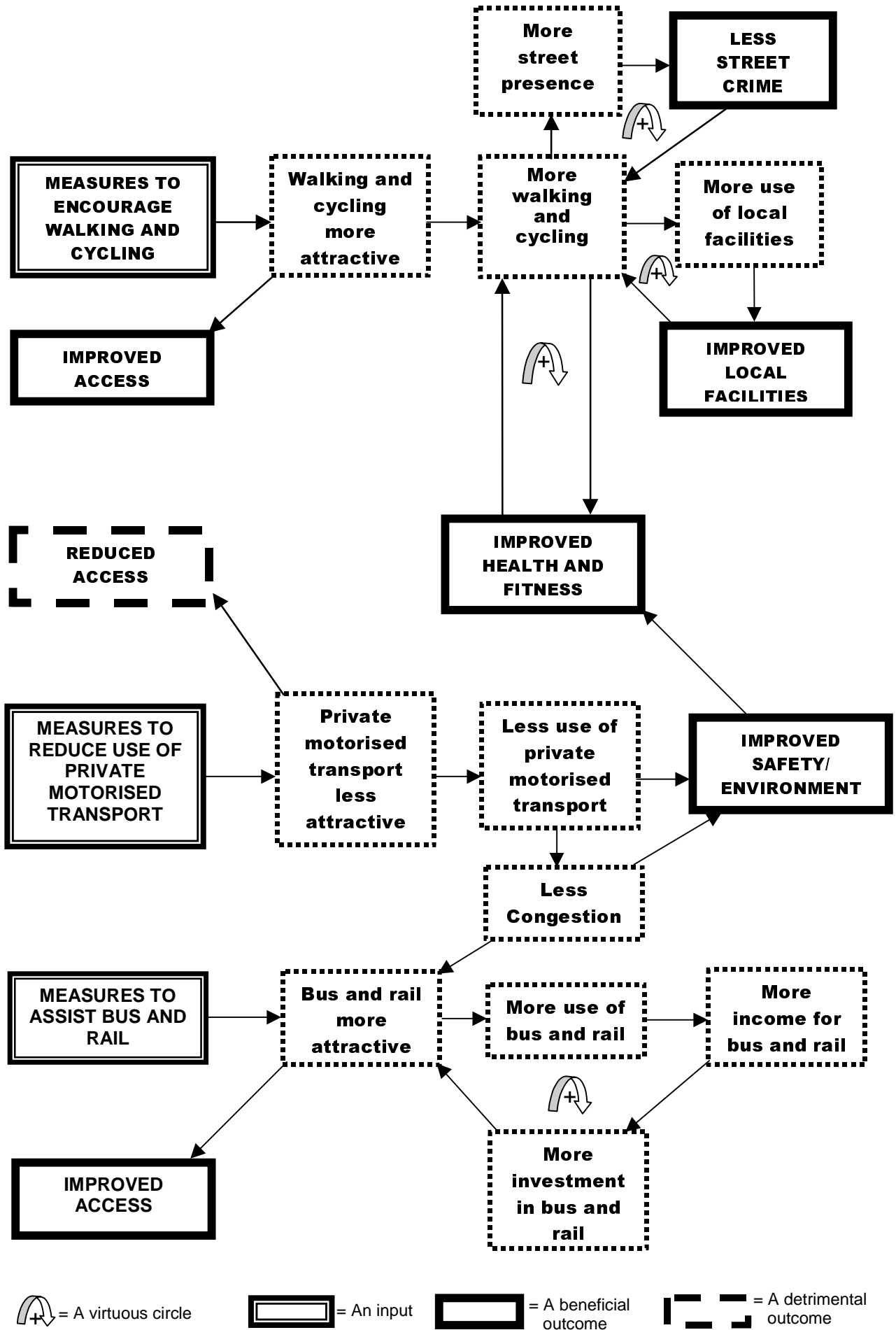


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FIGURE 4.1
Simplified Virtuous Circle Causal Chain



INTRODUCTION

4.1 By examining current issues and concerns, the previous Chapters developed Primary Objectives and Specific Objectives which are the main steps on the route to deliver the Aim of the LTP. The LTP covers many areas which will contribute towards this, and is built up from an Overarching Strategy which encourages travel by specific modes, such as the cycling strategy, or addresses identified transport issues, such as travel to school.

4.2 Many of the strategies have been developed from the County Council's existing strategies. A fundamental review of them has been undertaken to ensure that transport, land use planning, environmental issues and other County Council policies are fully integrated, relevant and responsive, and all complement each other so as to contribute to achieving the LTP's Aim and Primary Objectives. The consultation and participation process has influenced the approach to ensure that strategies have widespread support. This fundamental review began in 1998, and some of the findings gave form to the provisional LTP. This on-going process has led to the development of this full LTP, and will continue to influence the annual review and monitoring reports.

4.3 The cornerstone of the LTP is the county-wide Action Plans which have developed from the Overarching Strategy. The Action Plans are focused on achieving the LTP's Primary Objectives, and the way in which these have been developed and interact is outlined in this chapter under the main Primary Objective to which they contribute.

4.4 These Action Plans are the basis for achieving Leicestershire's integrated transport strategy, which will be delivered through the Area Strategies, as outlined in Chapter 5. The Area Strategies enable the Action Plans to be applied in the manner most appropriate to the circumstances in each of the areas, so as to more effectively achieve the LTP's Objectives.

4.5 The Causal Chain diagram shown in Figure 4.1 illustrates how a series of measures to encourage the use of alternatives to the car can improve the quality of life in Leicestershire. It shows linkages between some of the LTP's

measures and Objectives. Many of the measures are mutually supporting, leading to the "virtuous circles". There are many more linkages than are shown; the diagram has been simplified for greater clarity.

ACCESSIBILITY OBJECTIVE (To Improve Access for All)

PUBLIC TRANSPORT

4.6 Chapter 3 identified three road based and one rail based issue to be tackled if public transport is to play its full part in achieving these objectives:

- ❑ the need to improve levels of service;
- ❑ the difficulty of affording to sustain even existing levels of bus service;
- ❑ the need to improve service quality if people are to be attracted from cars;
- ❑ the high cost of developing the local rail network.

4.7 In order to develop solutions to assist in this, there are a number of different strands:

- ❑ bus travel and community transport in rural areas;
- ❑ public transport in the County Towns;
- ❑ other aspects of bus travel and community transport, including transport for disabled people, school travel and taxis;
- ❑ public transport information;
- ❑ public transport interchange;
- ❑ passenger rail development.

4.8 The section which follows provides detail on each of these strands. None is free-standing; they all integrate with each other in a variety of ways, as well as with other measures in the plan. Overall, they are designed to tackle the issues identified earlier and to achieve the Objectives of the LTP.

Background to Bus Travel and Community Transport Improvements

4.9 The County Council is committed to a policy of support for public transport, for two main purposes:

- to provide transport for those without immediate access to a car, and hence help particularly to meet the accessibility objective;
- to provide an attractive alternative to the car, and hence help to meet the accessibility, environment and safety objectives.

4.10 To ensure that the public transport Strategy is effectively implemented, the County Council has entered into Quality Bus Partnerships in Loughborough and Hinckley, with the primary Objective of these partnerships being to make services attractive as an alternative to the car. These Quality Bus Partnerships are outlined in more detail in the Area Strategies, Chapter 5, and the County Council is investigating extending these into other areas.

4.11 The County Council now has two years' experience of the rural bus grant, and more than five years' experience of participation in Quality Bus Partnerships. This, with the more pro-active stance encouraged by this year's Transport Bill, requires a fundamental review of the opportunities for enhancing the role of public transport in the county. The review will take the form of a full Best Value Review for public transport. It will start in early summer 2000 and will be complete by early 2001. Therefore, some aspects of the public transport Strategy set out in this LTP are tentative. The first monitoring report, to be published in summer 2001, will contain full details of the Review's results.

4.12 Experience of the rural bus grant, and a review of the likely scope for increased partnership activity offered under the Transport Bill, leads to the following conclusions about the direction of activity:

- work in the rural areas will primarily be aimed at meeting the needs of those without access to a car;

- in the main urban areas and inter-urban corridors there is the scope to enhance bus services cost-effectively to the point where they will provide an attractive alternative to the car, as well as improving accessibility for others.

Participation

4.13 Local County Councils, voluntary organisations, representative groups and individual bus users currently provide useful feedback on both conventional and community transport services. The County Council, in partnership with Leicester City Council, runs a countywide Bus Users Panel. This body provides detailed feedback to both Councils and the bus companies. Specific local consultation on service changes takes place on a number of occasions. The County Council is working closely with people in specific rural communities to identify needs, including those of women, the young and those who do not have a car available to them, and to set up services where possible to meet those needs. There is ongoing liaison and feedback, often through community transport providers and voluntary organisations, on the needs of elderly and disabled people.

Local Bus and Community Transport

4.14 The County Council's policy is to achieve a network of local bus and community transport services which most cost-effectively meets the access needs of residents and visitors within the resources available. Most support is directed towards people who do not have alternative transport available, and therefore contributes towards increasing accessibility and reducing social exclusion.

4.15 The County Council further supports accessibility and reduction of social exclusion through its comprehensive concessionary travel schemes for elderly, disabled and unemployed residents.

4.16 Specific policies for bus services and community transport, which also address issues of social exclusion, incorporate:

- a pence per passenger mile subsidy criterion for subsidised local bus services, with different levels related to different

journey purposes. This is designed to ensure that funds are directed where they will be most effective;

- a policy of experimenting with new services and absorbing them into the main network if they fall within the value for money criteria after a six month trial period. This is to ensure that the bus services network changes to meet changing passenger requirements;
- a minimum levels of service policy for rural areas, introduced with the help of rural bus grant, to ensure that minimum access standards can be guaranteed;
- support for many services providing home to school transport for children not statutorily entitled to free transport. This contributes towards the County Council's overall school travel strategy;
- developing and maintaining accessible transport services, many volunteer-based, to provide local travel for people with mobility impairments;
- work with bus companies and District Councils in Quality Bus Partnerships, so far in Loughborough and Hinckley, but with the potential to expand these to other County Towns;
- development of inter-urban bus services through initiatives using the rural bus grant.

4.17 The County Council is committed to improving access for people with mobility impairments, and supports 50 transport services (for example community minibus and car schemes, using volunteer drivers) for these groups. Grant aid is supplied through negotiated service level agreements, which take into account the differing operating basis of the various schemes, but also provide a common measure of support cost per passenger.

4.18 The County Council also supports special 'Access' bus services and dial-a-ride services. Development of these services is continuous and is complemented by maximising the benefit from new low-floor buses. In partnership with other authorities within the Quality Bus Partnerships, the County Council has implemented bus stops with appropriate high kerbs and lead-in angles so that low-floor buses are wheelchair and pushchair accessible. This work will be

accelerated through the life of the LTP as low-floor buses spread more widely through the bus network.

4.19 There is scope for community transport services to expand more into general transport provision in the rural areas, and work to bring this about is continuing. The County Council is working with the Health Authorities to bring about a more co-ordinated approach to the provision of transport by the various agencies for medical visits.

4.20 The County Council is paying increasing attention to improving quality standards on the many services it subsidises. A penalty points system has been successfully in place for some years, with a rolling total of points for various defects in operation leading, in the worst cases, to the withdrawal of contracts. The result has been a noticeable improvement in standards, particularly at the bottom end of the market. The County Council will, later in 2000, add to its existing programme of inspections by appointing a mechanical inspector to work in partnership with the Vehicle Inspectorate.

Taxis

4.21 Taxibuses are increasingly seen as a cost-effective way of providing public transport services in areas of low potential patronage, and where the costs of providing a traditional bus service would substantially outweigh the benefits. There are now several schemes supported by the County Council, many of the taxis being of the larger 'Multi-Purpose Vehicle' type. They are likely to be increasingly used over the life of the LTP to extend public transport services. To facilitate this, new taxi tendering procedures have been put in place.

4.22 Conventional taxis are important in their own right, both as a freestanding means of transport and as a complimentary service to buses and trains. The County Council will liaise with the District Licensing Authorities to try to ensure that the market is appropriately supplied in both urban and rural areas of the county. It will also liaise to ensure that taxi rank provision is appropriate and well related to interchange points with other forms of public transport. The County Council will support the use of bus lanes by taxis, but only where these

are clearly recognisable, for example the 'black cab' type.

4.23 Travel by taxi is an important form of mobility for people with disabilities, and the design and location of facilities for taxis should recognise the limited mobility range of many people. The Joint Committee on Mobility of Blind and Partially Sighted People recommends 50m from any point in a pedestrianised area.

Public Transport to School

4.24 The County Council is taking a comprehensive approach to School Travel Plans, and a School Travel Plan Strategy is outlined later in this chapter. In support of this the County Council provides home to school transport well above the statutory minimum, including:

- free transport to students in the 16+ age group;
- free transport to denominational schools;
- free transport over two miles for those aged 8 to 11;
- extensive provision of subsidised public bus services to schools.

4.25 A recent review of school transport has led to a number of minor adjustments to policy, some of which will result in more students becoming eligible for travel assistance. There is also to be a new emphasis on individual partnerships with schools to deliver transport improvements, which will be developed over the LTP period. The operation of County Council owned school buses was considered, but is not currently cost-effective, and is not to be taken further for the time being. Most school transport is purchased through a single tendering outlet, which enables good management of the market despite recent rises in the market price.

4.26 The County Council operates its own fleets of minibuses for special education and social services transport, although in both cases hired-in vehicles are used as well. In these cases the specialised nature of the work makes "own-account" operation more cost effective. A new approach to tendering for taxis is being developed jointly across the three services.

Public Transport in Rural Areas

4.27 The pattern of service in rural Leicestershire prior to Rural Bus Grant is typical of a shire county, mainly with off peak and low frequency services. The more densely developed western side of the County is generally better served than the east. A number of inter-urban and suburban routes have provided good access standards for many communities but equally, away from main corridors, the traditional infrequent shopping service has been the norm, with few evening and Sunday services.

4.28 A high proportion of all rural services operate because they are subsidised by the County Council. Although costly, this has the benefit that rural service provision is generally more stable than in urban areas. Many rural services are operated by modern midi-buses, and the quality of operation is generally good, though with room for further improvement.

4.29 The provision of Rural Bus Grant has allowed the County Council to provide new services and extend existing services in rural areas. Key features resulting from Rural Bus Grant are outlined in the box opposite.

4.30 Though the Rural Bus Grant reveals scope for increasing patronage on inter-urban routes, as several have been notably successful, it also shows the difficulty of increasing patronage on deep-rural services.

4.31 The County Council has deliberately followed an approach of maximum stability within the rural bus grant services, to give confidence to potential users, and this has been coupled with repeated publicity initiatives. Nevertheless, the use of some of the new services provided to guarantee minimum levels of service has been low, and the County Council is ensuring through publicity that the community is aware of these services.

4.32 The County Council has long worked in partnership with Parish Councils and other community groups in the delivery of rural transport. In the last two years these partnerships have been strengthened through the efforts of a Rural Communities Transport Officer, who works directly with communities to facilitate the transport solutions they seek. Now, the County Council, within the well

RURAL BUS GRANT INITIATIVES

New services to guarantee minimum service levels, starting with a weekly shopping service for all communities of 50 people or more. Decisions on service levels were based on a comprehensive analysis of existing services to different sized communities and the responses to consultation

Enhancing main inter-urban routes through rural areas in partnership with the operators

Developing community based transport schemes through the work of a Rural Communities Transport Officer

Introducing a rural rider service in East Leicestershire to test the scope for minibus connections to a main inter-urban service

Introducing a comprehensive evening service in the Vale of Belvoir, developed in partnership with local young people.

established Leicestershire Rural Partnership, is planning to establish a more formalised Rural Transport Partnership.

