funded by the County Council and the Countryside Agency through the East and West Leicestershire Rural Transport Partnerships to deliver community transport to hospital and doctors' surgeries for rurally isolated and mobility impaired people.</p>	<p>About 200 volunteer drivers in the pilot areas available to use their own cars to offer this service, with partnership working with the University Hospitals Leicester Trust, leading to improved transport booking arrangements for patients and on site parking for volunteer drivers at acute hospital sites. Since its launch in October 2003, about 3,000 trips have been made to the hospitals and 2,500 to doctors' surgeries. Research carried out to evaluate the project as a prelude to rolling it out countywide.</p>	<p><b>A</b> H I</p>
<p><b>Cycling and walking</b></p>		
<p><b>Central Leicestershire cycle network</b> In partnership with the City Council, further enhancement of the Central Leicestershire cycle network including additional cycle tracks, on-road cycle lanes, toucan crossings and comprehensive signing (see Plan 5).</p>	<p>A significantly enhanced cycle network, with a further 49kms of cycle tracks, cycle lanes and cycle-friendly traffic calmed roads and 15 more Toucan crossings. This has helped reverse the decline in cycle use in Leicestershire, with examples of significant cycle growth during LTP1 including an average of 6% a year growth on Soar Valley Way and 5% a year on Great Central Way at Blaby.</p>	<p><b>A</b> H S I</p>

\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Bosworth Trail, Coalville</b> In partnership with other service providers, a recently opened traffic-free route for cyclists, pedestrians and people with disabilities in Coalville.</p>	<p>3km high quality signed route linking the town centre, a large industrial estate, an edge of town retail park, a newly opened college of further education, a medical centre, the local job centre and Snibston Discovery Park tourist attraction. Made possible by the construction of a new pedestrian / cycle bridge at Phoenix Green over a railway line, overcoming the last major obstacle on Route 52 of the National Cycle Network between Stratford-upon-Avon and Derby. Also demonstrates our partnership working to make LTP funds go further, with only £232,000 of the £785,000 cost being met from LTP funds. The remainder came from the Leicester Shire Economic Partnership, Sustrans, the district council and several environmental charities.</p>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>
<p><b>Countywide cycle network enhancements and promotion</b> The provision and promotion of well signposted off-road cycle tracks, on-road cycle lanes, road crossings and cycle parking facilities in partnership with local service providers and developers.</p>	<p>An additional 110km throughout the county (49km in the Leicestershire LTP area) of cycle tracks, cycle lanes and traffic calmed cycle friendly routes (more than doubled in the LTP period) and 20 new Toucan crossings has helped reverse the decline in cycling in the county. New or improved cycle parking facilities at 67 locations throughout the county including almost all our libraries. Active marketing of the network including the branding of all routes with a distinctive style of signing of route name, and the production of utility and leisure cycling maps.</p> <p>Close liaison with developers and other partners, and cycle audits of new developments, has resulted in additional funding of about £2 million which has more than doubled the value of cycling facilities provided during LTP1.</p>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>
<p><b>Working with Sustrans</b> Our close partnership work with Sustrans to achieve our common aims and those of Cycling England.</p>	<p>During LTP1 we have received over £706,000 from Sustrans through competitions and challenges, particularly their Links to Schools project which started in 2004/05 and for which we received the highest award nationally. Typical jointly funded projects with Sustrans and other local partners include:</p> <ul style="list-style-type: none"> <li>• An extensive cycling scheme on routes between Wreake Valley College, Syston, East Goscote and Queniborough which also provided 90 cycle parking spaces at the college (which previously had a policy of no cycling to school). Within 6 months these were fully utilised and are now to be increased with grants received through their newly adopted school travel plan</li> <li>• The Millennium Mile project in Market Harborough which has resulted in 12% more pupils cycling to Welland Park College.</li> </ul> <p>Sustrans have given us an award as the best authority nationally in “delivering the network swiftly and imaginatively, across disciplines and departments.”</p>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>

\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Cycle training</b> Provision of training to primary school children to increase skills, confidence and understanding of the road environment.</p>	<p>An increase in the number of year 6 (10/11 year old) pupils receiving cycle training from 52% in 2001/02 to 60% in 2005/06. This will give them more confidence to cycle and has contributed to a 60% reduction in child casualties from the 1994-98 average.</p>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>
<p><b>Pedestrian improvements</b> New and improved footways, pedestrian crossings and refuges.</p>	<p>A substantial increase in the length of footway and facilities to help pedestrians with, in the Leicestershire LTP area alone, 60 new signalised crossings (either new crossings or pedestrian phase added to existing signalised junctions) and over 300 new dropped kerbs, non-signalised crossings or pedestrian refuges. Examples of the impact of these include a 60% increase in pedestrian movements in the peak periods at a new crossing on Nottingham Road, Melton Mowbray and 85% of residents, and local users saying that a new and improved footpath adjoining Hood Park in Ashby has significantly enhanced the area.</p>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>
<p><b>Facilities for people with disabilities</b> A range of improvements to buses and highway infrastructure to aid the movement of elderly people and those with disabilities.</p>	<p>A significant improvement in accessibility for people with disabilities with:</p> <ul style="list-style-type: none"> <li>• A 17% increase in the number of signalised pedestrian crossings with full facilities for disabled people, increasing from 84% in 2001/02 to 98% in 2005/06</li> <li>• Over 200 more bus stops with raised kerbs</li> <li>• Doubling to 50% the number of low floor buses</li> <li>• About 250 new advisory disabled parking spaces.</li> </ul>	<p><b>A</b> <b>I</b></p>
<p><b>Network management</b></p>		
<p><b>Lorry Route Network</b> A well signposted and comprehensive countywide network of approved lorry routes supported by area-wide 7.5 tonne weight restrictions and appropriate signing to aid the sustainable movement of heavy goods vehicles (HGVs) (see Figure 2.10 and Plan 3 for further details)</p>	<p>Plan 3 shows the lorry route network and area wide lorry controls. The network has transformed the efficient movement of heavy goods vehicles in the county, significantly reducing their impact on many communities including:</p> <ul style="list-style-type: none"> <li>• Queniborough – 96% reduction in HGVs from 350 per day to 15</li> <li>• Breedon-on-the-Hill – 82% reduction in HGVs from 240 per day to 43</li> <li>• Measham – 78% reduction in HGVs from 585 per day to 126</li> <li>• Botcheston – 75% reduction in HGVs from 179 per day to 45</li> <li>• Woodhouse Eaves – 70% reduction in HGVs from 225 per day to 67</li> <li>• Newtown Linford – 45% reduction in HGVs from 42 per day to 23</li> </ul>	<p><b>ED</b> <b>H</b> <b>E</b> <b>I</b></p>
<p><b>Partnership with Highways Agency</b> We are centrally located in the country with significant</p>	<p>We have established a local communities' forum to explain and discuss M1 widening proposals and help ensure they benefit Leicestershire people.</p>	<p><b>ED</b></p>

\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
lengths of motorway and trunk road. In addition to our formal road safety partnership, we work closely with the Highways Agency to ensure that their network in Leicestershire operates effectively.	In addition to the smaller scale road safety schemes, our encouragement and support has helped the Highways Agency to deliver improvements to the A46/A607 'Hobby Horse' junction and M1 junction 21 (under construction). These were two of the most heavily congested junctions on the strategic road network in the region, and the former has resulted in the complete removal of congestion and the removal of 'rat-running' traffic through Syston, with reductions in traffic of more than 50% in the peak period.	<b>S</b> <b>E</b> <b>I</b>
<b>Traffic Calming</b> Schemes to reduce traffic speeds and the impact of traffic in local communities, using a wide range of measures including chicanes, speed tables and cushions, refuges, gateway treatments and vehicle activated signs.	Over 60 communities (see Plan 4) have benefited from significant measures to reduce the impact of traffic. Our programme of work has resulted in speed reduction in some cases in excess of 30%, for example in Kilby and Heather, and has generally resulted in reductions of at least 25%. Overall we estimate the programme has contributed to a reduction of about 59 casualties per year.	<b>H</b> <b>S</b> <b>E</b>
<b>Road safety</b>		
<b>Local Safety Schemes</b> A programme of schemes carried out primarily to reduce road casualties comprising a range of measures including warning signs and road markings, improved skid resistant surfaces, new or improved junctions, comprehensive route treatments and vehicle activated signs.	We have carried out about 100 such schemes, which have saved (or we estimate will save) over 90 personal injury accidents per year in the LTP area. This has contributed significantly to the overall fall in casualties during LTP1.	<b>S</b> <b>I</b>

