

Chapter 1

Introduction

CHAPTER 1 – INTRODUCTION

1.1 This is the Delivery Report for the first Leicestershire Local Transport Plan (LTP1). It sets out our achievements in the LTP1 period 2001/02 – 2005/06.

1.2 The LTP set out to achieve a number of objectives, themselves linked in to both the wider objectives of the County Council and 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”. A number of our key achievements, detailed in Figure 2.8 in Chapter 2, contribute particularly towards these wider objectives.

About Leicestershire

1.3 Leicestershire is a diverse county in the centre of England. It rings the City of Leicester and borders with the counties of Derbyshire, Nottinghamshire, Warwickshire, Staffordshire, Lincolnshire, Northamptonshire and Rutland. Our population is a little over 600,000 and the county covers an area of about 2,000 square kilometres, across seven districts. We have good transport links to the rest of the country, with London just over an hour away by train and the M1, M69 and M42 motorways, with the A14 and A46 trunk roads, serving the county. Nottingham East Midlands Airport (NEMA) lies in the north of the county and Birmingham Airport to the west, providing flights to a wide range of destinations. NEMA is also one of the UK’s major freight airports. Plan 1 shows the LTP area.

1.4 Leicestershire is predominantly rural, but has a number of county towns and suburban communities, many of which have a history dating back 1,000 years. We have many heritage sites, both natural and built, reflecting different aspects of our history.

1.5 We host the National Forest, which includes Charnwood Forest and pockets of ancient woodland. Other distinctive landscapes include the Soar and Wreake Valleys, High Leicestershire, the Leicestershire Vales and the Wolds.

1.6 One of Leicestershire’s key strengths is its central location and strong communications network, providing easy access to the rest of the UK and beyond. We have a diverse economy, which is generally robust and prosperous and the second largest in the East Midlands. Our gross domestic product per head is also the second highest in the region. Traditionally, the Leicestershire economy has tended to perform slightly better than other areas of the UK during any downturn in the economic cycle. Due in part to Leicestershire’s relative prosperity, it has more traffic in terms of vehicle kilometres travelled per head of population than the two other shire counties in the East Midlands three Cities sub-area. Despite this, Leicestershire has experienced less traffic growth than the other two counties during LTP1.

LTP1 development

1.7 LTP1, submitted to Government in July 2000, had two main aims:

- To set out the vision for the plan area and the transport proposals to achieve that vision with a programme for five years until 2005/06
- To provide the County Council’s bid to central Government to fund the capital programme for transport improvements and maintenance.

1.8 LTP1 shifted the emphasis in transport provision to encourage greater use of public transport, walking and cycling. LTP1 sought real improvements in the quality of all of these to offer people a genuine and sustainable choice of transport.

1.9 There were two LTP1s covering the Leicestershire County Council administrative area:

- The Central Leicestershire LTP - prepared as a separate document jointly by the City and County Councils and including those settlements within Leicestershire that rely mainly on Leicester for many of their employment and service opportunities
- The Leicestershire LTP - covering the majority of the County that lies outside of the Central Leicestershire LTP area.

1.10 This document reports on the Leicestershire LTP, though examples are also given from the county part of Central Leicestershire where measures have been introduced on a countywide basis.

1.11 In developing LTP1, a review of local transport provision was undertaken to reflect Government objectives. Whilst in many instances existing strategies were consistent with the Government's integrated transport policies, the review led to a number of changes, some of which were brought about as a result of public participation and consultation.

Aim and primary objectives

1.12 The **aim** of LTP1 was to achieve a transport system for Leicestershire which meets the requirements for access and economic development in a way which seeks continuous improvement in sustainability and people's quality of life. Its **primary objectives** were:

- Accessibility - to improve access 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
- Economic Development - to support the local economy and accommodate economic growth in sustainable locations
- Health - to improve health through improvements in air quality and encouragement of more walking and cycling as a means of exercise
- Safety - to improve safety and security for all travellers
- Environment - to reduce the adverse impact of traffic on people and on the natural and built environment
- Integration - to improve integration within and between travel modes, and ensure the transport system supports the wider objectives of the County Council and other service providers. Integration, whilst a primary objective in its own right, is a common theme running throughout all of the primary objectives and the whole of the LTP.

Key issues to be tackled

1.13 We identified key issues we needed to tackle to deliver on these objectives, as follows:

Public transport

P1 There had been a long term decline in public transport patronage

P2 Levels of bus service were not good enough in most cases to offer adequate access opportunities to people who don't have a car available

P3 A combination of cutbacks in commercial services and rising tender prices for contract services made it increasingly difficult to afford to maintain the network

P4 Services in the main towns and on inter urban corridors did not offer the overall quality necessary to be effective in attracting additional users

P5 Interchange from bus to bus and between modes was a disincentive to travel

P6 Groups of individuals (in particular disabled people and those without access to a car) were experiencing social exclusion due to lack of available transport options.

Cycling / walking

CW1 Decline in the number of children walking or cycling to school, creating unhealthy lifestyles

CW2 Despite above average cycle use in some of the towns, cycling was in decline.

Network management

NM1 Some routes carried unacceptable volumes of freight traffic

NM2 The need to ensure the main road network continued to carry traffic safely and efficiently whilst minimising the environmental impact of that traffic

NM3 Weight limits imposed on bridges being detrimental to the interests of industry, agriculture and the local community

NM4 Traffic, particularly in the rural areas, had continued growing, with some communities suffering from adverse environmental impact of high volumes of through traffic.