4.33 The future Strategy will be guided by the Rural Area Strategy and the forthcoming Best Value Review. Some of the main elements of the Strategy are likely to be:

- continued development of inter-urban routes, to act not only as a focus for those interchanging from more rural areas, but also as an increasingly attractive alternative to car use;
- continued commitment to maintaining access standards in the more rural areas, with attention to the specific needs which are to be provided;
- use of as wide as possible a range of transport solutions, and as much community involvement as possible, in order to maximise cost-effectiveness;

- a further development of community-based transport, with the intention of providing more cost-effective solutions for other small-scale access needs.

Public Transport in County Towns

4.34 The level of bus services in the County Towns broadly corresponds to the population of the town. Loughborough, Hinckley, Melton Mowbray and Coalville have services providing good penetration of the town estates, with peak and off-peak services at frequencies of between two and four buses an hour. Some evening and Sunday services are provided. Services are mostly commercially operated, though with some subsidised additions. However, in smaller towns such as Ashby-de-la-Zouch services only exist through County Council subsidy.

4.35 The quality of bus service operation has improved significantly in recent years, with improved local management by the bus companies, and this has been matched by a notable upgrading of the vehicle fleets. In most cases the services are provided by nearly new midibuses and in Loughborough the fleet includes a number of low-floor vehicles.

4.36 The Strategy in the County Towns is to strengthen further the quality and quantity of bus services on offer, both to meet access needs and as an attractive alternative to car use. In the larger towns, with significant networks of commercial bus operation, the Quality Bus Partnerships will be the most effective mechanism. In some of the smaller towns, with marginal commercial bus services or only County Council contract services operating, the main initiative in delivering the Strategy will lie with the County Council.

Quality Bus Partnerships

4.37 Quality Bus Partnerships are already active in Loughborough/Shepshed and in the Hinckley urban area. More detail of the work in both areas is given under the Area Strategies, but both are increasingly characterised by a willingness on the part of the bus companies to commit vehicle investment directly in line with Local Authority infrastructure investment and growth in passenger numbers. The Loughborough partnership is now into its fourth

year of operation, and the Hinckley partnership was launched in early summer 2000.

4.38 The scope for Quality Bus Partnerships in the Coalville area, and in Melton Mowbray and Market Harborough, will be reviewed over the next year. All three towns have core networks of commercially operated services, and could benefit from the linked investment that a partnership brings. Other County Towns will probably need a different approach, with Local Authority infrastructure investment designed to attract extra patronage on what are already subsidised bus services.

4.39 The scope for inter-urban partnerships has been mentioned, and those corridors radiating from Leicester are particularly promising. The Loughborough partnership has already identified the major route from Leicester to Loughborough and Shepshed as its next target for investment, and the corridor to Coalville, Ashby-de-la-Zouch and Swadlincote/Burton is among others to be examined. This scheme could meet some of the Objectives of the Ivanhoe rail scheme, and therefore its priority will depend upon the final decision on the rail project.

Funding

4.40 The County Council's revenue budget (for the whole of the county) for support and promotion of bus services in 2000/01 is £1,467,000 and for concessionary travel is £1,916,000. To this may be added £590,000 for rural services through the rural bus grant and rural bus challenge, and £190,000 for community transport and transport for people with mobility impairments. Capital investment, from the provisional LTP settlement, includes £150,000 for public transport. There is an increasing number of cases in which developer support for bus services to new estates is being pursued.

Future Activities

4.41 The action plan will seek to develop bus and community transport services in the rural parts of the county so as to provide the best possible standards of access to facilities, with a network of commercial and subsidised services which is stable and of high quality.

4.42 Further, the County Council will work with the bus companies and District Councils in partnership investment programmes in urban areas and inter-urban corridors so as to produce comprehensive and high quality bus services which meet access needs and provide an attractive alternative to travelling by car.

4.43 The County Council will work with others to develop contract and voluntary transport schemes for people with mobility impairments, so as to provide the most comprehensive services possible within the resources available. It will also provide education and social services transport in a way which meets statutory requirements, but also supports the wider policy Objectives of the LTP.

BUS TRAVEL AND COMMUNITY TRANSPORT ACTION PLAN

Improvements to Commercial Services

DRIVE UP QUALITY STANDARDS.

DEVELOP QUALITY BUS PARTNERSHIPS.

IMPLEMENT BUS IMPROVEMENTS THROUGH CORRIDOR PARTNERSHIP SCHEMES.

Supported Road Passenger Transport

DEVELOP THE NETWORK OF CONTRACT BUS SERVICES.

RESPOND TO CHANGES IN COMMERCIAL BUS SERVICES.

GUARANTEE MINIMUM LEVELS OF BUS SERVICE TO RURAL AREAS.

Supported Fully Accessible Transport

WORK WITH COMMUNITIES TO DEVELOP APPROPRIATE TRANSPORT SCHEMES.

DEVELOP TRANSPORT SCHEMES FOR PEOPLE WITH MOBILITY IMPAIRMENTS.

PUBLIC TRANSPORT INFORMATION

4.44 Effective passenger information is a key to successful public transport services. The Transport Bill currently before parliament requires Local Authorities to produce a public transport information Strategy, and gives powers to ensure that bus companies contribute appropriately to its implementation. The Strategy for Leicestershire will be placed

within a more strategic framework by the end of 2000, and the key elements are likely to be:

- ❑ comprehensive telephone and internet information through the PTI 2000 initiative;
- ❑ stop-specific roadside information displays at all main bus stops in towns and at key points in villages;
- ❑ comprehensive area timetable booklets, perhaps on a district by district basis;
- ❑ separate leaflet timetables for each service;
- ❑ the continued roll-out of the Startrak real-time information system;
- ❑ special measures to ensure that information is provided in ways which are accessible to disabled service users;
- ❑ special measures to allow data of specific use to the travel plans of individual employers to be lifted out of the database and presented in a co-ordinated way.

4.45 Although the implementation of the information Strategy will take some time, there is already substantial progress. The County Council is active in producing and providing information on public transport services. Examples of this include:

- ❑ leaflet timetables for contract bus and community transport services;
- ❑ comprehensive timetable booklets for the Loughborough and Hinckley Quality Bus Partnerships areas;
- ❑ support for the 'Busline' telephone enquiry service, currently handling over 400 calls a day;
- ❑ twice yearly production of a plan-based guide to bus services in the county.

4.46 The County Council is a member of the East Midlands partnership which will deliver the 'PTI 2000' national information initiative. This will expand the present Busline service into a comprehensive national telephone enquiry service launched in July 2000, with full journey information also being available on the internet. To help implement this project the County Council has acquired a new timetable database.

4.47 Once the PTI system is in place there will be a series of developments through the LTP period. These include:

- ❑ Year 1 - Adding fares information;
- ❑ Year 2/3 - Adding details of walk-links between terminals, facilities for disabled people, an upgrade for electronic registrations and details of programmed delays due to road works;
- ❑ Year 4/5 - Information to assist foreign visitors.

4.48 The 'Startrak' real-time information system, a joint initiative of the County and City Councils and the bus operators, is to be launched in summer 2000 on three trial bus routes, two in the county area and one in Central Leicestershire. The base station in Leicester's Area Traffic Control is capable of providing countywide coverage. Monitoring of the trial routes for both system reliability and passenger response will help to determine a programme for further routes to be converted to the Startrak system over the LTP period.

4.49 Although the implementation of the information Strategy will take some time, there is already substantial progress in partnership working, with both the PTI 2000 call centre and the Loughborough and Hinckley area booklets being jointly funded.

4.50 The Government's proposals for electronic bus service registration are currently being developed, and will integrate with the database systems in use for PTI 2000. The County Council will ensure that the necessary interfaces are provided to ensure this system works effectively.

PUBLIC TRANSPORT INFORMATION ACTION PLAN

IN PARTNERSHIP, ASSIST IN PROVIDING A COMPREHENSIVE TELEPHONE ENQUIRY SERVICE.

IN PARTNERSHIP, ASSIST IN PROVIDING FULL PUBLIC TRANSPORT INFORMATION ON THE INTERNET.

IN PARTNERSHIP, ASSIST IN PROVIDING ROADSIDE TIMETABLE DISPLAYS AT ALL MAIN BUS STOPS, AND COMPREHENSIVE PRINTED TIMETABLES.

IN PARTNERSHIP, PROMOTE PARTICULAR CONTRACT SERVICES BY LEAFLET TIMETABLES AND OTHER MEANS.

IN PARTNERSHIP, ASSIST IN PROVIDING THE EXPANDED STARTRAK REAL TIME INFORMATION SYSTEM.

DEVELOP AND EXPAND THE CAPABILITY OF THE PTI 2000 SYSTEM.

PUBLIC TRANSPORT INTERCHANGE

4.51 The public transport network can be made much more effective if passengers are able to interchange easily for journeys involving two or more stages, but the difficulties of providing convenient interchange have tended in the past to make such journeys unattractive. The County Council has been concerned for some time to improve interchange, and examples of current initiatives include:

- a linking bus service from Loughborough rail station to the Town Centre and University, introduced in a partnership with the bus company and the University. This benefits from carrying real-time information as one of the three Startrak trial routes, and also from through fares from the rail service. With sponsorship from major employers, the route has also recently been expanded to the town's main industrial estate, and so now provides a more comprehensive facility for rail/bus commuters;
- two rural interchange trials funded under rural bus grant and rural bus challenge:
 - one involving conventional buses meeting at a village outside Melton Mowbray, the services being linked by

mobile phone so that direct vehicle to vehicle interchange is possible,

- the other (funded by Rural Bus Challenge) a taxibus feeder to a main bus service on the A47 east of Leicester, with guaranteed connections.

4.52 The County Council is building on the results of this initial work by:

- auditing current interchanges;
- analysing trips which cannot be made directly or by easily facilitated interchange;
- prioritising improvements.

4.53 The County Council will also use its proposed new powers under the Transport Bill to ensure that through tickets are widely available for journeys involving interchange.

4.54 The initial audit is showing, as expected, that the most used interchanges are between bus services at central points and bus stations in the County Towns. Of six main ones identified, five have significant deficiencies in either passenger information provision or shelters and other infrastructure.

4.55 There are four bus/rail interchanges in the County Towns. Of these, only Loughborough provides an effective link. Hinckley, Market Harborough and Melton Mowbray currently lack an adequate bus service to the station. This needs to be provided through partnership working with the bus companies, at the same time making the infrastructure and other improvements necessary to secure effective integration.

4.56 At the lowest level are a small group of important nodes on inter-urban bus routes, including those used in the trials mentioned above. Assessment work is not yet complete but there are likely to be no more than a dozen countywide, and all are thought likely to have deficiencies in passenger information or infrastructure. There are a number of other locations where two bus services happen to serve the same point, but the potential for interchange is generally lowest in these cases, and they do not justify a high level of priority for investment.

4.57 The analysis of trips which cannot be made direct or by convenient interchange is as

yet at an early stage. Further work is needed, but examples of key deficiencies are from:

- the Hinckley urban area to Hinckley rail station;
- points north and west of Melton Mowbray to Leicester;
- the Ashby-de-la-Zouch area to Loughborough.

4.58 Once this work is complete, it will be possible to link this analysis with the audit of current interchanges to produce a prioritised programme. The County Council will pursue these through the work of the Quality Bus Partnerships and, outside such areas, with individual bus companies.

4.59 Part of the Strategy using the rural bus grant has been leading towards a network of hourly (or better) frequency linking routes between towns across the county. The development of this network should have a significant impact on the number of trips that can be made by easy interchange. Putting the network in place depends substantially on the co-operation of the operators of the basically commercial bus services involved.

4.60 The Action Plan will not only identify those locations within the existing network that could benefit from improved interchange facilities and service co-ordination, but will also study and test different ways of overcoming the existing problems with interchange. This will enable the study to identify and prioritise where interchange facilities can be provided and improved.

PUBLIC TRANSPORT INTERCHANGE ACTION PLAN

IDENTIFY LOCATIONS THAT COULD BENEFIT FROM IMPROVED INTERCHANGE FACILITIES AND SERVICE CO-ORDINATION.

STUDY AND TEST DIFFERENT WAYS OF OVERCOMING THE EXISTING PROBLEMS WITH INTERCHANGE.

IMPROVE INTERCHANGE FACILITIES AS IDENTIFIED IN THE STUDY.

PASSENGER RAIL DEVELOPMENT

4.61 The County Council has a long history of support for local rail services in the county,

and has been equally active in its efforts to ensure that inter-city services are appropriate to the county's needs. It has also ensured that its land-use policies in the Structure Plan work to enhance the role of local rail services and make these as attractive an alternative to car use as possible.

4.62 The County Council has carried out a detailed appraisal of options for future local rail enhancement, and support for local rail in the Strategy includes:

- enhancing services on the Leicester to Nuneaton corridor, with a new station at Blaby which will assist in serving the rural areas. It is planned to submit a bid for funding for this scheme under the Rail Passenger Partnership Fund, with the station to be funded from the Central Leicestershire LTP;
- Stage 2 of the Ivanhoe Line, involving the reintroduction of a passenger service over the Leicester – Coalville – Burton on Trent branch line, has been pursued for many years. Despite the cost problems which have made it inappropriate to proceed immediately with a Rail Passenger Partnership Fund bid, the County Council will use its utmost endeavours in negotiating with the Strategic Rail Authority and other appropriate bodies to seek a way forward to progress Ivanhoe Stage 2;
- ongoing discussions with Midland Mainline to provide a train service to a new station at Kibworth, which would be funded jointly from LTP funds and by developers and longer-term aspirations for a new station at East Goscote (both in the Central Leicestershire area);
- a general objective to move towards train services of at least 15 minute frequency on the lines radiating from Leicester to Hinckley, Loughborough, Melton Mowbray and Market Harborough;
- co-operative work with the train operating companies to improve interchange at stations, with on-station facilities funded by Railtrack and the train operating companies, and the County Council towards improved interchange.

PASSENGER RAIL DEVELOPMENT ACTION PLAN

IN PARTNERSHIP, PURSUE THE DEVELOPMENT OF THE PASSENGER RAIL NETWORK.

MAINTAIN SUPPORTIVE LAND USE POLICIES IN THE COUNTY STRUCTURE PLAN.

WORK WITH FRANCHISED TRAIN OPERATORS AND THE STRATEGIC RAIL AUTHORITY TO ENCOURAGE THE FURTHER DEVELOPMENT OF THE COUNTY'S MAIN RAIL ROUTES.

POWERED TWO WHEELERS

The Leicester and Leicestershire Motorcycle Forum will give users of Powered Two Wheelers (PTWs) a voice in local transport planning with regard to integrated transport and enable them to make recommendations to the Highway Authorities towards developing a local motorcycling strategy. The issues are:

- identifying the benefits of using PTWs;
- identifying the problems and needs of PTW users;
- identifying the attitudes of the general travelling public towards motorcycling;
- seeking ways of overcoming common misconceptions and achieve broader consensus on the use of PTWs.

4.63 DETR considers that Local Authorities should promote PTW use, but only where cycling, walking and public transport are unrealistic. This is set against concerns over increasing motorcycle accidents, which was highlighted in the consultation. Nevertheless, consideration will be given on how to effect a transfer to Powered Two Wheelers from cars but not from walking, cycling or public transport, and how to increase the safety of PTW users, without decreasing safety of other vulnerable road users.

POWERED TWO WHEELERS ACTION PLAN

CONSULT FURTHER WITH PTW USERS THROUGH THE LEICESTER AND LEICESTERSHIRE MOTORCYCLE FORUM.

DEVELOP AND ADOPT PTW STRATEGY TO ASSIST SUSTAINABLE TRANSPORT INITIATIVES.