\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Road safety education, training and publicity</b> A wide range of education, training and publicity campaigns targeting children, young people and adults to influence driver behaviour and train young children in key road safety skills (see Chapter 4 and LTP2 paragraphs 6.62-6.78 and 6.85-6.86 for further details).</p>	<p>Five full time officers managing a County Council revenue budget of about £200,000 and an additional £100,000 of sponsorship, match funding and income. Our programme has achievements including:</p> <ul style="list-style-type: none"> <li>• An increase of 8% in the number of schools provided with our road safety services from 77% in 2001/02 to 83% in 2005/06</li> <li>• An increase of 15% in Year 6 (10/11 year old) pupils receiving cycle training from 52% in 2001/02 to 60% in 2005/06</li> <li>• 170 primary schools with Junior Road Safety Officers using our resources, including a well used website, to spread road safety messages throughout the school</li> <li>• 'First Steps' pedestrian training to nearly 5,000 primary school children during LTP1</li> <li>• A 62% reduction (3 year rolling average) in the number of child pedestrian and cyclists killed or seriously injured casualties from the 1994-98 average</li> <li>• About 1,000 drivers, who would otherwise have been prosecuted for driving without due care and attention, receiving a driver improvement course</li> <li>• About 150 drivers a year receiving SAGE (Safer driving with AGE) assessments each year</li> <li>• Approximately 200 courses in schools for pre-drivers</li> <li>• 40 road safety campaigns in 2006 (an increase of 25% on previous years).</li> </ul>	<p><b>S</b> <b>I</b></p>
<p><b>Safety camera scheme</b> The Leicester, Leicestershire and Rutland Road Safety Partnership scheme employing speed and red light cameras to help enforce speed limits and compliance with traffic signals at accident sites, and to influence driver behaviour to improve road safety throughout the county.</p>	<p>Over 50 safety camera sites enforcing speed limits. These have achieved a local reduction of 33% in casualty accidents and 71% in killed and seriously injured casualties. A further reduction in speed of 10% at less well performing sites has been achieved with the introduction of supplementary vehicle activated signs to improve performance. As a result of the positive publicity we have received, a noticeable change in overall compliance with speed limits generally on county roads has contributed to our general success in reducing road casualties.</p>	<p><b>S</b> <b>E</b> <b>I</b></p>
<p><b>Speed Awareness Workshops</b> We are one of only a few authorities to run speed awareness courses. These started in 2004 and are used as an alternative to prosecution for drivers caught speeding at lower thresholds by safety cameras.</p>	<p>Over 12,000 drivers have now attended these courses, intended to change driver behaviour with respect to inappropriate speed. Instead of drivers paying fines and receiving penalty points, they pay the equivalent of the fine to cover the costs of the course. Surplus funds, amounting to over £100,000 during LTP1, have enabled support to be given to a safety centre for primary school children; joint funded by the police, health authority, fire and rescue, City and County Councils, and designed to aid our joint community safety objectives.</p>	<p><b>S</b> <b>I</b></p>

**\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold**

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Vehicle activated signs</b> These are signs which display a simple message relating to road condition (e.g. presence of bend, junction, speed limit) to those drivers exceeding a set speed.</p>	<p>We have introduced 120 of these signs during LTP1, primarily at, or on the approach to, accident sites. Whilst it is too soon to have robust data from the sites already put in place, we have achieved an average 10% reduction in speed and, where data is available, have seen a substantially greater saving than the one third reduction in casualties shown in a national study. Through Castle Donington (our first site) casualties fell from 10 to 1 over a 5 year period. Our recent innovatory use of these signs at Shoby bends on the A6006 has attracted national attention.</p>	<p><b>S</b> <b>E</b> <b>I</b></p>
<p><b>Safer routes to school</b> A range of small safety improvements to encourage walking and cycling to school, including short lengths of new footways, pedestrian crossings and refuges, cycle facilities, traffic calming and 20mph zones outside schools (see Plan 8).</p>	<p>Almost 100 schools have benefited from this programme, which is now focussed on support for schools implementing school travel plans.</p>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>
<p><b>Travel management</b></p>		
<p><b>School travel plans</b> Four County Council officers, through a wide range of mechanisms and initiatives, encourage and support schools to develop travel plans to reduce the number of car journeys to schools and encourage healthier lifestyles in the young (see Plan 8) and LTP2 paragraphs 4.32-4.48 for further details).</p>	<p>117 schools (38.5% of the total) which, through the development and writing of their own individual plans, have committed themselves to formally adopted travel plans. Benefits so far achieved include:</p> <ul style="list-style-type: none"> <li>• An average of 8% more pupils walking to school where a travel plan has been developed and adopted</li> <li>• Over 20 Walking Buses</li> <li>• 14 'Star Walker' schemes, with examples of 24% more pupils walking to school at St Peter and St Paul's CE primary school in Syston; 41% more pupils walking to school at Great Bowden CE primary school</li> <li>• 1,600 pupils going to school by special local buses in addition to the 16,500 who are entitled to travel this way</li> <li>• 5 recently acquired high quality 70 seater single deck yellow school buses, run by the County Council and replacing older contract double deck contract buses; primarily aimed at improving pupil behaviour and raising the quality and profile of bus journeys to school.</li> </ul>	<p><b>A</b> <b>H</b> <b>S</b> <b>E</b> <b>I</b></p>

**\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold**

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Workplace travel plans</b> Support and encouragement for major employers to develop travel plans to reduce car commuting on the journey to work.</p>	<p>28 major workplaces (&gt;250 people) have developed and adopted workplace travel plans. The County Hall travel plan, adopted in 2003, now has 210 actively registered employees on its car sharing register utilising 40 reserved car share parking spaces, with a near doubling of regular cycle users from 4% to 7% of employees and over 20% of employees cycling to work at least occasionally.</p>	<p><b>A</b> ED H S <b>E</b> I</p>
<p><b>Car parking</b> In partnership with our district councils, we have sought to manage public and on street car parking to encourage short stay parking in preference to long stay commuter parking and to work towards the effective enforcement of on street parking.</p>	<p>We exceeded our local target to reduce the number of public free long stay parking spaces for commuting by car into the six main town centres by 15%, and achieved a reduction from 2,244 spaces in 2001/02 to 1,911 in 2003/04. We have now agreed with district council partners to introduce countywide decriminalised parking enforcement in summer 2007.</p>	<p>H <b>E</b> I</p>
<p><b>Community safety lighting</b> Improved lighting at locations identified and prioritised by district community safety partnerships to reduce crime and the fear of crime, and to alleviate the fear of walking at night.</p>	<p>93 community safety lighting schemes carried out with some examples of significant reductions in recorded crime, including a 50% reduction with a scheme in Melton Mowbray and an even greater reduction with a scheme in Earl Shilton.</p>	<p>A <b>S</b> I</p>
<p><b>Town centres</b></p>		
<p><b>Ashby-de-la-Zouch Bypass</b> A single carriageway bypass of the historic market town of Ashby-de-la-Zouch. (See Appendix D)</p>	<p>32% reduction in traffic and 81% reduction in heavy goods vehicles on the old A511 through the town centre. Much improved environment in the town centre with a reduction of 17 % in personal injury accidents. 9% increase in bus passengers in first year. Programme of complementary town centre improvements now in progress.</p>	<p>A ED H S <b>E</b> I</p>

\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Hinckley –Town Centre Improvement</b> A £1.5 million scheme to provide a pedestrian preference area in and around Regent Street, an important but previously run-down shopping street in Hinckley Town Centre. (See Appendix D)</p>	<p>85% reduction in traffic; halving of traffic speeds; no personal injury accidents on Regent Street since scheme completed in 2003; 67% reduction in personal injury accidents in Regent Street and the alternative improved route combined, and a 40% increase in the space available for local amenity use.</p>	<p><b>A</b> <b>ED</b> H S E I</p>
<p><b>Loughborough – Biggin Street</b> £0.5 million partnership funding scheme to extend and enhance the pedestrianised areas in Biggin Street and the immediate surrounding area adjacent to the Market Place and High Street in Loughborough.</p>	<p>Removal of through traffic and creation of high quality pedestrian area. Too early as yet to judge other outcomes.</p>	<p>A ED H S E I</p>
<p><b>Land use planning</b></p>		
<p><b>Highways, transportation and development (Htd)</b> A new, web-based, design guide for residential, employment and commercial developments (see figure 2.12). A comprehensive guide to developers and local planning authorities which underpins our drive for sustainable new development with a more flexible approach to design to promote high quality developments that reflect the local environment.</p>	<p>It has been much welcomed locally, is being used under licence by a number of neighbouring authorities and has been accepted nationally as an example of best practice.</p>	<p>A <b>ED</b> H S E I</p>
<p><b>Epinal Way Extension</b> Links Epinal Way in Loughborough with the end of the A6 Quorn-Mountsorrel bypass, producing a high quality route into the town. Cost £5.6m and funded entirely by the developers of two south Loughborough housing estates totalling 1,000 houses (see Appendix D)</p>	<p>The link was essential to serve the new housing development but at the same time provide a better route for much of the traffic entering Loughborough, giving the opportunity for improved walking, cycling and public transport facilities on the more densely developed A6 route into the town.</p>	<p><b>ED</b> S E I</p>