Road safety

RS1 Excessive or inappropriate speed contributed to one third of all injury accidents

RS2 9% of all accidents involved injury to children

RS3 Motorcyclists represented a large proportion of road casualties in relation to their numbers.

Travel management

TM1 Increased numbers of parents driving children to school creating traffic and safety problems around schools

TM2 At the time of preparing LTP1 traffic was predicted to grow by between 35% and 72% between 1996 and 2025, with consequent effects upon congestion.

Town centres

TC1 Increasing traffic growth and congestion had detracted from the attractiveness of town centres.

Land use planning

LUP1 A significant proportion of past development had taken place in locations that were not served by a range of transport modes

LUP2 An increase in the number of employment sites close to motorway junctions and other main highway routes had reduced employment opportunities for those without access to a car.

Network maintenance

NMt1 The County's principal road network was in a significantly worse structural condition than the national average.

The LTP1 strategy

1.14 The LTP strategy to tackle these issues was developed from a review of existing strategies, building on and modifying them where necessary. The strategy combined a number of related transport themes, including:

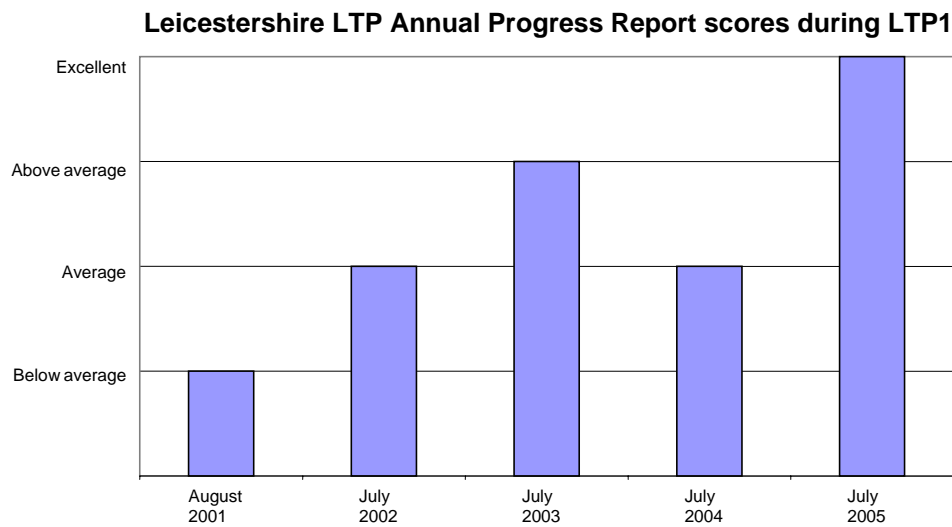
- Public Transport - a range of measures to improve local bus, rail and community transport services including improved interchange facilities, information and service co-ordination
- Cycling and Walking - measures to increase the amount of walking and cycling as alternatives to using the car
- Network Management - measures to ensure the network operates effectively and to reduce the impact of traffic on local communities
- Road Safety - measures to improve personal security and to improve road safety through a programme of local safety schemes, speed management and road safety education, training and publicity
- Travel Management - measures to encourage alternatives to the car, including the development of a school travel strategy, travel awareness campaigns, employer travel plans and management of car parking
- Town Centres - measures to develop and implement improvement schemes which would enhance the attractiveness and viability of town centres
- Land Use Planning - the use of land-use planning controls to secure sustainable development patterns in the future
- Network Maintenance - to maintain the network efficiently.

Delivery of LTP1

1.15 We believe we have been highly effective in tackling the issues we identified and delivering our LTP objectives, although we made a slow start. In delivering the objectives, we have also made an important contribution to both the County Council's and the region's wider objectives. We have been helped by the high priority given to improving transport in the Leicestershire Community Strategy, the Medium Term Corporate Strategy and our Public Service Agreement with the Government.

1.16 We have continuously improved our processes and performance management systems needed for effective delivery. This has been reflected in DfT's assessments of our performance which rose to excellent following our 2004/05 Annual Progress Report (APR). Figure 1.1 shows how DfT have assessed our performance through the full five years, with a trend of continuous improvement interrupted only by a temporary dip in 2003/04.

Figure 1.1



This Delivery Report

1.17 Major effort and resource has been devoted to delivering our transport priorities in the last five years. We have prepared this Delivery Report in line with Government guidance to inform Ministers, as well as our residents, businesses and other stakeholders, of our achievements in that time. It will be used by the Government to assess our performance in transport.

1.18 The key aspects of each of the remaining chapter of the document are set out below:

- Chapter 2 Impact of the first LTP – provides a summary of what has been achieved, the difference we have made and how we have helped deliver wider objectives
- Chapter 3 Performance indicators and targets – pulls together our performance on all core and non-core performance indicators
- Chapter 4 Delivery of LTP strategies – gives more detail on how we have delivered five of our more important strategy areas, covering public transport, road safety, sustainability, principal road maintenance / bridge strengthening and disabled issues / social inclusion
- Chapter 5 Finance forms.

Leicestershire Delivery Report
2001/2006

Plan 1

Map of Local Transport Plan area

Omitted to reduce file size