SOCIAL INCLUSION

4.64 The participation exercise confirmed that this was an area of concern. Accordingly, The County Council has developed Community Profiles of all villages within Leicestershire to establish the level of community amenities available to the residents of the villages, for example Post Offices, banking services and children's facilities. It also included a very coarse indication of transport accessibility, which will be developed further to provide a more detailed study with regard to the deficiencies in rural transport services.

4.65 The study indicated those areas of Leicestershire where the lack of facilities could lead to an increase in overall mileage.

4.66 Throughout the county there are already a number of transport schemes that offer wheelchair accessible mini buses that provide transport for local journeys, for example shopping. There are also a number of social car schemes, which co-ordinate services where volunteers use their own cars to provide door to door transport for a whole variety of destinations and journey purposes.

4.67 The County Council will continue to identify those areas and groups of people that experience social exclusion, with the intention of providing information on the details of the Supported Road Passenger Transport and Supported Fully Accessible Transport elements of the Bus Travel and Community Transport Action Plan, in order to increase social inclusion and ensure that a range of services is provided to those areas in the most cost effective way.

DISABILITY IMPROVEMENTS

4.68 In September 1998, the County Council's Disability Policy was formally adopted. The Policy is founded on the County Council's existing equal opportunities policies, and was developed through extensive consultation with a wide variety of disability groups throughout the county.

4.69 The Objective of the policy is to:

- remove barriers and change attitudes which prevent disabled people from gaining access to employment with the County

Council and to the services provided by the County Council and its agents;

- work in consultation with disability groups to this end, and act as an example of good practice to encourage other organisations across Leicestershire to make similar efforts.

4.70 The Policy sets out the County Council's commitment to equal opportunity for disabled people and to ending discrimination, and includes a number of guiding principles and initiatives for the way forward with particular reference to:

- the appraisal of services;
- staff training and awareness;
- the provision of information.

4.71 It is important to address all links in a journey, and the County Council currently improves facilities for people with disabilities through:

- consultation with disabled groups to identify barriers to mobility of disabled people within the existing road network;
- development and implementation of "whole route" improvements to eliminate barriers to mobility;
- safety audit of new works design, which includes analysis of the design from the perspective of mobility impaired people;
- highway maintenance;
- a parking initiative for disabled people, (to help disabled people park outside or as near as possible to their homes);
- improvements to existing signal controlled pedestrian crossings;
- its road safety programme;
- development of accessible transport services.

4.72 To complement the above measures, and following the success of similar schemes implemented in the last three years, it is proposed to continue to allocate capital funds specifically for a programme of works to provide improved highway facilities for people with disabilities.

4.73 Complete access routes between residential areas/homes and local services are

being developed, and include for example, footway improvements, dropped kerb crossings, tactile paving at side road crossings, and improved access to public transport. Where possible the access routes will link to existing and proposed pedestrian crossings, local safety schemes for pedestrians, and environmental improvement works carried out by District Councils.

4.74 Consultation with local disability groups is a key factor in developing and implementing these proposals and has led to several notable successes.

4.75 For example, following discussions with local disability groups and Age Concern, improved access routes have been implemented in Shepshed, Ibstock and Melton Mowbray which have resulted in increased mobility for visually and mobility impaired people in these areas.

4.76 Currently, funds are being targeted to increase the proportion of signalised pedestrian crossings that incorporate facilities for disabled people. The programme, which is being implemented in conjunction with the revenue funded programme of traffic signals maintenance and renewals, provides features such as tactile surfaces and indicators, and flush kerbs.

4.77 Through consultation with disability groups and other agencies, the Action Plan will continue to identify areas where there are specific transport barriers that prevent disabled people from achieving their full potential within the community, and to improve and provide facilities as identified in the most cost effective manner.

4.78 This will be assisted by ensuring that all schemes implemented by the County Council take full account of the needs of disabled people. Documents such as that of the Joint Committee on Mobility of Blind and Partially Sighted People – Local Transport Plans (February 2000), although commenting on the country's provisional LTPs, indicates the concerns that need to be taken into consideration in planning and updating transport facilities.

DISABILITY ACTION PLAN

IDENTIFY SPECIFIC TRANSPORT BARRIERS.

IMPROVE AND PROVIDE FACILITIES IN THE MOST COST-EFFECTIVE MANNER.

ENSURE ALL COUNTY COUNCIL SCHEMES TAKE ACCOUNT OF THE NEEDS OF DISABLED PEOPLE.

HIGHWAY MAINTENANCE

4.79 This LTP incorporates all elements of highway maintenance and bridge strengthening and maintenance, including those that lie within the county area of the Central Leicestershire LTP. The City and County Councils continue to work together to ensure that Objectives and Strategies used by both Councils in allocating resources are compatible.

4.80 A liaison group was established in January 1999 to develop guidelines to assist in the preparation of the 2000/2001 provisional LTP. This group has continued to meet on a regular basis. It will develop and implement strategies for managing the assets in the context of each Council's overarching Objectives. The main principles underpinning the work of the two Councils include the following:

Accessibility

- ensure proposals take into account the safe and efficient movement of goods and provision of services, irrespective of mode of travel;
- give priority to the Primary Route Network and other roads of strategic importance;
- consult businesses and the local community prior to implementing measures that are likely to cause an interruption or significant decline in the service;
- give full consideration to the needs of disadvantaged groups, such as people with disabilities and elderly people;
- minimise interruptions and delays while carrying out maintenance work;
- minimise interruptions and delays by co-ordinating street works under the New Roads and Street Works Act 1991.

Economic Development

- maintain the asset value of the network of highways and bridges at minimum cost, in terms of both structural and operational performance;
- ensure proposals fulfil the requirements of industry and commerce for the efficient transportation of goods and services;

Health

- minimise the effects of highway work as a major source of noise and pollutants;
- maintain the network in a way which encourages more walking and cycling.

Safety

- comply with the all statutory duties imposed on Highway Authorities to maintain their networks;
- make public safety paramount in considering priorities, both in terms of planned works and emergency action;
- design schemes to make a significant contribution to improving and updating highway layouts to improve public safety;
- take account of the needs of vulnerable road users by considering specific measures to assist cyclists and motorcyclists.

Environment

- recognise the highway as being of environmental importance as part of the wildlife habitat, and the importance of bridges in terms of their architectural and historic interest;
- consult with relevant bodies where appropriate, such as English Heritage, English Nature and the Environment Agency, as a preliminary stage to all planned works;
- regard the safeguarding of watercourses and the protection of wildlife species as areas of particular concern;
- in carrying out works, reduce waste and re-use or re-cycle existing materials as much as possible.

Integration

- where possible, give consideration to co-ordinating improvements and major maintenance works.

Highway Maintenance Review

4.81 The County Council concluded its formal review of its total highway maintenance function during 1999. The focus of the work was to consider existing policy on maintenance standards and procedures, and the balance of expenditure of the various elements that make up the overall revenue and capital budgets, with particular emphasis on the following categories:

- highway structural maintenance and highway defects;
- winter maintenance;
- street lighting, environmental and safety maintenance.

Highway Structural Maintenance And Highway Defects

Conclusions

- The Local Authority Association's Code of Good Practice for Highway Maintenance (the LAA Code) should be regarded as a long term standard to aim for. However, there is at present inadequate structural maintenance funding, both revenue and capital, to achieve the standards implicit in the LAA Code.
- Total highway maintenance and highway structural maintenance budgets have both been in decline in real terms since 1994/95. Short falls in funds have been identified in all three types of work: reactive, renewals and preventative maintenance. The balance between these types of work is considered appropriate given current funds.
- The current standards of reactive maintenance are considered to be appropriate; however, the need for reactive work is increasing due to reductions in renewal work.
- The amount of renewal work currently undertaken is insufficient to arrest the decline in the condition of the highway network, so the position will become worse.

This will lead to more reactive repairs each year, so less renewal work will be funded. This will perpetuate the deterioration in condition, leading to an additional financial requirement to arrest further deterioration.

- The annual revenue budget for structural maintenance needs an additional £1.5 million to arrest deterioration.
- The annual capital budget for structural maintenance needs an additional £0.6m to start a programme of work to restore the residual life of the network.
- The two most significant areas of concern are footways, with a backlog of £11.2 million of work, and rural carriageway edge damage, with an estimated backlog of £9.2 million.

Agreed Action

- The County Council's Highway Maintenance Policy document is to be updated to reflect the recommendation arising from this review.
- An annual "state of the highways" report is to be produced for Members, to enable an assessment to be made of overall performance against policies and Objectives to inform the budget process and report comparison with other Authorities.
- The policy that prevents renewal work on unclassified roads is to be amended to allow such work, where it is clear that the cost of reactive maintenance has become grossly uneconomic.
- Future efficiency savings elsewhere are to be invested in the highway maintenance budget and be targeted for the present to priority renewal schemes.
- Annual budget decisions on highway maintenance must have a greater regard to the longer term consequences for the condition of the highway network.
- It is to be ensured that Members are aware of the longer term maintenance implications of increased spending on traffic calming schemes.
- A pilot study is to be undertaken to obtain more accurate information on claims and ways to reduce them.

- ❑ Computer-based highway management systems are to be evaluated, and the findings reported to Members to consider options for future investment.

Winter Maintenance

Conclusions

- ❑ The effectiveness of the County Council's winter salting operations has been adversely affected since the cancellation of agency arrangements for maintaining motorways and Trunk Roads.
- ❑ Options for increased efficiency should be exploited before any change in the current policy is considered.
- ❑ The current length of the precautionary salted network should not be reduced.
- ❑ The potential benefits of installing an ice prediction system and the use of thermal mapping is endorsed.

Agreed Action

- ❑ Commence discussions with District Agents with a view to redesigning salting routes, regardless of agency boundaries, that could lead to overall service improvement and cost savings whilst maintaining the present salting network.
- ❑ Invest in ice prediction systems and thermal mapping which could further improve the service and yield savings.

Street Lighting, Environmental and Safety Maintenance

Conclusions

- ❑ There is a need for better management information systems to monitor the performance of bulbs before reviewing the existing policy of replacing every five years.
- ❑ Savings arising from street lighting electricity supply contracts and the re-letting of the term contract for the maintenance of street lighting and illuminated signs should be re-invested in the structural maintenance budget.
- ❑ The current standards and frequencies for grass cutting, weed spraying, tree maintenance and other grounds maintenance should be retained.

- ❑ Although the County Council standards for gully emptying are in keeping with the LAA Code, cleansing frequencies should be increased where flooding has occurred.
- ❑ The effect on the highway drainage system resulting from the poor standards of street sweeping in rural areas by District Councils should be investigated.

Agreed Action

- ❑ to purchase a replacement street lighting management system;
- ❑ to continue with present bulk change and clean arrangements until better management information systems have been acquired to monitor performance of bulbs, at which time this position will be reviewed;
- ❑ savings arising from energy efficiency savings to be reinvested in the highway maintenance budget for structural maintenance;
- ❑ to instigate a pilot exercise to investigate whether benefits can be gained from improved street cleansing within overall costs to the County and District Councils;
- ❑ to increase frequency of gully emptying at sensitive flooding locations.

Capital Maintenance of Principal Road Carriageways

Conditions

4.82 It was reported in the 1999 provisional LTP that over the previous five years the level of capital settlement had not been sufficient to arrest the deteriorating structural condition of the Principal Road network.

4.83 The previous submission also went on to say that the 1998 and 1999 settlements of £1.483 million and £1.436 million respectively were sufficient to only fund priority one maintenance schemes and one specific major maintenance scheme each year.

4.84 The priority one schemes were those identified to keep the network in a safe condition and prevent the uneconomical use of revenue money to continually repair the road surface by patching. It was predicted that similar allocations in the future would not be

sufficient to improve the residual life of the network. In this case a residual life of less than zero years for at least 22% of the network and a residual life of four years and less for at least 40% of the network would be the norm in Leicestershire.

4.85 The Deflectograph results published in the National Road Maintenance Condition Survey 1999 (NRMCS) has supported previous predictions, i.e.:

- 23.3% of the network has a residual life of less than zero years
- 37.6% of the network has a residual life of four years and less.

4.86 The structural condition of Leicestershire's Principal Roads is significantly worse than the national average, which itself is significantly worse than the average for Trunk Roads. Table 4.1 shows a comparison of the structural condition of Leicestershire's Principal Roads against those for Trunk Roads and the national average of all Principal Roads in England and Wales for 1999.

Table 4.1 Structural Condition 1999

	Residual Life – years		
	< 0	0 to 4	Total < 0 to 4
Trunk Roads	7.0%	7.4%	14.4%
National Average County Principal Roads	14.7%	9.5%	24.2%
Leicestershire Principal Roads	23.3%	14.3%	37.6%

Strategy

4.87 The Audit Commission Best Value indicator requires the County Council to provide details of the percentage of Principal Roads which have reached the point at which repairs to prolong their future life should be considered. The maintenance work programmed over the next five years is targeted to reduce this indicator by prioritising those parts of the network with low residual life.

4.88 The Strategy will focus resources on those sections of the network with less than zero years residual life. This will require additional funding to tackle the backlog of work. An in depth study on the condition of the network has established the period of time to reduce this backlog with different levels of financial resource. The outcome of this study for four budget options is shown in Table 4.2, and graphs showing the predictions for each option are shown in Appendix D.

4.89 Option 3 in Table 4.2 overleaf requires an increase of £0.7 million on previous allocations, to a level of £2.2 million. This would allow the County Council to strengthen 127.4 lane km (equivalent to 63.7 route km) over the next 5 years. This should reduce the percentage of less than zero residual life to 18.1% at the end of the 5 year programme of work. It is predicted that the condition of the network would be similar to the current average for Non-Trunk Principal Roads during the 2007/08 financial year, and the current average for the Trunk Road network during 2010/11.

4.90 Should further funds become available, the 5 year programme could be enhanced to include other targeted locations. A settlement of £2.6 million per year would increase the rate of improvement in the condition of the network to the extent that the current average for Non-Trunk Principal Roads would be reached at the end of the 5 year programme (during 2005/06) and two years later the network would be similar to the current condition of the Trunk Road network. It has been estimated that £1.9 million per year would then be needed to adequately maintain the network.

Scheme treatments and priorities

4.91 As it is not always practical to rely on deflectograph surveys in isolation, treatments and priorities are established using the following criteria:

- MARCH (Maintenance Assessment Rating and Costing for Highways) surveys carried out on 20% of the network each year to achieve full coverage over 5 years, plus surveys at specific locations to support bids;

Table 4.2 – Future Condition of the Network at Different Levels of Resource

Bid	Option Budget < Zero Years		Option Budget < Zero Years		Option Budget < Zero Years		Option Budget < Zero Years	
	£m	%	£m	%	£m	%	£m	%
2001/02	1.5	23.9	2.0	23.9	2.2	23.9	2.6	23.9
2002/03	1.5	24.4	2.0	23.3	2.2	22.6	2.6	21.6
2003/04	1.5	24.8	2.0	22.5	2.2	21.3	2.6	19.2
2004/05	1.5	25.1	2.0	21.6	2.2	19.8	2.6	16.7
2005/6	1.5	25.3	2.0	20.6	2.2	18.1	2.6	13.9
2006/07	1.5	25.3	2.0	19.5	2.2	16.2	2.6	11.0
2007/08	1.5	25.2	2.0	18.2	2.2	14.2	1.9	7.9
2008/09	1.5	25.0	2.0	16.8	2.2	12.1	1.9	8.0
2009/10	1.5	24.7	2.0	15.2	2.2	9.7	1.9	7.9
2010/11	1.5	24.2	2.0	13.5	1.9	7.3	1.9	7.7

Note: all figures are at 2000/01 prices

- deflectograph surveys carried out on 20% of the network each year and covering the MARCH survey sites;
- skid resistance tests and investigations at known accident locations and other reported problem areas;
- 24 hour two way HGV flows as indicated on Figures 4.2a and 4.2b;
- accident records to assess the impact of maintenance treatments;
- the level of existing general maintenance work funded from the revenue budget.