**\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold**

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Description	Main outcomes	LTP* Objectives
<p><b>Birstall park and ride</b> A 500 space park and ride site, with associated bus priorities, to be funded entirely by the developer of a large new housing development in Birstall just south of the A46 Leicester Western bypass.</p>	<p>Accommodating the extra traffic from the development would have been extremely difficult, but the park and ride will attract passing cars off the main A6 corridor into Leicester and so more than compensate for traffic from the development. The development will also contribute substantially to public transport, and provide walking and cycling facilities, so that traffic generation is minimised. Completion of the park and ride must, under the planning condition, coincide with completion of the 400th house.</p>	<p><b>A</b> <b>E</b> <b>D</b> <b>E</b> <b>I</b></p>
<p><b>Carriageway, footway and bridge maintenance and strengthening</b> Strengthening and surface treatments of carriageways and footways to maintain the asset in the most cost-effective way, to provide for the efficient movement of all road traffic and to encourage walking and cycling.</p>	<p>Maintenance works on 391km of carriageway (including 253km noise reducing surfacing) and 180km of footway. Strengthened 13 structures to carry 40 tonne lorries and carried out maintenance works on a further 239 structures.</p> <p>Substantial progress in reducing the backlog of work required and reducing the adverse impact of unnecessary repairs by:</p> <ul style="list-style-type: none"> <li>• Reducing the length of principal road carriageway needing strengthening from over 20% in 2001/02 to under 10% in 2005/06</li> <li>• Reducing the % of bridges below intended carrying capacity from 3.4% in 2001/02 to 0.6% in 2005/06</li> <li>• Reducing the days / km of traffic controls or closure of traffic sensitive roads by 70%, from 1.0 in 2001/02 to 0.3 in 2005/06.</li> </ul> <p>Achieving the benchmarks laid out by DfT in the delivery report guidance for well maintained highway infrastructure for all categories of road and footways.</p>	<p><b>A</b> <b>E</b> <b>D</b> <b>S</b> <b>E</b> <b>I</b></p>
<p><b>Recycling</b> An extensive recycling programme which was developed to provide an environmentally sustainable solution to re-using materials when delivering our maintenance and improvement programmes. A linked programme of surface dressing and slurry sealing to minimise more environmentally damaging and more costly resurfacing work. (See Figure 2.11)</p>	<p>Each year our programme includes recycling of:</p> <ul style="list-style-type: none"> <li>• 25,000 tonnes of footway and carriageway non-contaminated materials</li> <li>• 3,000 tonnes of topsoil</li> <li>• On site bituminous materials using a machine developed in partnership with Mineral Recycling Co. Ltd</li> <li>• 2.7 million litres of wastewater, collected from the county's 115,000 road gullies, at our water recycling facility (Living Water)</li> <li>• 9,000 tonnes of surface dressing chippings</li> <li>• 200 tonnes of scrap metal</li> <li>• 23,000 street lighting bulbs</li> <li>• 1,000 tonnes of wood chip</li> <li>• All waste products from the vehicle maintenance workshops are streamed for recycling, including waste oil, batteries and oil filters.</li> </ul>	<p><b>I</b></p>

\*Key to LTP objectives – The main objective of each scheme or measures is highlighted in bold

Accessibility	Economic Development	Health	Safety	Environment	Integration
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Figure 2.9

### Transforming Rural Accessibility – Leicestershire’s Hourly Bus Network

Our transformation of the Leicestershire bus network has been brought about over the last three years in an approach designed to link very high accessibility with stable subsidy costs. The strategy, already featured in the National Audit Office’s report on the Bus Delivery Chain, is producing impressive results.

#### The policy challenge

Back in 2001, we faced declining patronage on our contract services, coupled with continuing reductions in the network of commercially-run bus routes, together causing a rapidly increasing demand for subsidy. We did not want to reduce bus service levels – policy was pointing us towards increases not decreases – but we could not afford ever greater subsidy.

The positive response to this problem was to make our services attractive enough to produce a significant and continuing increase in passenger numbers, thereby holding down subsidy costs. To do so we needed to use the same style of operation that the commercial bus companies now use, but ensuring at the same time that the ensuing network properly met the access needs we had defined. This meant a network of comprehensive services operating throughout the day on routes within the urban areas, between towns, and into Leicester. We defined hourly frequency as the minimum, because this gives excellent access opportunities without excessive cost, and we set out to achieve ease of use and understanding coupled to high operating standards. A trial with enhanced inter-urban hourly services, funded by Rural Bus Challenge, was already showing large patronage increases and encouraged us in taking the final decision to go ahead with an initiative which would complement our work in the Quality Bus Partnerships and in community transport for the most rural areas.

#### The improvement package

We planned for a sensible limit of 95% coverage by hourly services and estimated that continuing patronage increases would allow us to sustain this without real-terms subsidy increases. But it would only work if the product – both commercial and contract services - was saleable. We needed to introduce the new services in a phased programme across the county, looking for high quality with the operators fully engaged in delivering required standards. Coupled with this, we needed to work in partnership with the bus companies on better passenger information and improvements to bus stops and shelters, designed to help strengthen both commercial and contract routes.

We reached the 95% target in November 2004, and are still improving infrastructure, information and promotion. We have a network of 72 routes, 24 of these operated under contract to ourselves, using 188 buses, 50% of these low-floor. So far we have improved 940 bus stops, including raised kerbs, 82 new bus shelters, and star trak real-time information on key routes. A joint information strategy includes network plans, area guides and route leaflets as well as greatly improved telephone and internet information through Traveline.

#### The results

Patronage across the hourly network increased 6% between 2004/05 and 2005/06, compared to the nationwide trend of decline. Council contract services performed even better, showing an 8% increase in the same period up to 1.90m passengers a year. The equivalent figure for 2002 was 1.62m passengers. Individual route increases have been higher still.

Passenger attitudes to the new services are also highly encouraging. We survey our customers on contract services every year, and overall satisfaction (satisfied and very satisfied) has been consistently around 75%.

The large increase in passengers has brought subsidy under control. With stable patronage, the subsidy required for the hourly network would have increased 4.6% between 2004/05 and 2005/06. As it is, subsidy has actually reduced by 2.4%.

Last and by no means least, we have achieved the initial policy objective, of producing a substantial improvement in accessibility for bus users, with:

- 95% access overall to an hourly service (up from 89% in 2001/02)
- 76% access for those in rural areas (up from 55% in 2001/02)
- Close to 100% scores for those in the county’s most deprived wards against the Department for Transport’s access time standards to key facilities.

#### Next steps

If we are to build on this we need a stable network, further improvements in stops and terminals, continued work to drive up operational standards, and continued investment in passenger information and marketing. Partnership with the bus operators is key – only a third of the hourly network is directly under our control – but their objectives closely match with ours and we believe continued success is available for the taking.

**Figure 2.10**

**Lorry Route Network**

During LTP1 we completed the first project in the country aimed at providing a comprehensive countywide network of approved lorry routes to aid the efficient movement of heavy goods vehicles and to improve the environment for residents by making sure lorries travel on suitable roads.

**The policy challenge**

We have many stone quarries, major distribution centres making use of our central location and good transport links, and a thriving economy depending heavily on goods transport. But all this was putting heavy pressure on the road system, with increasing lorry movements using the county's predominantly rural network to access the motorway and Trunk Road Network. This caused substantial environmental and social damage to the communities affected, as well as extensive damage to the roads themselves. The problem was further compounded by the fact that at the time there was a backlog of maintenance work required, as well as a decrease in maintenance spending.

**The improvement package**

Public pressure for action to alleviate the situation grew in the early 1990s. We reviewed the situation, then responded with a strategy designed to minimise the damage caused by HGVs without undermining the efficient transport links on which our economy depends. The new network of lorry routes was to be backed up by area wide 7.5 tonne weight restrictions with a full programme of road reclassification and direction signing.