4.92 Before finalising the works programme the County Council considers:-

- the role of the primary route network;
- environmental sensitivity, by considering the use of negative texture low noise wearing course materials;
- combining maintenance and improvement works;
- the concerns of local people and businesses;
- implications for vulnerable road users.

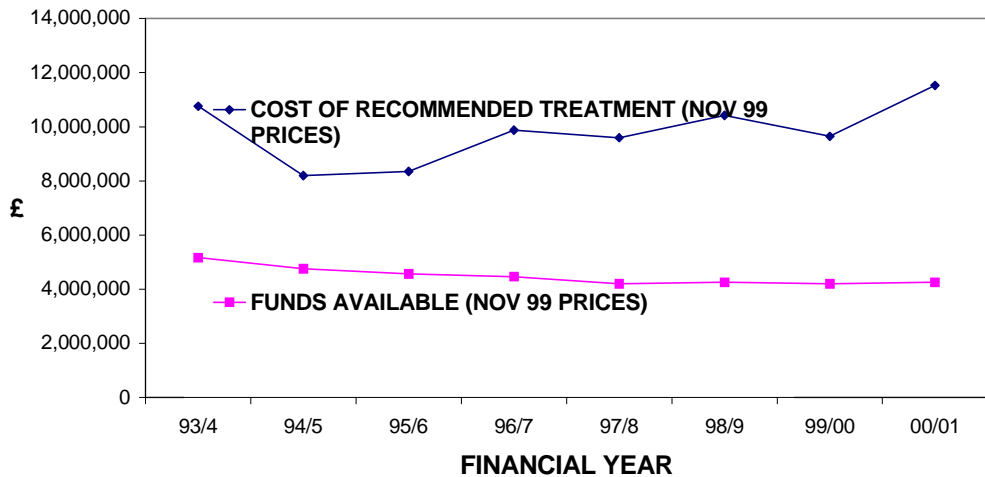
2000/01 Works Programme

4.93 A list of the carriageway maintenance schemes on Principal Roads is given in Appendix D. These schemes were carefully assessed in order to target resources effectively, whilst having due regard for all road users. Examples are also given of the application of the criteria to a sample of those schemes.

Non Principal Roads and Footways

Condition

4.94 The County Council undertakes an annual assessment on 20% of all carriageways and footways, using the MARCH system to provide data on the overall condition and the value of structural maintenance needs. These results are used to allocate the revenue structural maintenance budget and to develop trends. The cost of recommended treatment over an eight year period is shown in Table 4.3 opposite. Since 1994 there has been an upward trend in the need to treat defects to bring the county network up to the standards implicit in the LAA Code of Practice, whereas the funds available have remained fairly consistent and at a much lower level.

Table 4.3 - MARCH Need and Allocation

4.95 Deflectograph structural condition surveys are undertaken on 20% of 'B' class roads each year. These roads, along with Principal Roads cater for inter urban heavy goods vehicle movements in the countywide Lorry Control Plan. The results show that 21% of the network is in need of a structural overlay, at a cost of £3.75 million.

4.96 The County Council will commence its programme of coarse visual inspections on both B and C class roads in summer 2000. The entire length of both road classes will be surveyed in order to produce the 2000/01 Performance Indicators for the condition of non-Principal Roads. This will be carried out under UK Pavement Management Rules and Parameters using the MARCH PMS (UKPMS) software. This is the first system to achieve full UKPMS Tranche 3 accreditation.

4.97 The County Council continues to support the National Road Maintenance Condition Survey (NRMCS). This visual survey assesses a much smaller sample than MARCH, being only 0.27% of the network. The results are therefore only used to monitor road and footway condition at a national level.

Strategy

4.98 Given the scarcity of funds, the backlog of maintenance identified by the review process, and the rate of deterioration, the County Council is targeting mainly the B and C class roads, together with some of the busier unclassified routes. The key to this Strategy is a recently completed review of the county's road hierarchy. This has not only considered route type, destination, usage etc, but has incorporated the County Council's Lorry Control Strategy.

4.99 The county's footway network is over 4,300 km in length, on which there is a backlog of £11.2 million of maintenance work. A review of the footway hierarchy is programmed for completion in autumn of this year. This will enable a clearer targeting of funds to lengths of footways with greatest need. Running in parallel with this review is an identification and assessment of the maintenance standards for cycle routes.

Targets

4.100 It is unrealistic to expect the structural maintenance revenue budget to be increased to a level sufficient to meet the identified need. It is also untenable in the long term to adopt an approach of only keeping the highway safe,

since this would result in escalating costs in a very short time, and a need for major work.

4.101 In recognising these issues the County Council will divert efficiency savings identified elsewhere in the highway maintenance budget to target priority structural maintenance renewal schemes.

Environmental Initiatives

4.102 The County Council has made a positive commitment to the re-use and recycling of materials. The following are examples of successful initiatives that are being pursued by the County Council's DLO, in partnership with the private sector:

- **Recycled granular material:** excavated concrete, broken kerbs and slabs that cannot be re-cycled are crushed, graded and used as granular Type 1 material in road construction. The County Council encourages the use of these materials when seeking competitive tenders for maintenance work.
- **In-situ hot recycling:** the establishment of a fully operational in-situ hot recycling system for patching and reinstating road surfaces to complete a fast, effective and sustainable patching and reinstatement service. This process has a number of environmental and practical benefits, as well as being a cost effective alternative to the more traditional patching methods using all new bituminous materials.
- **Re-heating bituminous material:** the County Council's DLO has formed a successful partnership with a local company, Mineral Recycling Co. Ltd., to develop a mobile unit capable of re-heating excavated bituminous material for re-use. The process has many environmental benefits, and the technology employed ensures these benefits can be obtained in a cost-effective manner. Now that patents have been gained, the unit has recently been successfully employed in Leicestershire on footway recycling trials.
- **Low noise surfacing** will be considered and utilised where applicable to bring about improvements in the noise environment.

HIGHWAY MAINTENANCE ACTION PLAN

CONTINUE ON-GOING MAINTENANCE IN ACCORDANCE WITH THE COUNTY COUNCIL'S STRATEGY.

IMPLEMENT THE RECOMMENDATIONS OF THE REVIEW OF THE COUNTY COUNCIL'S HIGHWAY MAINTENANCE FUNCTION.

CONTINUE TO MONITOR THE CONDITION OF THE HIGHWAY NETWORK.

CONTINUE THE NEW VISUAL CONDITION SURVEY TO THE NATIONAL UNITED KINGDOM PAVEMENT MANAGEMENT SYSTEM STANDARDS.

CO-ORDINATE STREET WORKS UNDER THE NEW ROADS AND STREET WORKS ACT 1991, AND PLAN/IMPLEMENT THE COUNTY COUNCIL'S OWN ROADWORKS TO MINIMISE DISRUPTION TO HIGHWAY USERS.

Bridge Maintenance and Strengthening

Strategy and Management

4.103 As with highway maintenance, this LTP incorporates all elements of bridge maintenance and strengthening, including those that lie within the Central Leicestershire LTP area, and the principles underpinning the two Councils' work are those that were outlined in paragraph 4.80.

4.104 The County Council places a high priority on strengthening and maintaining its bridge stock, so that the highway network may continue to fulfil the requirements of industry, agriculture, bus and emergency services, and the public at large. To this end it has, in 1998/99 and 1999/2000, supplemented the TPP funds allocated to bridgework by the use of Capital Receipts (£180,000 in 1998/99 and £200,000 in 1999/2000). The County Council also funds routine maintenance and maintenance of minor highway structures by an allocation from the Revenue Budget (£60,000 in 2000/01).

4.105 The County Council proposes to continue to completion its programme of assessment and management of substandard highway bridges and other load-bearing structures, in order to ensure their safe use under current and future traffic loading.

4.106 Priority continues to be given to bridges:

- on the Primary Route Network (PRN) and Principal County Roads;
- on other roads of strategic importance, such as local lorry routes, in conjunction with the County Council's lorry control strategy;
- where the bridge is in a deteriorated condition, giving concern as to its adequacy.

4.107 Bridges identified as substandard in the assessment programme are strengthened, subjected to a weight limit or other appropriate form of traffic management (either as a permanent or interim measure), or monitored (normally as an interim measure).

4.108 The management strategy for substandard bridges takes account of:

- the classification and strategic importance of the route;
- the degree to which the structure is substandard and the requirements for the route;
- the management techniques available and appropriate for the structure (weight limit, monitoring, traffic restriction);
- the effect on businesses and local community (emergency services, buses including school transport, freight transport, agriculture);
- the availability and length of a suitable diversionary route;
- the architectural and historic value of the existing structure (ancient monument, listed building, etc.);

The programming of proposals is co-ordinated with other maintenance works on the route, after appropriate consultations.

4.109 Monitoring will be applied in cases where:

- the structure does not constitute an immediate risk to public safety; and
- it is considered to be an appropriate method of interim management on engineering judgement.

4.110 Temporary weight limits or traffic restrictions will be applied in cases where:

- there is immediate need to protect public safety; and
- monitoring is not considered appropriate on engineering grounds.

4.111 Strengthening of substandard bridges will normally be carried out where:

- the bridge is on a strategic route (Primary or other Principal, strategic lorry routes); or
- management by other means is not acceptable by reason of engineering or other factors outlined in the management strategy.

4.112 Permanent traffic restrictions will be applied in cases where:

- traffic flows will not be unreasonably affected; and
- it is the most economical solution taking account of whole life costing (for example, installation and running costs, betterment effects of alternatives).

4.113 Permanent weight limits will be applied in cases where:

- other management techniques are inappropriate; and
- after full consultation with public and interested bodies, all factors outlined in the management Strategy are satisfactorily accounted for.

4.114 Where a bridge is considered to require strengthening but, after appropriate consultation has been carried out, it is not found necessary for the bridge to meet the full 40t carrying capacity, consideration will be given to partial strengthening to an appropriate level, in conjunction with a permanent weight limit. This approach may be adopted in cases where:

- there is a significant economic advantage, taking into account the additional costs to the County Council of strengthening to 40t capacity and the costs of imposing the weight limit; and
- all the criteria for imposing a weight limit at the higher level have been met.

Bridge Assessment

4.115 A statement of progress on bridge assessment, summarising the numbers of outstanding assessments and total numbers of bridges to be assessed, categorised by owner and route classification, is given in Table 4.4.

4.116 DETR has recently advised that it expects County Councils to assess bridges down to 1.5m span on Principal Roads, contrary to the minimum span of 1.8m set in previously generally adopted national standards. In the interests of a consistent approach, the County Council proposes to assess all bridges to this standard, which leads to a late addition of 54 bridges to the assessment programme, mainly owned by the County Council.

Table 4.4: Numbers of Bridges not yet Assessed (June 2000)

Bridge Owner	No. of Outstanding Assessments (No. of bridges in assessment programme)				
	PRN	Other Prin. Routes	Other Strat. Routes	Other uncl. Roads	Total all Roads
Leics. County Council	2 (40)	1 (42)	3 (51)	39 (400)	45 (533)
Railtrack	1 (2)	0 (1)	2 (14)	4 (32)	7 (49)
Rail Property	- (-)	0 (4)	0 (1)	4 (37)	4 (42)
British Waterways	- (-)	- (-)	0 (1)	2 (35)	2 (36)
Other owners	- (-)	1 (2)	1 (5)	5 (31)	7 (38)
Totals	3 (42)	2 (49)	6 (72)	54 (535)	65 (698)

4.117 Of the bridges now awaiting assessment, the County Council consequently owns the majority, although these are mainly short span and on routes of lower strategic importance. The priority for assessing these bridges is considered relatively low, and, subject to evaluation of their condition, assessment may be deferred over the next two years (to be completed in 2002/2003) to enable the work to be contained within currently affordable budgets.

4.118 A significant number of generally larger bridges are owned by Railtrack, Rail Property or privately. The County Council is working in a joint venture with Railtrack and Rail Property to assess their bridges, and is undertaking assessments of private bridges at County Council expense by agreement with the owners.

4.119 Of the outstanding assessments of Railtrack bridges, only one is on the PRN or a Principal Road; assessment of this bridge (Burton Road, Melton Mowbray) has been extended, as it is considered that more sophisticated analysis may be able to

demonstrate the adequacy of the structure. Inspections have been carried out on all of the remaining Railtrack bridges, with assessments ongoing.

4.120 Obtaining final Railtrack agreement to the assessment outcome is taking longer than anticipated, due to the somewhat protracted technical approval process, and for the purposes of Table 4.4, assessment is considered to be complete when the County Council is satisfied as to the outcome. It is anticipated that the assessment of Railtrack bridges will be substantially completed by March 2001. Provision has been made in bids for 2001/2002 for further Railtrack costs in finalising technical approvals, and for the need to cover evaluation of strengthening proposals and apportionment of strengthening costs in accordance with national agreements.

4.121 Higher-than-anticipated Railtrack costs have caused some work on Rail Property, British Waterways and other privately owned bridges to be deferred to 2000/2001. It is anticipated that Rail Property and British Waterways bridges will be substantially completed by March 2001. On the same basis as for County Council owned bridges, additional privately owned short span bridges down to 1.5m span will be assessed over the two years up to March 2003.

4.122 An allowance has been made beyond March 2003 for a continuing programme of assessment of bridges which, although previously assessed, are considered to require reassessment by virtue of changes in structural or loading conditions.

Strengthening and Management of Substandard Bridges

4.123 The current position, at June 2000, regarding substandard bridges is summarised in Table 4.5 overleaf and in the following paragraphs.

□ **Primary Route Network:** One bridge (Leicester Road Railway Bridge A607, Melton Mowbray) has been identified as substandard. Funding was allocated for strengthening in 1999/2000, but it has not yet proved possible to agree strengthening proposals or programming with Railtrack, due to Railtrack's uncertainty regarding

alterations to meet their other operational requirements. This work has therefore been deferred and included in the bid for 2001/2002. The County Council has recommended monitoring as an appropriate interim measure, to be carried out by Railtrack and, provided there is no deterioration in the structure, there will be no effect on the network prior to strengthening.

□ **Other Principal Roads:** Two substandard bridges have been identified, both carrying the A60 at Loughborough. Leicester Road Canal Bridge, owned by the County Council, was programmed for 1999/2000. Review of the assessment considerably reduced the scope and priority of the work entailed, and the proposal was deferred to 2000/2001. Nottingham Road Railway Bridge has been confirmed to Railtrack as substandard, with a recommendation for short-term monitoring with early strengthening. A contingency sum was included in the previous bid to allow for work to be carried out in 2000/2001. Again, due to other potential modifications arising from Railtrack operational requirements, it may not be possible to agree proposals and programming arrangements to meet this time scale. If it proves necessary to defer the scheme, other strengthening and maintenance work will be brought forward from the following year's programme to replace it. Provided there is no deterioration in the structure, there will be no effect on the network prior to strengthening.

□ **Other Routes:** Seven substandard bridges are programmed for strengthening in 2000/2001. Meadow Lane Railway Bridge, Loughborough, for which a contingency sum was included in the bid for 2000/2001, has also proved impossible to programme with Railtrack, and has been deferred until a definite programme date can be agreed, provisionally included in the bid for 2002/2003. All of the above bridges are currently being managed by monitoring, with no effect on the network. Four canal bridges, previously considered for permanent weight limits, have been included in the bid for strengthening for 2001/2002 as a consequence of objections received during consultation and the order process. The reasons are discussed in greater detail in the following paragraphs.

4.124 Sums have been allowed in the last three years of this LTP for the strengthening of bridges identified as weak from the outstanding assessments. It is intended that these sums will be applied to the backlog of maintenance work if the strengthening work is not required.

4.125 Weight Limits: Eight bridges have had temporary weight limit orders imposed to protect the structure. These, together with six bridges subject to an existing weight limit, have been the subject of consultation and formal objection regarding imposition of new or revised permanent weight limits; all but two of these bridges are owned by British Waterways. Following County Council procedures, permanent weight limits are to be applied to ten of these bridges. However, in view of objections received, it is intended that three of these should be strengthened when funds can be made available, and appropriate allowance has been made in the bid for 2002/2003. In the case of the remaining four bridges, the objections principally relate to the disruption and interference caused by the weight limit to agricultural activities, such as milk collection routes, crop harvesting and severance of single agricultural holdings, which are likely to have a serious commercial impact. In these cases, provision for strengthening has been made in the bid for 2001/2002, subject to the necessary agreement of British Waterways, as bridge owner, being obtained. It is intended that all of these bridges should be protected in the interim by temporary or permanent weight limits.

4.126 A further thirteen bridges are considered potentially suitable for permanent weight limits, and it is proposed to commence consultation in 2000/2001 with a view to imposing limits where acceptable; monitoring is considered the appropriate interim measure on these bridges. All existing and proposed weight limits are on unclassified roads.

4.127 Many of the bridges where weight limits, temporary or permanent, have been imposed are old canal bridges within conservation areas. In considering these weight limits the County Council considers that approved funding should allow for strengthening without detriment to their appearance.

4.128 Details of the bridge strengthening programme for 1999/2000 and 2000/2001 are

included in Appendix D, Table D.2 and Table D. respectively.

Table 4.5: Summary of Substandard Bridges (June 2000)

Proposals	No. of Substandard Bridges				
	PRN	Other Prin. Route	Other Strat. Route	Other uncl. Roads	Total
Strengthen: programme 2000/2001	-	2	0	6	8
Strengthen: bid proposal 2001/2002	1	-	-	5	6
Strengthen: bid proposal 2002/2003	-	-	-	6	6
Strengthen bid proposal 2003/2004				1	1
Permanent weight limit (subject to final Council approval)	-	-	-	7	7
Consultation for possible Permanent Weight Limit	-	-	-	13	13
Total	1	2	0	38	41

Bridge Maintenance

4.129 The County Council's bridge maintenance work is administered by a central structures section, which controls both the revenue and capital budgets, identifies and programmes maintenance work, and lets maintenance contracts. Due to the heavy demands on resources created by the assessment and strengthening programme, maintenance in recent years has been restricted to the highest priority work, although in part the need for maintenance work has been reduced by strengthening carried out on bridges in poor condition.

4.130 It is recognised, as the emphasis shifts back from strengthening to programmed maintenance, that the present system offers scope for improvement to enable an optimised and efficient programme of bridge maintenance to be implemented. To demonstrate that funds are being effectively utilised, it will be necessary to monitor the condition of the bridge stock year by year.

4.131 As proposed in the draft LTP, a review of bridge inspection practice has been carried out, and certain changes are proposed for implementation in 2000-2001. General inspections, previously carried out by Divisional staff, will be carried out at two yearly intervals by headquarters structures staff. Principal Inspections will be carried out at six yearly intervals on Principal Road bridges, and on other roads generally at ten yearly intervals, subject to an option for the inspector to specify a reduced interval to the next principal inspection if he considers it advisable. It is considered that this arrangement optimises cost effectiveness balanced against need.

4.132 A key priority is the establishment of an improved system of bridge asset management, including acquisition and transfer of data, with a view to improving the identification, prioritising and programming of maintenance work, and providing a system for monitoring bridge condition in individual and overall terms.

4.133 The County Council has developed a new computerised structures database, which will be implemented in 2000/2001. It is intended to transfer existing information into the system, and information relating to bridge condition and maintenance requirements will be updated over the new two-year general inspection cycle up to March 2002. This will improve the prioritisation and targeting of maintenance expenditure in future years.

4.134 The total value of the County Council's bridge stock is estimated at £73.6m. The recent CSS Report on Bridge Maintenance Funding concluded that the required level of funding to ensure steady state maintenance of the bridge stock at an acceptable level, including the eventual reconstruction of worn out bridges, was 1% of the replacement value. For Leicestershire bridges, this equates to an annual expenditure of £736,000. This compares to the bid in the first year of this

plan, constrained within affordable limits, of £707,000 for all bridge work (including strengthening and maintenance).

4.135 It is currently estimated that the level of identified capital maintenance work required on bridges is approximately £4m. To clear this backlog over a ten-year period would require an investment of £400,000 per annum, but it is considered that this level of additional spending would have a significant reducing effect on the normally anticipated annual maintenance requirement of £736,000. It is estimated that to clear the backlog and deal with new maintenance work would consequently require a total maintenance expenditure of approximately £1.06m per annum over 10 years at present values. Should additional funding become available as a consequence of the Government's 10 year plan for transport investment, the additional resources sought for bridge maintenance are as set out in Table 6.2, Chapter 6.

4.136 It is accepted that the data on which these estimates are based are approximate. As stated above, it is intended that the data should be refined over the next two-year inspection cycle. Appropriate funding levels will be regularly reviewed during the life of this plan.

4.137 Details of the bridge maintenance programme for 2000/2001 and 2001/2002 are included in Appendix D.

4.138 In summary, there are series of actions that will be undertaken to maintain and improve the bridge stock within the county. The outstanding assessment of highway bridges and other load bearing structures on PRN and Principal Roads will be completed by March 2001, and on other routes by March 2003. The substandard bridges will be managed in line with the approved management Strategy, and they will be strengthened only when on a strategic route (Primary and Principal Roads and approved strategic lorry routes) or where management by other means is not acceptable by reason of engineering or other factors outlined in the management strategy.

4.139 Further, general bridge inspections will be carried out at two yearly intervals, and principal bridge inspections will be undertaken, in accordance with the established

programme, to achieve Best Value within the resources available. In order to improve the optimisation, identification, prioritisation and programming of maintenance work, the county Council will establish an improved system of bridge asset management.

ACTION PLAN FOR BRIDGE MAINTENANCE AND STRENGTHENING

COMPLETE THE OUTSTANDING ASSESSMENT OF HIGHWAY BRIDGES AND OTHER LOAD BEARING STRUCTURES.

MANAGE SUBSTANDARD BRIDGES IN LINE WITH THE APPROVED MANAGEMENT STRATEGY.

UNDERTAKE PRINCIPAL BRIDGE INSPECTIONS IN ACCORDANCE WITH THE ESTABLISHED PROGRAMME.

ESTABLISH AN IMPROVED SYSTEM OF BRIDGE ASSET MANAGEMENT.

ECONOMIC OBJECTIVE (To Support the Local Economy)

TOWN CENTRE MANAGEMENT

4.140 As outlined in Chapter 3, it is essential to the achievement of the LTP Objectives that the vitality and viability of Town Centres is maintained and enhanced. The environmental impact of traffic in those centres, particularly in terms of noise, visual intrusion and severance, must therefore be reduced.

4.141 For Town Centre improvements to be effective a co-ordinated approach is vital, and Local Authorities need to take a leading role in initiating and managing such projects. Partnership arrangements between County, District and Town Councils and business can provide the impetus for setting and achieving an overall design strategy.

4.142 The key stages of a typical Town Centre scheme can be summarised as:-

- establish partnership arrangements;
- establish a Strategy for Town Centre;
- carry out a Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis to identify issues;

- establish design issues relating to people with disabilities;
- agree a business plan and objectives;
- incorporate development proposals if appropriate;
- establish sources of funding;
- consultation and participation;
- develop the project phasing and design;
- implement scheme;
- launch scheme;
- monitor and review performance in light of objectives and PPG 6.

4.143 The schemes are seeking to achieve a number of aims. These will vary in emphasis depending on the town. The main aims include:

- removing traffic from Town Centres;
- improving public transport;
- improving interchange facilities
- creating pedestrian friendly areas;
- improving walking and cycling facilities.

4.144 The Action Plan will seek to develop and implement improvement schemes for the centres of the County Towns, which will enhance the attractiveness and viability of the Town Centres.

4.145 In the LTP period it is proposed to carry out improvements in Ashby, Loughborough, Hinckley and Melton Mowbray, and if funds permit in Lutterworth. In Earl Shilton it is proposed to carry out improvements in the next LTP period. Details of the proposals are included in the relevant Area Strategies in Chapter 5.

4.146 In the case of Ashby-de-la-Zouch and Earl Shilton, the removal of through traffic from the Town Centres by implementing the bypass schemes proposed within the plan period will be essential before work can begin on Town Centre improvements. In Earl Shilton, therefore, because the Bypass works are not programmed to begin before the final year of the LTP period, the Town Centre improvements will fall within the next LTP period.

TOWN CENTRE MANAGEMENT ACTION PLAN

DEVELOP AND IMPLEMENT CO-ORDINATED IMPROVEMENT SCHEMES IN THE COUNTY TOWN CENTRES WHICH ENHANCE THE ATTRACTIVENESS OF THE TOWN CENTRES AS CENTRES OF ECONOMIC AND LEISURE ACTIVITIES.

FREIGHT

Background

4.147 The Deposit Draft Structure Plan accepts that the majority of freight movements will continue to be road based, and will need to be planned for accordingly. In addition to ensuring that development will not be located so as to adversely affect residential amenity and the character of rural areas, Transport Policy 6: Freight, recognises the need to explore the potential for modal change.

4.148 The essential role of road freight and the desirability of moving freight onto rail and water is a theme reflected in the Leicestershire Minerals Local Plan, and the Leicestershire, Leicester, and Rutland Waste Local Plan – Deposit Draft June 1999.

4.149 Whilst ensuring, as best it can, that future development is sustainable, the County Council recognises the need to work with others to make the best use of existing infrastructure. Examples of such co-operation are the County Council's successful Lorry Control Plan and the recently formed Freight Quality Partnership which are both discussed below.

4.150 In November 1999 the County Council produced a Draft Economic Development Strategy for Leicestershire, incorporating an analysis of Distribution and Transport, drawn up after consultations with local freight operators. This shows that the central location of Leicestershire, coupled with the growth of the East Midlands airport and ongoing activity at Magna Park (the largest distribution centre in Europe), has resulted in the distribution and transport sector growing approximately 10% a year between 1993 and 1995, providing further support for the local economy. One of the key priorities of the Strategy is to carry out an in-depth survey of existing logistics firms, to

improve understanding of the industry and its concerns.

4.151 The important link between local business and transport gave rise to the formation of the Transport Business Partnership. In recognition of the strategic role which freight can play in the growth or regeneration of the local economy, the Freight Quality Partnership was subsequently established as a sub-group of the Partnership. The inaugural meeting took place in March 2000. Its aim is:

“To improve and encourage the sustainable distribution of goods in Leicestershire for the benefit of all by advising of and promoting best practice and the integration of all transport modes”.

4.152 There are 20 members of the Freight Quality Partnership, representing all the public and private sector organisations with an interest in sustainable freight distribution.

4.153 The role of the Partnership is to:

- promote an advisory lorry routeing Strategy for heavy commercial vehicles, both within the city and county and in association with national and international links, including signing, both fixed and variable message;
- work with vehicle operators to minimise the use by lorries of unsuitable roads, particularly in residential areas and on rural lanes;
- develop a Strategy for retaining freight capacity for strategic routes to commercial premises; this shall address reliability (including bridge strengthening where necessary) and explore the possibilities of ‘no-car lanes’;
- encourage the development and sharing of new technology to bring real time information to users of the freight transport network to assist journey planning and efficiency;
- promote the introduction and adequate enforcement of parking restrictions where appropriate, to facilitate movement into and out of commercial premises;
- provide adequate short and long term parking facilities for commercial vehicles;

- provide loading/unloading bays where necessary in commercial areas, with appropriate signing;
- enhance road safety through improved driver training, improved vehicle maintenance and better enforcement;
- promote sustainable distribution in an integrated and co-ordinated way in order to improve efficiency and environmental performance, and reduce environmental impact in all aspects of freight distribution by road, rail, water and air;
- work in partnership to develop 'Delivering the Goods – Best Practice';
- promote research into innovative ways to distribute and deliver goods;
- explore opportunities for transferring freight from road to rail or water;
- improve communication between the freight transport industry, Highway Authorities and local communities;
- explore measures in towns and cities aimed at shifting lorry traffic away from the morning and afternoon peak hours to help alleviate congestion and make better use of local networks.

Road Freight

4.154 Work on the Lorry Control Plan commenced in 1993, with an Objective to concentrate goods vehicle mileage on the most suitable routes. Development of the Plan has sought to minimise the worst environmental and social effects of lorry movements, whilst recognising the need for effective and efficient transport links. The process can be summarised as:

- the systematic targeting of lorry control schemes to known problem areas;
- consultation with businesses and local communities prior to implementation;
- clear and effective signing of alternative lorry routes;
- production of goods vehicle route maps where appropriate;
- enforcement by the police, in partnership with the County Council;
- feedback from local residents concerning the effectiveness of individual schemes.

4.155 Attention to detail has generally resulted in acceptance of the lorry control schemes by all sections of the community. The relatively low level of violations and complaints confirms a high degree of "customer" satisfaction. The perceived benefits are:

- improvements in road safety;
- reduction in traffic noise, and air pollution in residential areas;
- effective targeting of the bridge strengthening programme;
- effective management of the highway and bridge maintenance programme;
- efficiency improvements for some vehicle operators.

4.156 Network improvements have generally been focused on clear and effective signing, and over the LTP period it is intended that additional resources will support a programme of minor highway improvements along lorry routes, both to assist lorry movements and ameliorate their environmental impact.

4.157 Lorry controls have now been introduced to approximately 70% of the county area, much of it rural, as shown in Figure 4.3. To date, the works programme has cost in the region of £1.2 million. The County Council's Regulatory Services Department undertakes enforcement.

4.158 In addition to the above, many traffic management measures implemented to address concerns not directly attributable to freight will continue to have implications for goods vehicle movements. In such circumstances the County Council has always endeavoured to consult the freight industry as appropriate, and the Freight Quality Partnership should facilitate this process.

4.159 In recognising that the efficient movement and delivery of goods is essential for the viability of the local economy, the County Council will work with freight operators and local businesses to seek to improve the efficiency with which goods deliveries are made, particularly in Town Centres. This will complement effective land-use planning policies designed to promote the sustainable distribution of goods.

4.160 It will also be necessary to ensure that inter-modal shift and integration can be promoted through appropriate infrastructure improvements and raising user awareness of the potential of alternative modes.

4.161 Currently there is public concern about the standards of commercial vehicles. The County Council will endeavour to seek enhancements to road safety, by paying particular regard to better enforcement of vehicle loading requirements, speed limits, and improved vehicle maintenance and driver training.

4.162 There is also public concern that commercial vehicles damage the environment. The County Council, by encouraging the uptake of more fuel efficient and quieter lorries, will seek to improve their environmental impact.

4.163 The existing area-wide lorry control plan will be extended to complete the establishment of a preferred 24-hour network for major lorry movements throughout the county, including highway improvements on preferred routes.

PROPOSED ACTION PLAN FOR ROAD FREIGHT

PROMOTE THE SUSTAINABLE DISTRIBUTION OF GOODS.

PROMOTE INTER-MODAL SHIFT AND INTEGRATION.

ENHANCE ROAD SAFETY OF FREIGHT MOVEMENT.

ENCOURAGE THE UPTAKE OF MORE FUEL EFFICIENT AND QUIETER LORRIES.