Introducing the network would inevitably take a substantial time so we surveyed HGV movements and prioritised on that basis, recognising also that in a few areas of the county the number of HGV through movements did not justify area wide controls. Plan 3 shows how we progressed this work to completion through the period of LTP1. To enhance the impact of the network we also incorporate stringent HGV routing agreements in new planning permissions for businesses that generate significant HGV traffic.

The project is widely regarded as a great success. We continue to give advice to a number of other local authorities, and our work was recognised as best practice by the Government's Rural White Paper. In partnership with the Royal Town Planning Institute, we won the Silver Jubilee Cup for National Planning Achievement in 2001/02. We have also recently been asked to take part in a national television programme featuring our work in this area.

**The key outcomes**

We have removed through movements from many minor roads throughout the County and directed this traffic onto more suitable routes, giving a very significant environmental improvement for many rural communities and a safer environment for pedestrians, horse riders and cyclists. We have also reduced damage to many minor roads and reduced highway maintenance costs. Other benefits include a decline in the number of HGV accidents and reduced HGV mileage because better signing is helping better route planning.

Diverting HGV traffic onto more suitable routes has allowed the introduction of traffic calming measures in a number of communities where this would not have been possible when there was a high HGV flow. Amongst many communities which have benefited, Queniborough, Breedon on the Hill, Measham, Botcheston and Woodhouse Eaves have all had a reduction of greater than 70% in HGVs, with Queniborough reducing by 96% from 350 a day before the scheme to 15 afterwards.

We also have the continuing support of the Road Haulage Association and the Freight Transport Association and have received many encouraging comments from individual HGV operators.

**The Way Forward**

We will adjust the network as necessary to meet changing local circumstances. We have monitored compliance in-house so far, and found it generally very good, but this year we have agreed with the police that they will take over that responsibility, using enhanced number plate recognition equipment. This will further reinforce the benefits of the network.

Figure 2.11

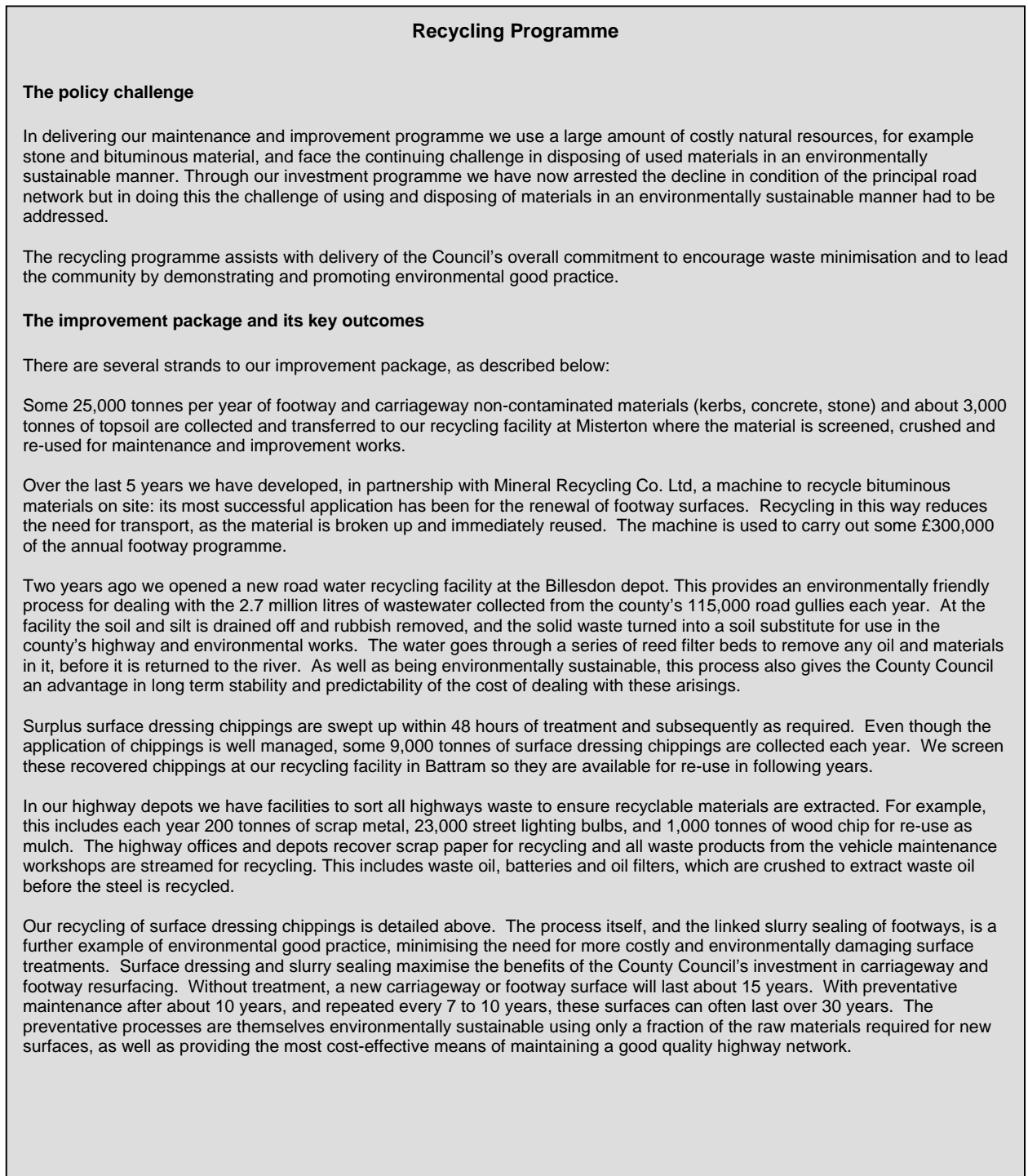


Figure 2.12

**Highways, transportation and development**

**The project**

'Highways, transportation and development' (Htd) is our design guide for new residential, employment and commercial developments. It replaced our previous design guide which was published in 1990. Since then there have been many policy developments, including an increased emphasis on sustainable transport, initiatives to design out crime, the Disability Discrimination Act and the introduction of Local Transport Plans. To respond properly to these, we decided to replace the document.

Htd was developed following extensive consultation with planning authorities, emergency services, groups representing people with disabilities, developers, industry and others, with much emphasis given to a special survey of more than 2500 Leicestershire households. We also worked with our regional colleagues to learn from areas of good practice, for example on transport assessments. Key improvements in Htd include:

- A 'Highways Development Control' policy, integrating our LTP objectives into the development control process
- Incorporating the sustainability and social inclusion agendas of walking, cycling and public transport at its heart. There is guidance on locating developments and providing high quality links to local facilities, e.g. schools, shops, etc, on foot, by bike and by bus
- A strong emphasis on designing out crime
- Taking full account of the needs of people with disabilities
- A more flexible approach to design and use of materials, promoting high quality developments that reflect the local environment.

**The key outcomes**

The document is published as a web-only guide, for easy access and updating, and has helped us move forward in improving development's contribution to effective transport, for example:

- We now secure travel packs for many new residential developments, including free bus passes, timetable information and maps of local cycle and walking routes
- Innovative developments, such as at Hallam Fields at Birstall, have been delivered through partnership working between the developer, planning authority and ourselves
- A new-build 'home zone' of nearly 300 houses (believed to be one of the country's largest) at Coventry Road, Hinckley has been secured
- Success at inquiries – inspectors have accorded Htd significant weight, so we have been able to resist developments that are hazardous to road safety and which could undermine our casualty reduction successes.

Our commuted sums policy has informed the County Surveyors' Society's approach to this issue and we are now involved with the development of the national Manual for Streets. We have also shared our good practice in a number of areas, for example on commuted sums. As can be seen in LTP2 (page F22) we have also participated in several national projects in recognition of the expertise we have gained in research and development of policies.

**Financial implications**

Htd underpins our successes in securing considerable developer contributions, with £5 million of works and measures either built or secured in 2005/06 alone. As an example, the infrastructure for Hallam Fields at Birstall is worth around £4 million, with works to be phased over the development period including a park and ride, complementary bus corridor improvements on the A6 and new pedestrian and cycle crossings.

Our commuted sums policy will enable us to cover the future maintenance costs of non-standard materials without placing additional burdens on our maintenance budget or on council tax bills. We have collected £155,000 for 2005/06, and expect this amount to increase significantly in future years as more innovative designs come forward.

## Contribution to wider objectives

### Regional and sub-regional objectives

2.53 In addition to the County Council's own wider objectives, a number of our key achievements in Figure 2.8 have also made a contribution to important regional and sub-regional objectives, particularly those relating to housing and economic development contained in the Regional Spatial Strategy (RSS8) and the Regional Economic Strategy "Towards 2010".