EXTEND AND COMPLETE THE AREA WIDE LORRY CONTROL PLAN.

RAIL FREIGHT GOOD PRACTICE

The new Cliffe Hill Quarry, where night-time loading has recently been permitted as a consequence of on site works to mitigate the environmental impact of this practice.

The Albion open cast coal site, at which recent planning permission will result in the completion of a site rail link later this year.

A local clay quarry and brick manufacturing plant which is committed by legal agreement to complete a new rail link to their site once it is economically viable.

Rail Freight

4.164 The County Council has acted over many years to ensure through the planning process that coal and aggregate traffic are moved as much as possible by rail, and has been substantially successful in this respect. Rail accounts for between 25% and 30% of aggregate moved from the major quarries at Cliffe Hill, Croft, Bardon and Mountsorrel (around 1.4 million tonnes). The main destinations for this aggregate, outside the East Midlands, are the South East and West Midlands, followed by the North West. Additionally, 100% of the coal is moved by rail from the open cast coal site at Hicks Lodge, on the Leicester to Burton Line.

4.165 The County Council has put in place Structure Plan policies which encourage industrial and distribution development locations with rail access, and works closely with industry to maximise the potential for rail movements. Examples of recent successes are shown in the highlighted box.

4.166 The Freight Quality Partnership has identified 12 current and potential freight facilities within Leicestershire, and is now looking to identify those with the potential for development. The Partnership has also identified the following key activities, to be progressed:

- consultations with Railtrack, the Strategic Rail Authority, and the Regional Development Agency;
- market surveys;
- input into local mineral planning;
- liaison with Central Railway regarding the construction of a freight only route, based on the old Great Central Railway line.

RAIL FREIGHT ACTION PLAN

MAINTAIN LAND USE POLICIES WHICH FAVOUR THE USE OF RAIL FREIGHT.

MAINTAIN DIALOGUE WITH THE RAIL INDUSTRY, SO THAT ANY FUTURE OPPORTUNITIES CAN BE PURSUED.

Waterways Freight

4.167 The British Waterways document "Encouraging Debate on the Future Role of Inland Waterways in Integrated Transport and Land Use Planning" notes amongst other factors that freight can be encouraged, with the use of existing and potential wharves, and within Freight Quality Partnerships.

4.168 As well the issues concerning the width of boats (noted in Chapter 3), there are a number other factors which would need to be taken into account if water-borne freight traffic were to be developed:

- any improvements and any increase in water-borne traffic may damage the ecosystems and environment associated with the navigations;
- Loughborough Wharf is currently leased by a builder which precludes its use as moorings, although this lease expires in 2002, and British Waterways may wish to make alternative use of it;
- there is a backlog of infrastructure maintenance;
- compatibility with public use of the towpath needs to be considered;
- alterations to accommodate freight may change the visual context and character of the historical infrastructure;
- the navigations' use for recreational boating needs to be considered;

- there are potential conflicts with other regeneration objectives, such as new canalside housing.

4.169 The County Council will, however, support the principles and facilitate the carriage of freight by water, where this can be shown to be effective and not to conflict with leisure and environmental objectives.

4.170 British Waterways is a member of the Quality Freight Partnership and, as such, is party to discussions concerning the use of waterways for freight carriage.

WATERWAYS FREIGHT ACTION PLAN

CONTINUE TO WORK WITH BRITISH WATERWAYS THROUGH THE FREIGHT QUALITY PARTNERSHIP.

RESPOND POSITIVELY TO OPPORTUNITIES.

HEALTH OBJECTIVE

4.171 Various measures, action plans and implementation programmes, targeted at tackling congestion, pollution and promoting the use of more sustainable modes, will all contribute to promoting health through:

- improved levels of fitness;
- better air quality;
- reduced levels of stress;
- fewer accidents.

4.172 The County Council will continue to work in partnership with the Health Authority, and build on the work carried out to date, to ensure that the transport Strategy is fully compatible with, and contributes to, the Local Health Improvement Programme.

4.173 The District Councils are involved in local health forums, the aim of which is to generate, through local consultation, an agreed programme of priorities for promoting positive health. The health forums enable agencies to work closely together on issues relating to the national health agenda. They also provide the ideal setting to discuss local health issues and carry out local needs assessments.

4.174 The County Council is currently a partner in the countywide Exercise Alliance, as part of its corporate objective of building a healthier community. A major element of this is

to encourage people to take up regular walking to help avoid, or recover from, problems such as heart disease. Leicestershire has 3,000 km of public rights of way, which can be an invaluable resource in this campaign. Bids have been made for external funds which can be used to promote walking, especially on appropriate routes in the countryside, graded in terms of severity. This form of activity will also be linked with the Active Lifestyle GP Referral Scheme currently being run by District Council Leisure Departments.

4.175 The Active Lifestyle GP Referral Scheme is a physical activity project based in six geographical areas within Leicestershire. The aim of the scheme is to improve the health of 16-75 year olds. It is a partnership between many agencies, including District Councils and the Health Authorities.

4.176 Patients are referred by their GP for a period of six months to participate in a range of activities with others of a similar ability. During the referral period patients are educated about the need to build gentle activity into their everyday lives. This includes activities such as walking, for example, to the shops or workplace. Patients are provided with information and guidance on how to continue their activity levels after the six month referral period, and this includes being provided with information on local walking and cycling routes.

AIR QUALITY

4.177 There is growing public awareness of the environmental issues surrounding traffic growth and congestion and the increasing incidence of childhood asthma, and this has led to a general concern regarding air quality.

4.178 Section 82 of the Environment Act 1995 imposes a duty on all of the District Councils, in consultation with the Highway Authority, to review air quality within their areas, with a view to identifying any locations where the nationally agreed target levels could be exceeded by 2005. Where such a breach is identified the Local Authority is required to issue an Order designating an Air Quality Management Area (AQMA), and develop an action plan to address the specific problem.

4.179 An Air Quality Forum, comprising the County Council, the City Council, Rutland and

all of the District Councils, has been established to ensure a co-ordinated response to the review process within Leicestershire, and enables all the Highway Authorities to address any problems identified in a coherent and efficient manner.

4.180 All of the Districts within Leicestershire have completed the first stage of the Air Quality Review and Assessment. Areas where there may be a need to progress to stage two, and possibly stage three, with regard to CO, NO₂ and PM₁₀, have been identified.

4.181 District Councils do not have legal powers to control transport related emissions directly, and therefore they will need to work closely with the County Council to seek appropriate solutions through the LTP.

4.182 The Area Strategies and Implementation Programme will enable specific measures to be targeted at those areas identified in the AQMAs, with the intention of reducing the transport related pollution.

4.183 It must be recognised, however, that although both tiers of Local Authority have a number of powers to restrict vehicles from certain areas, the use of those powers require the completion of the statutory procedures associated with Traffic Regulation Orders (TROs). The procedures involve widespread consultation, which can result in large numbers of objections, especially when the TRO is of a particularly restrictive nature.

4.184 Nevertheless, the County Council is committed to reducing the level of transport related air pollutants, and will work with the District Councils to ensure a co-ordinated approach utilising the powers available to both Councils. The County Council has also included specific sums in the bid for support for air quality monitoring, which may include the purchase of measuring equipment to assist in this co-ordinated approach. The Councils are looking, in particular, at reducing nitrogen dioxide and levels of particulates, both through traffic management and at source by reducing the demand for car travel through transport policies.

AIR QUALITY ACTION PLAN

ENSURE THAT THE LTP AREA STRATEGIES AND IMPLEMENTATION PROGRAMME ARE INTEGRATED WITH AND COMPLEMENTARY TO THE ACTION PLANS FOR AIR QUALITY MANAGEMENT AREAS.

WALKING AND CYCLING

4.185 The County Council gives a high priority to the promotion of walking and cycling, and this is reflected in the Deposit Draft Structure plan, which requires that, in considering travel needs, measures will be implemented in the following priority order:

- providing for and promoting walking and cycling;
- providing for the development of public transport;
- providing for other road users.

4.186 This is reinforced by further policies which specifically promote walking and cycling, and impose a requirement on developers to maximise the potential for access to new developments by walking and cycling.

4.187 In advising the Local Planning Authorities on the transport implications of new developments, the County Council has been giving increasing emphasis on ensuring that there is attractive and safe pedestrian and cycle access to new developments, and that in appropriate cases travel plans are adopted to encourage their use. The County Council's Design Guide for Developers seeks to provide an urban environment where perceived dangers and risks for vulnerable road users are minimised, and such design principles will be strengthened in the revised document being prepared.

4.188 The County Council is currently finalising formal and detailed strategies for both walking and cycling, and the following sections provide a summary of these strategies. In developing the strategies, the County Council has been mindful of the differing needs of pedestrians and cyclists and, where practicable, separate provision will be made to minimise conflict.

Walking

4.189 "Encouraging Walking", was issued by DETR, to provide guidance to Local Authorities in making walking easier, more pleasant and safer, because it:

- improves people's health;
- improves safety within the community;
- is an essential part of many journeys.

4.190 The County Council's Walking Strategy is consistent with the national guidance. It can be summarised by the following five Objectives relating to planning, engineering and promotion, designed to guide policy and practice to:

- reduce danger and risks to pedestrians and reduce the number of pedestrian casualties, in order to ensure that walking is safe, and seen to be safe, in comparison with alternative travel modes;
- ensure that the whole transport network affords the best levels of encouragement and provision for walking;
- ensure that development, existing and new, is made readily accessible on foot and by public transport;
- improve and increase the number of facilities for disabled pedestrians;
- improve the image of walking and attitudes towards walking as both a mode of transport and a leisure pursuit.

4.191 The County Council's Walking Strategy complements the Leicestershire Rights of Way Strategy (1994), the objectives of which are to:

- provide a guide to the management of the county's public rights of way, including the carrying out of the statutory rights of way functions;
- measure improvements to the rights of way network at regular intervals, and to assess progress towards meeting stated targets;

- ❑ provide a framework for applications to grant-making bodies, principally the Countryside Commission;
- ❑ provide statements of intent against which an annual rights of way report can be assessed.

4.192 Actions the County Council is taking to encourage use of Rights of Way include:

- ❑ erecting and maintaining signposts;
- ❑ ensuring Rights of Way are easy to use;
- ❑ keeping the definitive Rights of Way map up-to-date;
- ❑ producing Parish Walks and Rides leaflets.

4.193 Maintenance of rights of way is undertaken in partnership with the Parish Councils.

4.194 The County Council has given walking an increasingly high priority in recent years. In the absence of financial support from central Government for minor highway schemes the County continued to improve facilities for pedestrians through the sale of capital assets, and is now looking to increase its annual investment. Significant funds will also be made available for Town Centre improvements, which are largely aimed at reallocating road space and improving pedestrian access.

4.195 In implementing the Strategy the County Council will seek to improve the factors that either discourage or prevent people from walking, or that make the car more attractive than alternative modes which include walking as part of the journey. Those that the County Council can influence and which are most frequently cited include:

- ❑ traffic speeds;
- ❑ difficulty and danger in crossing roads;
- ❑ worries over personal safety;
- ❑ poor pavements or obstacles in footways;
- ❑ inadequate facilities for those with disabilities.

4.196 An important element in identifying such obstacles and barriers within the existing highway network is the audit and review of existing facilities. Such a review has been undertaken in Hinckley, in partnership with the

Borough Council, to guide the development of the Town Centre Management initiative, and will be employed in Ashby-de-la-Zouch, Melton Mowbray and Loughborough. It has focused on making walking to key destinations such as workplaces, shopping areas, and public transport interchanges (including bus stops) more convenient, pleasant and safe. The County Council is committed to building on these local initiatives, and during the Plan period will extend the review process, where appropriate, throughout the county.

4.197 Safety Audits are undertaken on all significant highway improvement and traffic management schemes. These focus very much on the safety and the needs of vulnerable road users.

4.198 Whilst not identifying national targets in the national guidance, the Government does see a role for local targets. The County Council has consequently adopted a target of a 15% increase in walking where school travel plans have been implemented (at present there are insufficient local data available to set realistic targets for premises with Business Travel Plans).

4.199 Particularly in rural areas, there is an extensive network of public rights of way that, when joined by safe walking routes along the minor road network, can make effective links to improve access from urban centres to rural areas. The National Cycle Network can also provide such links for walking. Potential users are often concerned about the speed of traffic on the minor road network. The Countryside Agency is developing the concept of "Quiet Roads" with a number of demonstration projects. The progress of these will be monitored, and best practice incorporated into the County Council's strategies as appropriate.

4.200 Personal security is an important issue in encouraging walking. Improved street lighting and appropriately maintained planting will assist in this respect.

4.201 The County Council will continue to ensure, wherever practicable, that permanent street furniture is located so as not to interfere with pedestrians, and that existing columns and posts are used for additional signs where possible. Of equal concern is the practice of some shopkeepers who create an obstruction

by advertising or displaying their produce on the highway. In such circumstances action is taken, and a leaflet has been produced to inform shopkeepers, in the first instance, of the problems that such obstructions cause.

4.202 Street works co-ordination is also a pedestrian issue, and local cable companies are funding liaison officers (employed by the County Council) to monitor work in the footway, thereby reducing disruption and the need for lengthy footway closures.

4.203 The successful implementation of the Walking Strategy will to a great extent rely on the partnerships that will be created with user groups and other professionals. In implementing Town Centre improvements the County Council has drawn together:

- bus companies;
- emergency services;
- Chamber of Commerce;
- pedestrian/cyclist interest groups.

4.204 The Leicestershire Rights of Way Advisory Group (with representation from various interest groups) guides implementation of the rights of way strategy, and a Walking for Health partnership has been set up with Loughborough University, the British Heart Foundation, and the Health Authority. Additionally, the Royal Leicester, Rutland and Wycliffe Society for the Blind provides regular input to a variety of schemes.

4.205 High quality pedestrian route improvements, linking sheltered accommodation with shops and services, have and will continue to be provided within various communities around the county. Such improvements are particularly focused on the needs of the mobility and sensory impaired, who would otherwise be unable to make these journeys without assistance. Aids such as tactile paving surfaces are required at appropriate locations, and following scheme completion, and a limited number of assisted journeys, most residents were able to make the trips unattended.

4.206 The Road Casualty Reduction Strategy will focus on improved safety for

pedestrians, and the promotion of safer walking will be a prominent feature of other strategies such as School and Business Travel Plans, Road Safety Education, Speed Management and TravelWise activities.

WALKING ACTION PLAN

COMPLETE AND ADOPT A DETAILED WALKING STRATEGY.

REMOVE OBSTACLES AND DIFFICULTIES ASSOCIATED WITH WALKING IN BUILT UP AREAS.

IMPROVE PEDESTRIAN FACILITIES IN RURAL AREAS.

KEEP UP-TO-DATE THE DEFINITIVE RIGHTS OF WAY MAP.

ERECT AND MAINTAIN RIGHTS OF WAY SIGNPOSTS.

ENSURE RIGHTS OF WAY ARE EASY TO USE.

Cycling

4.207 In 1993, as part of its Transport Choice Strategy, the County Council approved a formal cycling Strategy incorporating the following elements:

- expansion of safe and convenient cycle route networks to cover and connect the main population centres;
- development of cycle parking and changing facilities, through County Council investment in shopping and other public areas, coupled with the encouragement of business to provide the same for their employees;
- the establishment of a "same day" mobile cycle repair service;
- encouragement of local cycle retailers to sell cycles with all the accessories needed for commuting;
- cycle training, primarily through schools, but for adults too, encouraging 'defensive' cycling.

4.208 The Strategy envisaged ideal levels of expenditure that would be required to exploit the potential for increased cycling, and outlined possible funding sources. It will be superseded by publication of the LTP, but the work forms the base upon which current initiatives are founded.