2.54 The Regional Economic Strategy explains the challenges facing transport and the importance of transport provision to attract and retain investment, drive and support economic growth, and provide individuals and communities with the necessary access to employment and training opportunities that will enable them to participate in the economy. It highlights the challenges for rural areas and that for them to remain competitive **"adequate transport provision, particularly by road-based public transport is crucial to sustain rural communities in the economy"**. To address this challenge, and to enhance public transport in urban areas, one of its six key transport activities is to **"secure public transport improvements in rural areas, and public transport interchange systems in urban areas to reduce transport poverty through Local Transport Plans"**. The transformation in rural transport accessibility, with the completion of our hourly network and the eight improved interchanges in our urban areas, has made a significant contribution to this key regional activity, and the increase in passengers of 6% on the hourly bus network between 2004/05 and 2005/06 clearly demonstrates its benefits. These will be built on over the next five years with increased marketing and quality improvements as set out in our Bus Strategy (LTP2 Appendix G).

2.55 The Regional Economic Strategy also highlights the importance of Nottingham East Midlands Airport (NEMA) to economic growth in the region, and another of its key activities is to **"secure the necessary surface access improvements to serve the forecast growth at East Midlands airport."** Our partnership with emda and other regional partners resulting in over £1.3 million of funds to pump prime a range of new bus services to NEMA will provide a firm foundation for the achievement of this key activity of the Regional Economic Strategy.

2.56 The Regional Spatial Strategy contains a number of regional and sub-regional policies which are framed to deliver its core objectives. Those of relevance to Leicestershire are shown in Figure 2.13, together with examples of how LTP1 has helped to deliver those policy aims. Appendix F provides further details of how our key achievements contribute to wider policy areas.

### More detailed assessment of two wider policy objectives of the County Council

2.57 This section demonstrates the role of transport in the wider context of key policies from our Community Strategy, highlighting our work in developing effective partnerships between different services and external stakeholders. The section also illustrates the importance that we place on the contribution transport makes to meeting our wider priorities.

2.58 Development of LTP2 has reflected the pursuit of wider objectives within the Community Strategy and other key local supporting policy documents including the Medium Term Corporate Strategy and Local Area Agreement. Such work involves joint working across the Council and with the district councils and Leicester City Council. These linkages are described in Chapter 2 of LTP2.

Figure 2.13

<b>Policy Four</b>	<b>Promoting better design in new developments</b>
	Our document Highways, transportation and development (Htd) <a href="http://www.leics.gov.uk/htd">www.leics.gov.uk/htd</a> sets a new standard for quality of design to respect local character, facilitates higher density housing and sets out a high standard of provision for access to local facilities on foot, by bicycle and on public transport to benefit the quality of life of local people.
<b>Policy Five</b>	<b>Concentrating developments in urban areas</b>
	Our strategy has been designed for full compatibility with this policy, aiming to make public transport, cycling and walking more attractive options for those in urban areas, as well as tackling urban problems of congestion, pollution and safety. Our guide, Highways, transportation and development, is aimed to help facilitate such development and has resulted in integrated schemes such as that at Hallam Fields in Birstall with its £4m contribution to transport infrastructure.
<b>Policy Six</b>	<b>Regional priorities for development in rural areas</b>
	The hourly bus network has transformed the provision of public transport access in our rural areas and, with our improvements to community transport and special transport for people with mobility impairments, has gone a long way to provide improved access. Many of our road safety and traffic calming schemes have also helped to improve the 'liveability' of rural centres and so make them more attractive, and our improvements to the standard of our roads have made travelling in and between the rural areas more reliable and more comfortable. The county towns play a major role in helping to sustain the rural hinterlands surrounding them, and our substantial investment in schemes such as the Ashby Bypass, the Hinckley Town Centre improvement and the Biggin Street improvement in Loughborough will all have helped them to play that role more effectively.

Figure 2.14 below gives a very brief summary of the above:

<b>Regional economic strategy</b>	
<b>Key activity</b>	<b>LTP contribution</b>
Public transport improvements to help sustain rural communities	The hourly bus network, complementary community transport services
Surface access improvements to serve growth at NEMA	Kickstart and emda funding secured and improved services introduced
Public transport interchange in urban areas	Eight improved interchanges
<b>Regional spatial strategy</b>	
<b>Policy</b>	<b>LTP contribution</b>
Promote better design in new developments	Htd design guide
Concentrate developments in urban areas	Strategy for promoting alternatives to the car; other safety and environmental schemes, Htd design guide resulting in new developments such as Hallam Fields
Regional priorities for development in rural areas	Hourly bus network, complementary community transport, transport for disabled people, traffic calming and town centre improvement schemes
Regional priorities for town centres	Ashby Bypass Hinckley Town Centre Improvement

2.59 We have chosen to report on the following two Community Strategy guiding principles:

**Equality** - promoting social inclusion and ensuring that all sections of the community have the chance to contribute to, and benefit from, our work as effective members of a truly democratic society. We will work to reduce disadvantages and inequalities of opportunity and promote diversity in terms of the people we serve, the staff we employ, the partners we work with and the services we deliver.

**Sustainability** - basing actions upon identifiable community needs, and ensuring that they enhance the quality of life of the residents of Leicestershire now, whilst taking account of the needs of future generations. This will be achieved by considering the impact of local action on the wider world and other social, economic and environmental policies.

2.60 LTP1 was developed alongside the Structure Plan, which sets out the broad planning strategy for Leicestershire, Leicester and Rutland in terms particularly of policies on the amount and general location of land for new homes, businesses, shops and leisure facilities. It also sets out policies to protect and enhance the environment and to improve transport networks. Equality and sustainability are key principles of this, and are also two of the three structural themes within the Regional Economic Strategy.

### Equality

2.61 As demonstrated in national reports such as “Making the Connections” from the Social Exclusion Unit and “Tackling Rural Disadvantage” from the Commission for Rural Communities, improving accessibility is important in helping to:

- Support economic regeneration
- Facilitate the transition from welfare to work
- Reduce health inequalities
- Improve participation and attendance in education.

2.62 The reports also identified the importance of addressing rural ‘access poverty’, that is to improve rural people’s access to transport, as one of three critical factors for rural people to escape disadvantage. Within Leicestershire the part that transport can play to address social inclusion is very important. Recent research carried out by Leicester Shire Intelligence has also identified that the 13% of households in rural areas who do not own a car will experience far greater isolation than their urban counterparts.

2.63 A number of measures included in the LTP1 strategy contribute to improving equality, in particular those for:

- Bus and community transport
- Barriers to movement for disabled people
- Pedestrians and cyclists
- Land use planning
- Accessibility strategy (this as an explicit strand was developed at the end of the LTP1 period).

## **Sustainability**

2.64 The LTP1 strategy aimed to improve quality of life within Leicestershire in a sustainable way through a number of measures including:

- Land use planning
- Reducing the impact of traffic
- Parking management
- Town centre management
- Freight
- Smarter choices
- Personal and community safety
- Air quality
- Noise.

2.65 Figures 2.15 and 2.16 illustrate how the LTP1 strategies listed above have contributed to securing effective action on both equality and sustainability over the last five years.

Figure 2.15 LTP Contribution to improving equality

Measure	Description	Summary of contribution to equality
<b>Bus and community transport</b>		
Public Transport Best Value Review	Best Value Review of public transport services to review performance and identify improvements. Carried out in 2002, it concluded that existing resources could be used in a more cost-effective way to provide an hourly daytime bus service, with complementary services for deep rural areas and disabled people.	Substantial improvement in access opportunities and helping to reduce social exclusion, as detailed further below.
Hourly bus network	Achieved target for increasing the number of households within 800m walk of an hourly or better bus service from 89% in 2001/02 to 95% in 2005/06. Achieved target for increasing by nearly 40% the number of rural households with access to an hourly or better bus service from 55% in 2001/02 to 76% in 2005/06; this compares with the Government target of a 30% increase by 2010. Close to 100% scores for those in the county's most deprived wards against DfT's new standards for access to key facilities. Overall patronage on hourly services network increased 6% between 2004/05 and 2005/06, compared to the nationwide trend of decline. Network complemented by evening and Sunday bus services for the main communities and many smaller ones.	Accessibility transformed for those who depend on bus services, including many on low incomes. Flexibility of hourly services network gives access to a wide range of facilities. Evening and Sunday services help access for shift work and leisure.
Access for smaller communities	Fully resourced services for those in smaller communities and deep rural areas. Full coverage of basic access services for other communities, including 25 demand-responsive services to 37 villages and conventional bus services to many others.	Links to essential facilities maintained and strengthened, to the benefit of those on low incomes.
Increasing patronage on contract services	Increasing patronage helps make our comprehensive network affordable for the long term. Increased patronage of 6% between 2004/05 and 2005/06 on the whole hourly services network helps to secure it for the long term. Individual contract services have achieved significantly higher figures.  Our work to improve quality standards improves journey experience and also contributes to increased patronage, with the same benefit. Passenger attitudes reflect this positive picture. Annual surveys on contract services show overall satisfaction (satisfied and very satisfied) consistently around 75%.	Strategy is designed both to provide a good journey experience for those using buses, and, through resulting increased patronage, to make those services affordable in subsidy terms over the long term. This will help to ensure that the high access we now provide for those who depend on buses can be maintained into the future.
Bus network improvements through Quality Bus Partnerships	Investment with bus company partners in main urban and inter-urban corridors as part of hourly network, resulting in higher frequencies, higher quality low-floor buses with level kerbs, star trak real-time information and improved interchange. Examples include the Leicester-Loughborough-Shepshed corridor, the Welford Road corridor in Central Leicestershire and town services in Loughborough.	All help access for those who rely on buses. Interchange improvements (see below) particularly help those making longer connectional journeys, for example to hospital appointments.