4.209 The County Council has given cycling an increasingly high priority in recent years. The “Loughborough” package, approved through the 1998/99 TPP, was based around low cost measures, and in particular it sought to encourage greater cycle use. In the absence of financial support from central Government for minor highway schemes, the county continued to improve facilities for cyclists through the sale of capital assets, and is now looking to increase its investment through increased Government funding.

4.210 In implementing the Strategy the County Council will seek to improve the factors that discourage people from cycling. Those that the County Council can influence and which are most frequently cited include:

- ❑ fear or injury from other traffic;
- ❑ perceived lack of security;
- ❑ poor riding surfaces;
- ❑ lack of facilities at key destinations.

4.211 The key to identifying such obstacles and barriers within the existing highway network (and also assessing the quality of the existing cycle network) is the “cycle review”. Such a review has been, or is being undertaken in partnership with several of the District Councils as a means of developing local cycle network plans, and these are already feeding into the County Council’s capital programme. The County Council is committed to building on these local initiatives, and during the Plan period will extend the review process throughout the county.

4.212 Reviews will facilitate the provision of additional facilities, at industrial, commercial, retail and leisure areas, schools and public buildings, and support any further initiatives to reduce the incidence of cycle theft.

4.213 Safety audits are undertaken on all significant highway improvement and traffic management schemes. These focus very much on the needs of vulnerable road users.

4.214 The county benefits from an extensive set of links of the Sustrans defined National Cycle Network, plus an emerging number of county (and City) routes as shown in Figure 4.4. These, together with more locally

defined links, will permit increased access for cycles.

4.215 In July 1996 the Department of Transport published the National Cycling Strategy (NCS), formalising its concepts for the future of cycling. The NCS has as its central targets to:

- ❑ double the number of trips by cycle (on 1996 figures) by the end of 2002;
- ❑ quadruple the number of trips by cycle (on 1996 figures) by the end of 2012.

4.216 Local Authorities are challenged in the NCS to contribute by establishing local targets for increasing cycle use (or for other indicators such as task achievement or quality improvements), and its publication provided the County Council with the framework for expanding its own strategy. As a consequence it has adopted a target to quadruple cycle trips where significant new cycle facilities, or packages of specific actions, have been implemented.

4.217 The Strategy can be summarised by the following five objectives relating to planning, engineering and promotion, designed to guide policy and practice to:

- ❑ reduce danger and risks to cyclists and reduce the number of cyclist casualties in order to ensure that cycling is safe and seen to be safe, in comparison with alternative travel modes;
- ❑ ensure that the whole transport network affords the best levels of encouragement and provision for cycling;
- ❑ ensure that development, existing and new, is made readily accessible by cycle;
- ❑ improve and increase the number of destination facilities for cyclists;
- ❑ improve the image of cycling and attitudes towards cycling as both a mode of transport and a leisure pursuit.

4.218 A major focus of the Strategy will be the provision of high quality, dedicated off-carriageway routes where possible, with priority given to improving cycle access to schools and other major trip generators/attractors. Additionally, in pursuit of modal integration, it is intended to encourage

and assist local and national public transport operators to introduce and maintain facilities for the carriage of cycles, and quality secure storage and cycle parking at interchanges.

4.219 The Strategy has strong links with the local Health Improvement Programme and the Cyclists' Touring Club, with whom quarterly meetings are held to discuss issues relating to the ongoing works programme, and where appropriate, Strategy development. The County Council is, and will continue to work with Sustrans in the development of many initiatives.

4.220 The Road Safety Strategy will focus on improved safety for cyclists, and the promotion of safer cycling will assist social inclusion, and be a prominent feature of other strategies such as, School and Business Travel Plans, Road Safety Education, Speed Management and TravelWise activities. Where possible links will be established with public transport to integrate cycling into the journey.

4.221 As with walking, cycling would benefit from a "Quiet Roads" initiative. However, this has to be handled with care, as some walkers can find groups of cyclists travelling at speed intimidating, and a balance has to be struck for all vulnerable road users.

CYCLING ACTION PLAN

COMPLETE AND ADOPT A DETAILED CYCLING STRATEGY.

IMPLEMENT A PROGRAMME OF CYCLE ROUTE IMPROVEMENTS.

PROMOTE IMPROVED CYCLE PARKING FACILITIES.

PROMOTE CYCLING.

SAFETY OBJECTIVE (To Improve Safety and Security for All Travellers)

The Leicester, Leicestershire and Rutland Road Safety Partnership

4.222 The Leicestershire police area covers the administrative areas of the County Council, Leicester City Council, and Rutland County Council. These Authorities, with the police and the Leicestershire Health Authority, have formed the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) to develop and co-ordinate road safety initiatives. The central objectives of the partnership are to:

- identify agreed targets;
- develop a joint speed management strategy;
- continue the development of an accident database;
- demonstrate a commitment to TravelWise / mobility management / Business Travel Plans;
- co-operate on practical scheme projects.

4.223 Though in the past there has been co-operation on an ad hoc basis, the partner authorities have often worked separately on schemes following the same themes. The Partnership will help to ensure that future multi-agency schemes will benefit from the pooling of resources and the appointment of a co-ordinator to facilitate a more structured approach.

ROAD CASUALTY REDUCTION

4.224 Road Casualty Reduction is a key element in virtually all of the transport strategies, particularly Road Safety Education, Speed Reduction, School Travel, Walking and Cycling.

4.225 Chapter 3 set out the accident statistics for Leicestershire, and explained that the causes of accidents generally fall into three basic categories: road deficiencies, road user error and vehicle defects. The County Council is able to address road deficiencies, and to a lesser extent road user error, through the continued use of safety audits, the implementation of maintenance, improved carriageway markings/signs, and specific Casualty Reduction works programmes. It can, and does, influence road user behaviour through road safety education initiatives.

4.226 Child pedestrians and cyclists are particularly vulnerable to excessive speed, and this is being addressed by training children to recognise and manage road danger, as well as influencing the use of the car to provide an environment in which those dangers are significantly reduced. More general measures to reduce the number and severity of accidents involving cars will benefit child car passengers.

4.227 A Road Safety Plan for Leicestershire was first published in 1991, incorporating a local casualty reduction target in line with the national target (to reduce the 1981-1985 average road casualty level by one third by 2000). An additional local target was also adopted to similarly reduce the number of those killed and seriously injured by 55%. The Plan was based on the four 'E's: **E**ducation, **E**nforcement, **E**ncouragement and **E**ngineering.

4.228 The Casualty Reduction Strategy primarily concerns itself with engineering and, alongside its two companion strategies covering Road Safety Education and Speed Management, will form the basis of the updated Road Safety Plan, rolling forward what is now a well established process to its new target date of 2010. The Road Safety Plan will be produced in 2001, and will be guided by the following four Objectives relating to highway planning and road safety engineering:

- to identify and treat specific locations with significantly reducible casualty records;
- to identify and treat locations suitable for route, area and mass action where there is potential for significant casualty reduction;

- to ensure changes to the highway are undertaken in ways that minimise casualty risk;
- to seek to achieve a highway network which minimises danger and encourages safe and confident use by all road users, particularly the more vulnerable road users.

4.229 Engineering schemes where the primary objective is to reduce road casualties, and consequently progress towards local casualty reduction targets, continues to be governed by the following key activities:

- formulating, promoting and constructing schemes that offer good value for money;
- examining ways to ensure that the needs of vulnerable road users, in particular children, pedestrians and cyclists, are given high priority in scheme development;
- monitoring the effectiveness of schemes by comparing the before/after performance against predicted performance;
- ensuring that all highway improvements are designed and implemented to be as safe as possible, through the application of road safety audits;
- monitoring progress towards overall targets, looking countywide rather than just at specific scheme locations.

4.230 Scheme performance is reviewed each year, and the results are published in the annual Casualty Report. This report outlines trends in road casualties, broken down into a wide variety of categories such as travel mode, age and gender, and also includes the performance of individual safety schemes. It is clear that the vast majority of schemes deliver the casualty reduction anticipated. In terms of the numbers of those killed and seriously injured there has been much success, with numbers now fewer than half those experienced in the early 1980s. However, despite the very best efforts and some remarkable local successes, the overall year 2000 casualty reduction target was not achieved in the county area, a situation reflected widely across the country.

4.231 The management of traffic can also make a significant contribution to casualty reduction. Although the developing Lorry Control Plan is primarily aimed at environmental improvements, the associated

re-designation of roads also encourages car drivers to use the most appropriate routes.

4.232 Figure 4.5a outlines the main road casualty trends in Leicestershire, relating them to the local headline targets. It is clear that there is a continuing increase in slight casualties, particularly among car occupants, mirroring the trend in overall traffic growth. Consideration is being given as to how to stem this increase. To provide a more positive focus, a numeric target of 2250 casualties (13% lower than the local trend projection) has been chosen for 2010. In contrast, the trend for killed or seriously injured has been falling, and the challenge here is to build on the success of previous years, which will be increasingly difficult as the number of casualties reduces.

4.233 The Government's national road safety targets are outlined below, and are compared with the local targets in Table 4.6:

- reduce overall fatal and serious road casualties by 40% by 2010, based on the average level between 1994 and 1998;
- reduce fatal and serious road casualties among children by 50% over the same period;
- reduce the slight casualty rate by 10% by 2010, expressed as the number of people slightly injured per 100 million vehicle km.

4.234 In supporting the casualty reduction programme (outlined in Appendix E for 2001/02), the Strategy requires the examination of the nature and scope of those schemes with a view to achieving greater and/or more diverse benefits for little additional costs, or to achieve the same reductions in accidents at lower costs. This will result in a more integrated approach, where schemes will be able to satisfy the Objectives of several Strategy Areas (especially as it applies to walking and cycling).

4.235 The County Council is currently producing a detailed Casualty Reduction Strategy for Leicestershire, which will develop and expand on the Strategy outlined in this chapter.

Encouraging Safer Cycling

4.236 An examination of cycling casualties in Leicestershire and cycle usage statistics reveals that, although cycling has suffered some decline during the last twenty years, serious and fatal casualties among cyclists have fallen by a far greater amount. Notwithstanding the likely underreporting of slight casualties, these have risen slowly over the same period. In the light of the targets for increased cycling, it will be challenging to achieve a further reduction in serious and fatal cycling casualties, and it is accepted that preventing increases in slight casualties is likely to be an even greater challenge, but one that must be accepted if we are to make cycling safer and encourage its use. Against a backdrop of increased cycling, local headline targets have therefore been set to maintain the existing trends for both serious and fatal casualties and slight casualties. Casualty trends and targets are shown in Figure 4.5b.

Pedestrian Casualty Reduction

4.237 An examination of walking casualties in Leicestershire since 1980 reveals that serious and fatal casualties have fallen, whilst the number of slight casualties has risen slowly. The County Council will seek to maintain the existing trends for both serious and fatal casualties, and reverse the trend for slight casualties. Casualty trends and targets are shown in Figure 4.5c.

Measures to Assist Cycle and Pedestrian Safety.

4.238 The following specific measures will be undertaken to assist cycle and pedestrian safety:

- **Road safety audits and “user” audit/reviews:** The continued use of such procedures will influence the safety characteristics of highway improvements, and identify the need for such improvements on the existing infrastructure.
- **Improved crossing facilities:** This will increase the number of formal crossing facilities (refuges, signal controlled) and improve the effectiveness of existing facilities.
- **Improved junction facilities:** The provision of advanced stop lines will assist

cycle safety by reducing conflict, and improvements to the timing of any controlled pedestrian/cycle phase will assist both groups.

- ❑ **Improved maintenance and reinstatements:** The main pedestrian issue to be addressed is that of footway “trips”, whereas cyclists are concerned with general carriageway maintenance.
- ❑ **Safety at the school gate:** Inconsiderate parking is an ongoing safety problem, and the County Council is shortly to undertake a trial (in conjunction with the police) to provide mandatory school entrance markings. This initiative, and other more general measures, will also be promoted through the School Travel Strategy.
- ❑ **Speed Management:** Details are provided later in this chapter.
- ❑ **Street lighting:** Where area wide column replacement is undertaken due to column age, the opportunity to upgrade to current standards will be considered.
- ❑ **Enforcement of parking restrictions:** Inconsiderate parking can have safety implications, and new initiatives will be promoted through the Road Safety Partnership.
- ❑ **Reallocation of road space:** Such action will reduce the conflict between pedestrians and other road users, thereby contributing to improved safety. The Town Centre Management programme is an example of current work.
- ❑ **New designated routes/links:** The provision of such improvements will reduce conflict and road casualties.

4.239 The Action Plan will implement an increased programme of Casualty Reduction Schemes to reduce road casualties and their severity, with particular emphasis on children, pedestrians and cyclists. This will be assisted by undertaking Safety Audits of improvement schemes.

ROAD CASUALTY REDUCTION ACTION PLAN

COMPLETE AND ADOPT THE DETAILED
LEICESTERSHIRE CASUALTY REDUCTION
STRATEGY

IMPLEMENT AN INCREASED PROGRAMME OF
CASUALTY REDUCTION SCHEMES.

UNDERTAKE SAFETY AUDITS OF ALL SIGNIFICANT
HIGHWAY IMPROVEMENT SCHEMES.

Table 4.6 Summary of Local and National Casualty Targets

	Actual	Targets by Year								
		1994-98 Average	2000	2001	2002	2003	2004	2005	2010	
									Local	Local
KSI all user groups	305	259	247	235	224	212	206	159	183	
KSI children	26	17	16	15	13	13	12	9	13	
Slight All user groups	1910	2023	2052	2056	2083	2109	2135	2250	2250	
Pedestrians										
KSI	36	27	25	24	22	22	20	15	22*	
Slight	158	158	159	159	160	161	162	165	165**	
Cyclists										
KSI	19	12	11	10	9	9	8	5	11*	
Slight	134	131	130	129	129	128	127	126	126**	

Notes.

- * KSI - Killed or Seriously Injured
- ** There is no specific national target. These values are 60% of the 1994-98 average, in line with the national target for "KSI all user groups".
- *** There is no specific national target. These values represent an extension of the existing trend, with no allowance for reduced traffic growth, or increased pedestrian/cyclist activity.