Information provision	<p>We are implementing with our partners our bus information strategy. This has brought a wide range of improvements including much better printed materials – timetables, booklets, plans and bus stop displays – the Traveline telephone and web enquiry service, and star trak real time information with star text text messaging.</p> <p>Special attention is given to simplicity and clarity of information, for example with stop-specific displays; we also make timetables available in large print and other formats, and work with voluntary sector providers to ensure information on community transport scheme is effectively disseminated to those who might benefit.</p>	All this helps overcome barriers to use of public transport and therefore allows those on low incomes to benefit more fully from the services we offer.
Partnerships	<p>We continue to develop Quality Bus Partnerships (QBPs) in order to deliver improvements in overall bus service quality, as noted above.</p> <p>We work through our two rural transport partnerships to involve local communities in identifying and defining community transport solutions to meet access needs in the deeper rural areas, and have as a result delivered many new services as noted above and below.</p>	This partnership work again helps improve the availability of services to meet important access needs for those who depend upon public transport.
New experimental services	<p>Through our rural transport partnerships we have introduced many new schemes including taxi-buses, taxi voucher schemes and village transport schemes. The Misterton with Walcote and Hallaton taxi voucher schemes were both cited as examples of best practice by the Countryside Agency.</p> <p>Our Transport to Health project is funded by the Countryside Agency and the County Council and supported by the health sector and East Midlands Ambulance Service. It delivers community transport to hospital, outpatients and doctors' surgeries for rurally isolated or mobility impaired people. Partnership working with Leicester hospitals has improved transport booking arrangements for patients together with on-site parking for volunteer drivers at acute hospital sites. Since its launch in October 2003 about 3,000 (one-way) trips have been made to the hospitals and 2,500 to doctors' surgeries. Research carried out to evaluate project has recommended expansion countywide.</p> <p>Other special services operating during LTP1 include Shepshed Community Bus, Loughborough Community Care car scheme, Measham medibus and Markfield medibus.</p>	<p>The projects are highly valued by users. Typical comments:</p> <p>"the village link bus gives us independence" ,</p> <p>"the village link gives you the opportunity to do something for yourself, rather than have other people do things for you".</p> <p>"I am totally blind, it is the only bus service that enables me to shop independently, in other words this service is invaluable"</p> <p>"I couldn't get to the doctors without this service, there's no bus."</p> <p>These comments the role of these services in improving access for people living in rural areas, and elderly and disabled people. Most service users are on low incomes.</p>
Improved interchange facilities and service coordination	By the end of LTP1 we introduced eight improved interchanges on the public transport network in town centres and at railway stations. As a result of a successful bid to emda and in partnership with Nottingham East Midlands Airport (NEMA) we have also introduced interchange facilities at the Airport. We have achieved our target for increasing the number of improved interchanges from 0 in 2000/01 to eight in 2005/06.	Improved interchange makes journeys to more remote destinations, for example hospital appointments, more easy and so particularly helps those on low incomes.
Transport for young people	We provide free transport over two miles for older primary children and to those	Our generous provision of home to school

	<p>attending denominational schools; provide assisted transport at modest charge to 16+ students over 3 miles; provide 20+ 'schools special' buses for those living within 3 miles of schools. All of these are over and above the statutory requirement.</p> <p>Continued efforts to improve quality help make the school transport attractive, and during LTP1 we introduced yellow school buses and CCTV on buses as a further step to this end.</p> <p>We support several evening bus services designed specifically around the access needs of young people, involving them in the design of the services.</p>	<p>transport particularly helps those on low incomes, for whom getting to school would otherwise be costly and difficult.</p> <p>Special evening bus services help provide independent access for young people, and again are of particular benefit to those on low incomes.</p>
Concessionary Travel	<p>Throughout LTP1 we offered countywide and cross-border half fare travel to all pensioners and disabled people, with an alternative of travel tokens for many, at a time when this was well above the standard provided in most shire areas. Additionally funded solely by the County Council at up to £1.6m a year then, from 2001/02, in 50/50 partnership with the district councils.</p>	<p>Provision well above Government's statutory minimum has allowed elderly and disabled people on low incomes much greater levels of access than otherwise. Of particular value are the generosity in offering concessions to people with a wide range of disabilities, the cross-border travel which allows access for those who depend on Leicester or towns in adjacent counties, and the tokens option (currently £33 a year) which is of particular value for those who depend on taxis.</p>
Special transport services	<p>Following our Best Value Review, we have expanded the voluntary sector community transport services we support, doubling funding to £400k a year, so that we now offer full countywide coverage. We allow half fare passes and tokens to be used on this transport.</p>	<p>People with mobility difficulties, who are often on low incomes also, now have transport for essential access needs available to them wherever they live. Availability of travel concessions improves affordability further.</p>
<b>Removing barriers to movement for disabled people</b>		
Public transport access	<p>We have expanded our bus services network, with services of at least hourly frequency within 800 metres of 95% of Leicestershire people.</p> <p>We have worked steadily to increase the number of bus stops with raised kerbs for level access, installing 225 over the LTP period. We have also invested in 82 new bus shelters to make waiting for buses more comfortable.</p> <p>We have worked with bus company partners to increase the use of low-floor buses, and specified such vehicles for a number of our contract services, with the result that 50% of the buses running our hourly services network are now of this type.</p> <p>Results from the 2006 Ipsos Mori survey indicated that 87% of users, who expressed a satisfaction rating, were satisfied with how easy buses are to get on and off.</p>	<p>Improved access to buses provided for those able to use buses but with some degree of mobility impairment.</p> <p>Waiting for and boarding the bus is made much more easy for those with mobility impairments or who find it hard to stand for any length of time.</p> <p>Low-floor buses help access for all with mobility impairments and specifically help wheelchair users.</p>

Partnership working to bring enhanced benefits	<p>We have worked in partnership with colleagues in the health, education and employment services, and with the bus companies, to ensure we deliver a co-ordinated service that meets the needs of users. Examples include:</p> <ul style="list-style-type: none"> <li>• Work of the two Rural Transport Partnerships to improve community services in deep rural areas (described above)</li> <li>• The transport to health initiative (described above), which provides much easier access to clinics and doctors' surgeries</li> <li>• Through Quality Bus Partnerships, and our investment in infrastructure, encourage increased use of low-floor buses as noted above – now at 50% on the hourly services network, with associated raised kerbs and bus shelters at many stops</li> <li>• In partnership with smaller bus operators we offer customer care training for drivers, including disability awareness (larger companies do this in-house)</li> <li>• Barriers to travel have been raised as an issue by our Disabled Persons' Citizens' Jury, including bullying of disabled passengers on buses, the need for improved driver and staff training, the provision of timetable and other information in a variety of formats and the methods of communicating changes to services. Working with partners in our Adult Services Department, we are exploring how we can further develop our work to overcome these barriers.</li> </ul>	All these initiatives have been directed at improving transport access for people with disabilities.
Improved facilities for disabled people at pedestrian crossings	We have improved facilities for disabled people at many pedestrian crossings, including dropped kerbs, tactile paving, signal controls and audible/tactile signals. This has increased the number of pedestrian crossings with facilities for disabled people from 84% in 2001/02 to 98% in 2005/06.	Improved crossings make access easier for people with mobility impairments.
Improved facilities for disabled pedestrians	<p>We work with local disability groups to ensure that obstacles to disabled pedestrians are removed, for example barriers which force wheelchair users to leave the pavement and travel in the road, or where the absence of a dropped kerb makes crossing a road much more difficult. A few examples, amongst many:</p> <ul style="list-style-type: none"> <li>• Surfacing a section of footpath in Barwell for a visually impaired pedestrian who previously had to walk in the carriageway</li> <li>• Improvements to footway facilities between sheltered accommodation and the church to improve access for wheelchairs in Ashby-de-la-Zouch, including dropped kerbs and bollards to prevent parking on the footway</li> <li>• Improvements to facilities for pedestrians in Ashby which included the introduction of additional dropped kerbs for easier access and improved gradients for wheelchair users; scheme joint funded with the district council, town council and emda</li> <li>• Following consultation with the local 'handstand' disability group we took the</li> </ul>	As above, these improvements all help to improve the ease of access for people with mobility impairments.

	opportunity whilst resurfacing the carriageway on Talbot Street, Whitwick to improve the cross-fall of the footway and so reduce difficulties for wheelchair users.	
Improved parking facilities for disabled people	We have improved facilities for disabled people in residential areas by providing advisory disabled parking at the rate of approximately 50 new spaces each year.	This ensures disabled residents are able to park near their homes, providing easier access.
Improved access to complementary public transport	As noted above, we have increased the reach of our transport services for people with mobility impairments to provide full countywide coverage, doubling our expenditure to achieve this. The benefits to those with mobility impairments are shown by service usage, which has increased from 1,494 passengers a week in 2002/03 to 1,737 in 2005/06.	Full countywide coverage ensures a disabled person living anywhere in the county will be able to access important facilities, and the availability of travel concessions on these services makes that access affordable.
Concessionary travel	Our scheme has operated well above the Government's statutory minimum and has for many years offered concessions to people with a wide range of disabilities, as well as the option of tokens, which are particularly useful for those dependent on taxis. Passes and tokens are available for use on our voluntary sector services for people with mobility impairments. The scheme was funded solely by the County Council prior to 2001/02, then in partnership with the district councils. We provide concessions for 67,000 elderly and 11,000 disabled people.	The extra provision we make, over and above Government requirements, makes transport substantially more affordable for many people with mobility impairments.
Information provision	We have increased awareness of bus service availability through better information as part of our bus information strategy, described above. We also provide comprehensive information on community transport schemes through various outlets and, through our contacts with disability groups, publicise the availability of help with other access problems. Simplicity and clarity of information is a key consideration.	Good information helps to remove a barrier to public transport use.
Staff Training	<p>We have a programme of staff training in disability awareness. All staff involved in transport-related services have completed this and it is included in induction training for all new staff.</p> <p>We also provide driver training in disability awareness for smaller bus companies (larger companies do this in-house) and work with voluntary sector transport providers in giving disability awareness training to their drivers.</p> <p>If staff and drivers are more aware of disability issues they can help bring about a significant improvement in the user's journey experience. Examples range from providing timetable or fares information to a user who has learning disabilities, through to considerate driving when starting off with a frail elderly passenger still on the way to their seat.</p>	Helping make the journey experience better helps remove another barrier to access for disabled people.

<b>Pedestrians and cyclists</b>		
Improve facilities for pedestrians and cyclists	We have introduced numerous measures to improve facilities for pedestrians and cyclists including cycle lanes/paths, cycle maps, improved footways, improved crossing facilities, clear information and signing.	People on low incomes rely particularly on walking and cycling, so our investment helps to reduce relative disadvantage.
Road safety education	We carry out comprehensive road safety education programmes, reaching 60% of Year six pupils. We take account of the particular needs of children in the more socially deprived areas, where the training is adapted accordingly. The feedback from these areas is always very positive.	The relatively high rate of pedestrian and cycle casualties in more deprived areas is a cause of concern. This training helps to reduce that problem.
<b>Land Use policies</b>		
Regional Spatial Strategy, Structure Plan and Local Plan policies  “Highways, transportation and development”  Input to emerging Local Development Frameworks	In all these documents we have worked to ensure careful consideration of the location of new development and supporting infrastructure to reduce access difficulties and to provide more opportunities for those without access to a car.  Our guide to developers and local planning authorities “Highways, transportation and development” aims to make development more accessible and sustainable. We are focussing particularly on ensuring new development is served properly by public transport through such measures as provision of new or diverted bus services, prepaid season tickets for new residents, green travel plans, level access kerbs and new bus shelters.  We are taking this work forward into the new local development frameworks, with transport access at the heart of the land use strategy.	Proper land use planning helps place people close to facilities and reduces the disadvantage of those who do not have access to a car.
<b>Access strategy</b>		
Development of Accessibility Strategy	The main planks of our accessibility strategy were already in place through LTP1, though the formal title, and more specific focus on deprived communities, has followed for LTP2. Work for this has included: <ul style="list-style-type: none"> <li>• Accessibility Forum – PCTs, NHS Trusts, Job Centre Plus, Post 16 Education Transport partnership, district councils, Leicester City Council</li> <li>• Accessibility mapping</li> <li>• Identification of priorities for action</li> <li>• Development of draft action plans and workshops</li> <li>• Development of outcome targets.</li> </ul>	Developing an accessibility strategy has helped put an even stronger focus on the needs of those from deprived communities.

Figure 2.16 LTP contribution to improving sustainability

Measure	Description	Summary of contribution to sustainability
<b>Land use planning</b>		
Planning policies in Regional Spatial Strategy, Structure Plan, Local Plans and emerging Local Development Frameworks	<p>We have for many years been keen advocates for planning policies at all levels which:</p> <ul style="list-style-type: none"> <li>• Direct development in a hierarchy starting with urban areas</li> <li>• Aim to counteract the pre-LTP1 focus on out of town development</li> <li>• Concentrate necessary development outside the main urban areas in places where there is a good range of local facilities</li> <li>• Support the effective provision of bus services, with interchange and appropriate access to new routes</li> <li>• Provide properly for direct and high quality walking and cycling routes in new development</li> <li>• Provide for the proper exercise of 'planning obligations' ensuring that developers contribute appropriately to sustainable transport.</li> </ul>	These policies are designed to reduce car dependency and promote more sustainable travel modes whilst at the same time reducing the need to travel.
Technical appraisal of the impact of new developments	<p>Our development guide, "Highways, transportation and development", which was implemented during LTP1, contains specific guidance on carrying out transport assessments to reduce the transport environmental impact of new development, with a particular focus on walking, cycling and public transport.</p> <p>We have assisted the planning process with our transport models, which increasingly cover all transport modes and have been added to more recently with accessibility mapping. These allow us to give detailed advice on minimising the transport environmental impact of new development.</p>	These actions, at the more detailed level, help to reduce the environmental impact of transport arising from new development.
Developer contributions secured as part of new developments	<p>We have worked with developers to ensure new development delivers imaginative solutions to environmental problems. Examples include:</p> <ul style="list-style-type: none"> <li>• Star trak equipped bus stops, a staff travel plan and safe routes to school funded by a retail development in Thurmaston</li> <li>• Effective lorry route controls, traffic calming in a nearby village, a travel plan with travel co-ordinator, and safe walking and cycling routes – all associated with new development at Caterpillar of Desford. This project has been quoted as an example of good practice in the Optimum (EU Interreg IIc) Pilot Project Three report, aimed at integrating transport policy and spatial planning policy</li> <li>• Large housing development at Hallam Fields, Birstall – construction of 500 space park and ride site, £150k contribution towards supporting local bus services; provision of contributions towards bus priority measures along the A6 corridor; £15k contribution towards improving pedestrian and cycleway network and contributions towards traffic calming outside Highcliffe Primary School</li> </ul>	Influencing new development in this way is a once-off opportunity and will reduce the environmental impacts of transport access for years to come.

	<ul style="list-style-type: none"> <li>• Superstore in South Wigston - contribution of over £800k allowed, amongst other things, improved access for pedestrians and cyclists, and improved public transport, including bus stop, layby and star trak</li> <li>• Regional Freight Distribution Centre on site of former Castle Donington Power Station - provision of new cycle facilities including three kilometres of new dedicated cycleways, plus £200k to improve bus services</li> <li>• Developer contributions to various traffic calming schemes including at Station Road, Bagworth; Great Bowden Road, Market Harborough and Barns Close, Kirby Muxloe.</li> </ul>	
Commuted sums	With “Highways, transportation and development”, the approach to commuted sums from developers was changed to cover not only the highway but also features that communities require such as trees, landscaping, lighting and quality materials. Our work on commuted sums during LTP1 has been recognised by the County Surveyors Society and will be included as part of a national research project.	Commuted sums can help to secure the provision of environmentally more acceptable treatments in new development.
Influencing the pattern of new developments	<p>Planning policies should help ensure development takes place in the right locations and provides properly for sustainable transport. Developer contributions help realise that, but we have also worked with developers to produce innovative treatments designed to reduce further the environmental impact of new development. Examples include:</p> <ul style="list-style-type: none"> <li>• Hallam Fields Birstall – a mixed use development which is funding a park and ride site alongside to compensate for the traffic it generates. The internal road and footway layout is at the forefront of design and the design team approach was acknowledged by the Office of the Deputy Prime Minister as an example of best practice</li> <li>• Crest Hinckley – during LTP1 the country’s largest new build Home Zone started construction.</li> </ul> <p>Our guide, “Highways, transportation and development” helps developers to deliver such innovation.</p>	Innovation at the local level can help ensure that optimum sustainable solutions are adopted.
Partnership working	Many agencies are involved in the planning process and we only secure success by effective partnership working. Our input is not only on policy but specific advice on individual sites and, at the more strategic level, the use of transport models to advise on the impacts of development. We have several local models and are also full partners in the regional PTOLEMY model; we are also increasingly using accessibility mapping to give advice. LTP2 gives a number of examples of this partnership working.	Effective partnership working helps to deliver effective land use planning to minimise the environmental impact of transport.
Public participation	There is full public participation in all stages of the various statutory plans, as well as specific inquiries for some major development. Our design guide “Highways, transportation and development” benefited from a survey of over 2,500 households throughout the county, and we are following this up with specific survey work on public attitudes to our new home zone and to particular highway materials.	Public participation helps ensure that residents and others will support the environmental objectives of our planning policy and implementation.
Parking standards	Working with our district councils we have implemented parking standards in accordance with PPG13, PPG3 and RPG8. Where appropriate we have secured S278 and S38 contributions towards the cost of traffic regulation orders where on-	Appropriate parking standards can help to influence choices towards more sustainable transport and reduce commuter parking.

	street parking would otherwise be a problem. We have also extended or provided residents' parking schemes as part of development proposals; for example in Loughborough the Kingfisher Way development contributed to the extension of existing adjacent residents' parking schemes.	
Personal and community safety provision within new developments	<p>Most of our new highways infrastructure is provided in association with new development and it is essential to ensure that this is properly designed for community safety. One of the guiding principles in "Highways, transportation and development" is to design out crime.</p> <p>This aspect of the guide has been developed in partnership with the police and is intended to help produce development layouts that provide for the safe and free movement of all road users, not just motor vehicles. It is intended to create an environment which both feels safe and reduces the fear of crime.</p>	Designing out the fear of crime makes people more willing to walk, cycle or use public transport.
<b>Reducing the impact of traffic</b>		
Speed reduction strategy	<p>As detailed in the key achievements summary table (Figure 2.8) we have implemented a successful speed reduction strategy using a variety of speed-reducing techniques.</p> <p>During LTP1 over 60 communities have benefited from significant measures to reduce the impact of traffic, in addition to numerous schemes funded by developers, and has generally resulted in speed reductions of around 25%.</p>	Controlling vehicle speeds significantly reduces the nuisance caused by traffic, as well as contributing to road safety.
Developer contributions secured as part of new developments to reduce the impact of traffic	Developer contributions as detailed, and examples given, above.	Controlling vehicle speeds has benefits as noted above.
<b>Parking management</b>		
Public car parking management	<p>We have worked with the district councils to reduce long stay car parking places in the six main town centres from 2,244 to 1,911, meeting our target two years early.</p> <p>We have worked with the district councils to ensure that car parking charges play a proper role in reducing car dependence. During LTP1 car parking charges have been introduced in Harborough and North West Leicestershire districts and increased in others, particularly Loughborough.</p>	Reducing long-stay parking, and charging appropriately, helps to reduce environmentally damaging car commuting. Replacing these by short-stay can help sustain viable local economies and so reduce dependence on longer-distance travel.
<b>Town centre management</b>		
Sustainable town centres	<p>We have invested in town centres to ensure that they prosper and remain self-sustaining. Measures include creating and maintaining an attractive environment and ensuring good accessibility to and within the centre. Examples include Regent Street in Hinckley and Biggin Street in Loughborough, described in more detail earlier in Chapter 2 and in paragraphs 10.13 – 10.16 of LTP2.</p> <p>The Ashby Bypass has made a major difference to the attractiveness of this important town centre and we are now starting a series of complementary investments to improve the town centre itself.</p>	Town centres which have their traffic well managed, present attractive street environments and are highly accessible by public transport, cycling and walking, will be better able to sustain their prosperity.

<b>Freight</b>		
Lorry control network	We have ensured freight is directed to suitable routes by implementing our lorry control plan. We achieved our target by increasing coverage of our lorry control network from 75% in 20001/02 to 100% in 2005/06. Our plan has ensured a more efficient and sustainable freight distribution on suitable routes, reduced its impact on communities and enabled us to concentrate our highway maintenance resources more efficiently.	Freight distribution has less impact on the environment and at the same time is able to operate more efficiently. Reduced use of country roads by HGVs makes them more available for pedestrians, cyclists and horse riders.
Developer contributions secured as part of new developments towards lorry controls	Examples of using developer contributions to secure proper lorry routeing include: <ul style="list-style-type: none"> <li>• Regional Freight Distribution Centre at site of former Castle Donington Power Station - associated with this was the provision of a new link road to the nearby Trunk Road</li> <li>• B4114 corridor study – to ensure appropriate heavy vehicle routes to/from Croft Quarry</li> <li>• Bardon 21 Business Park – developer contributions secured for improvements to the A5111 corridor between Bardon and the M1 to ensure appropriate facilities for heavy vehicles.</li> </ul>	These developer contributions help ensure the environmental damage from HGVs using the new development is minimized.
Rail freight	We have, through our Quality Freight Partnership, worked to increase rail's share of freight, which is already relatively high in Leicestershire because of the large volumes of stone quarried in the county and leaving by rail. Structure Plan policies encourage industrial development locations with rail access. Examples of action to increase rail freight during LTP1 include: <ul style="list-style-type: none"> <li>• Development of the former Castle Donington power station rail freight interchange. Approximately 60% of this 100 acre distribution site can be served by rail. We have worked jointly with the developer, Network Rail and the planning authority to secure a satisfactory road and rail connection to the site</li> <li>• Extension to times allowed for rail loading at Cliffe Hill Quarry to enable greater use to be made of the terminal.</li> </ul>	Rail freight provides a more sustainable solution than road transport.
<b>Smarter Choices</b>		
Workplace Travel Plans	We have achieved our target for implementing 28 workplace travel plans for companies employing more than 250 people.	
Walking, cycling and public transport	We have carried out a very wide range of improvements during LTP1, ranging from the introduction of quality bus corridors through the provision of the hourly bus services network, to extended cycle networks in Central Leicestershire and the County to provision of improved pedestrian links in town centres and through new development. These are fully summarised in paragraphs above, in the key achievements summary table (Figure 2.8) and in LTP2.  In particular, it may be noted that the high patronage increases achieved on some of our improved bus services – for example the 26% increase in patronage on the Leicester-Loughborough route in the first year following the completion of our quality	People choosing to walk, cycle or use public transport rather than use cars are contributing to improved sustainability. Our policies and measures have been designed to maximise this transfer.

	<p>bus corridor – have included significant transfer of people from car to bus.</p> <p>We continued to develop the Meynells Gorse park and ride service on the edge of Leicester during LTP1, such that it is now at capacity on most days, and made plans for an expansion of park and ride.</p> <p>We have continued to support, with Leicester City Council, the Ivanhoe rail service between Leicester and Loughborough throughout the LTP1 period, and have worked with the rail operators on improved interchange and other measures to increase the attractiveness of rail travel.</p>	
School Travel Plans	Adoption of school travel plans to reduce car use generated by schools.	We have achieved our target for implementing 117 school travel plans.
<b>Noise</b>		
Carriageway maintenance schemes, speed reduction schemes and lorry controls	The impact of speed reduction schemes and lorry controls on noise is noted above. We have been involved in national research on quiet road surfacing and as a result have adapted our practice so as to reduce tyre noise on new surfaces. Paragraphs 10.33 to 10.35 of LTP2 give more detail.	Reducing traffic noise helps remove a significant cause of concern for many Leicestershire people.



## Chapter 2

### Plans and photographs

**Available to download as separate**

**Adobe Acrobat (pdf) files**