Figure 4.5a Personal Injury Casualty Trends

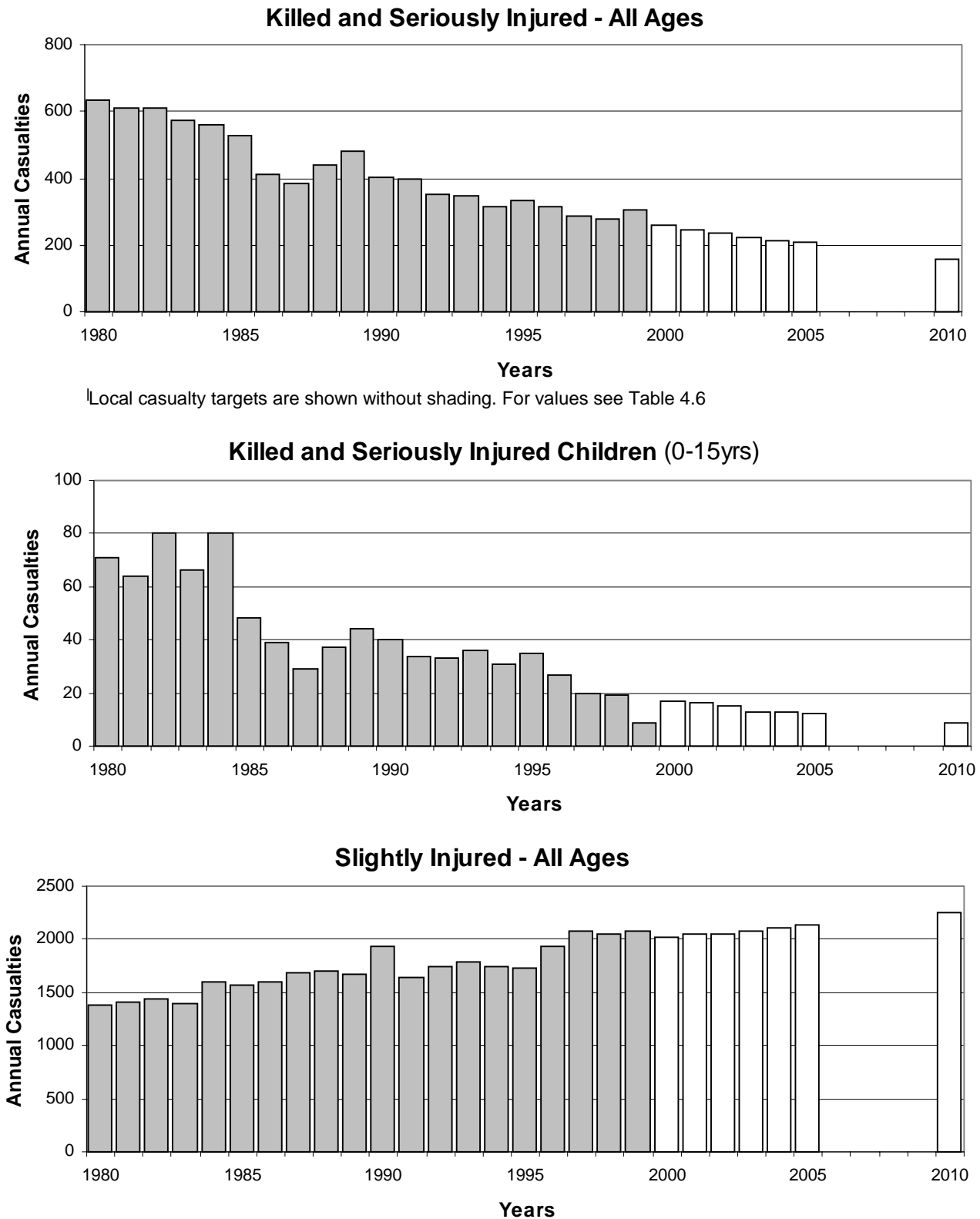
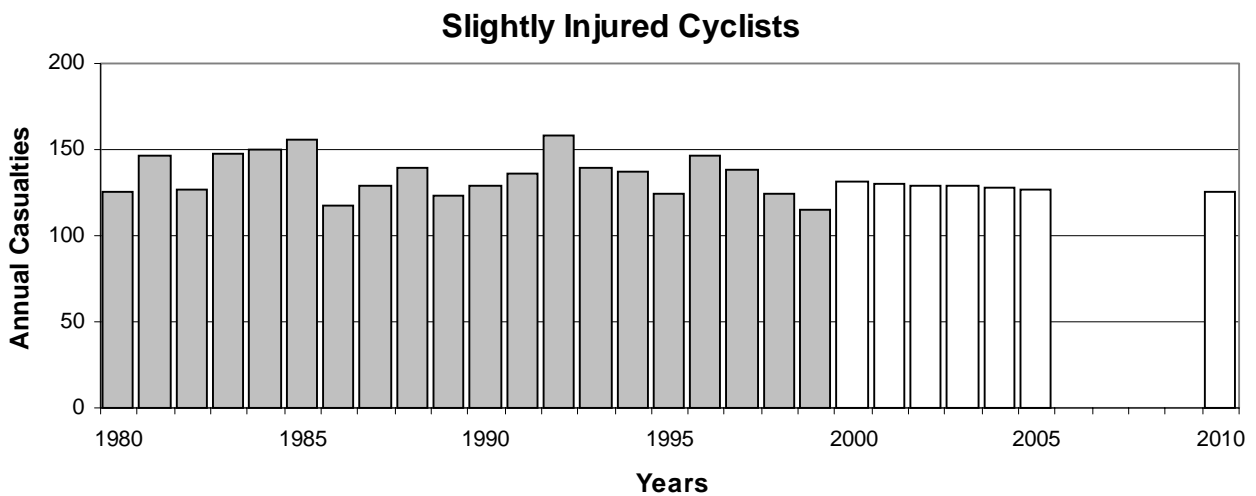
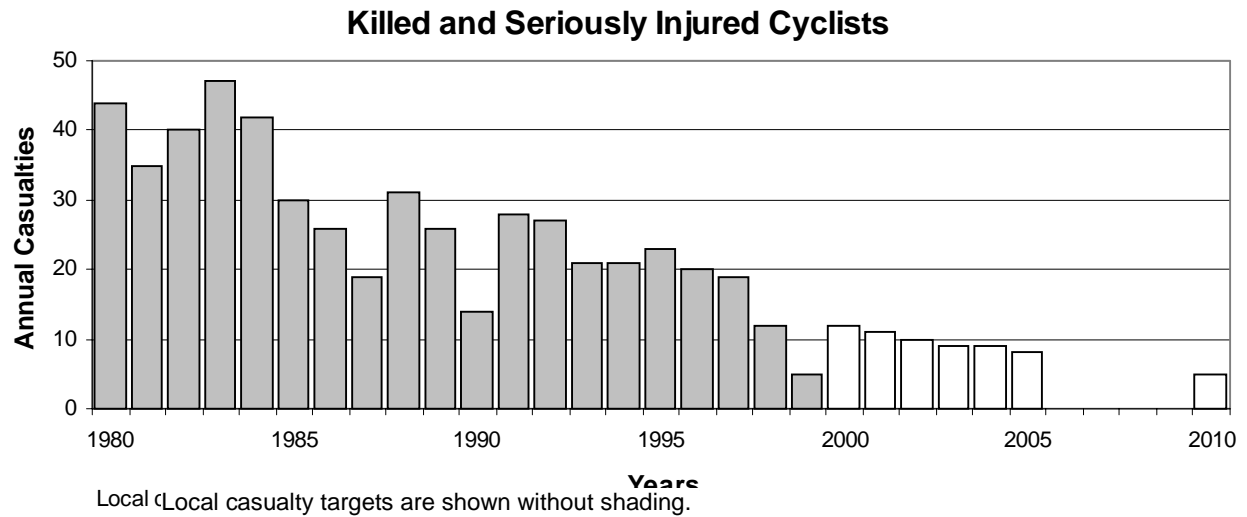
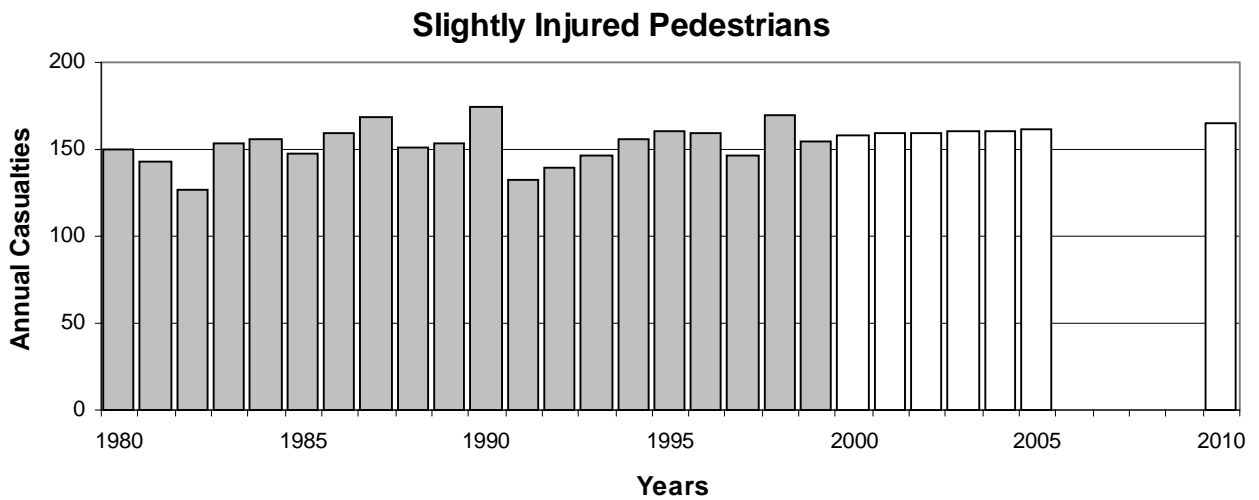
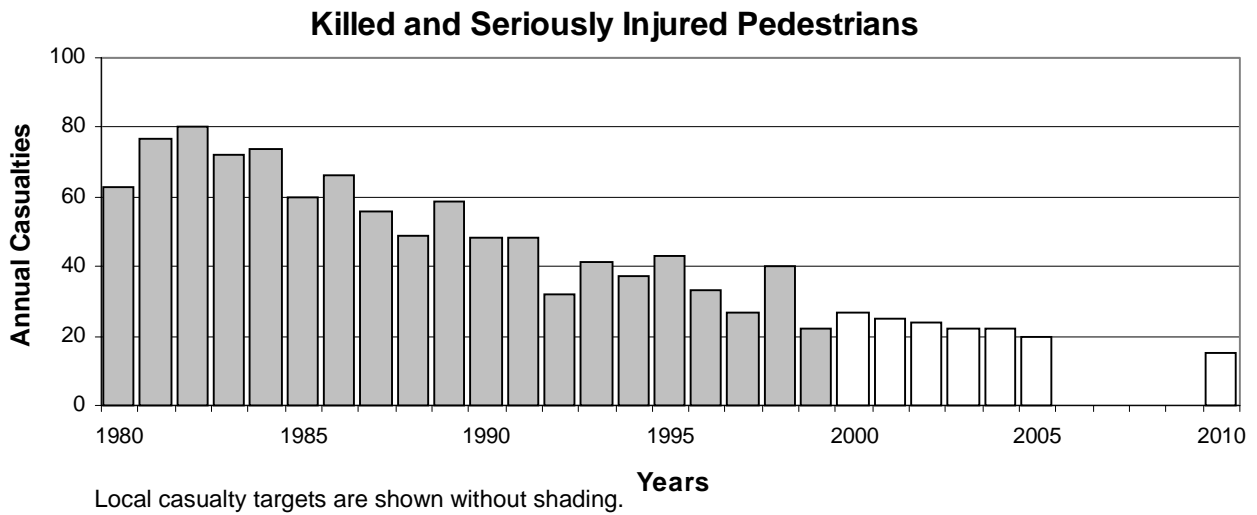


Figure 4.5b Cyclist Casualty Trends



Values shown for 2005 and 2010 are the local targets shown in Table 4.6

Figure 4.5c Pedestrian Casualty Trends



Values shown for 2005 and 2010 are the local targets shown in Table 4.6

ROAD SAFETY EDUCATION

4.240 A programme of road safety education, training, publicity and encouragement is an integral part of achieving the County Council's targets for casualty reduction, reducing real and perceived danger, increasing walking, cycling and the use of public transport.

4.241 The County Council works to reduce dependence on the car at school age, encourage childhood independence and interaction with friends and the environment, as well as facilitating programmes for other groups.

4.242 This work complements the Government's national campaigns to reduce casualties and increase walking (particularly via safer routes to school initiatives and walk to school activities linked to practical child pedestrian training) and cycling (via Cyclewise training programmes).

4.243 The County Council's road safety team plays an active role in supporting DETR's national campaigns, and provides campaign materials for such initiatives.

4.244 Over the last four years the road safety team has been linking its work with the TravelWise programme with the encouragement of sustainable transport from an early age. The team also plays a supporting role in the consultation and promotion of large projects.

4.245 Initiatives include the following:

- Increased walking and cycling is encouraged at the transition stage between primary and secondary education. Around 100 schools take part in Walk to School Weeks, and over half of 10 and 11 year old primary school children participate in cycle training schemes.
- Walk to School weeks have yielded up to a 20% increase in walking habits in the short term, and an overall improvement in the long term.
- Leicestershire schools have taken part in a DETR funded research project on primary and secondary school transition issues, to be published in 2000.

- Practical child pedestrian training is currently being introduced in primary schools with six and seven year old children (Key Stage 1), and cycle training involving ten and eleven year olds (Key Stage 2) takes place on road, where practicable, encouraging children to regard cycling as a means of travel rather than play.
- Theatre in Education productions are utilised both in primary and in secondary schools to encourage good practice and better understanding. In the recent past they have covered themes including basic road sense, peer pressure, sustainability, driver responsibility and environmental issues.
- The Junior Road Safety Officer scheme operating in the majority of primary schools, and currently endorsed by Leicester City Football Club, enables Key Stage 2 Road Safety Officers to facilitate road safety and TravelWise initiatives in their own schools, supported by the road safety team.
- Further liaison with Leicester City Football Club and Leicestershire Health through the Active Living Alliance promotes cycle skills days, encourages the wearing of helmets and has trained Fox Leisure staff in giving correct advice on helmet wearing to customers.
- Programmes of work at Key Stage 3 and 4 (Secondary) encourage a better understanding of environmental issues and of the responsibilities linked to driving. These programmes are run by the County Council in partnership with other agencies.
- The County Council is service provider for Leicestershire Constabulary's Driver Improvement Scheme – a court diversion scheme for drivers considered liable to prosecution for driving without due care and attention.
- Road safety education officers work with schools to determine what measures might increase walking, cycling and the use of buses to school, and the road safety education team work towards making their services accessible to disabled people, and work closely with external agencies in meeting the needs of disabled people.

4.246 Much of the liaison work with Leicestershire Constabulary, the Health Authority, Leicester City Council and Rutland

County Council operates under the umbrella of the Leicestershire Road Safety Partnership. Specific road safety education input through this partnership includes:

- deployment of a speed trailer in localities to encourage a more responsible attitude to driving and a greater regard for local communities;
- Kill Your Speed posters placed in clusters of villages and sites where speed is perceived to be a problem and where vehicles consistently exceed prescribed limits;
- support for specific publicity campaigns throughout the year, including colourbus advertising and radio advertising. Campaigns are evaluated for recognition, understanding and acceptance.

4.247 Road Safety Education plays a prime role in the reduction of drink driving and speeding through the means of media and education. Emphasis is placed at secondary school on the social unacceptability of breaking these laws. Driver improvement courses directly influence those who have committed a driving offence, and work to change offenders' behaviour and attitude.

4.248 Various initiatives target adult road user groups. These include advice and training on child car restraint, in conjunction with the Health Authority. Training courses specifically target women and older drivers, encouraging more confident and independent driving. These are supplemented with older pedestrian training seminars and pilot schemes, in partnership with a local health practice and supported by Age Concern to encourage assessed driving courses for the over seventies.

4.249 Within educational establishments and in partnership with others, the County Council will continue a programme of learning and undertake publicity campaigns, exhibitions and marketing to encourage a responsible attitude and an awareness of road safety issues among road users.

ROAD SAFETY EDUCATION ACTION PLAN

CONTINUE A PROGRAMME OF LEARNING TO ENCOURAGE A RESPONSIBLE ATTITUDE AND AN AWARENESS OF ROAD SAFETY ISSUES.

SPEED MANAGEMENT

4.250 This Strategy is aimed at optimising the potential for improving both road safety and the environment by achieving sensible and appropriate speeds throughout the highway network. It is closely associated with the Road Safety Education and Casualty Reduction Strategies, with many links to other strategies.

4.251 Speeding by drivers and riders contributes towards a substantial proportion of road deaths and injuries. It is clear that a robust and enforceable speed management Strategy is essential in order for any real progress to be made in meeting national and local casualty reduction targets, and in reducing the level of trauma and distress in the community as a whole.

4.252 Whilst the safety benefits of sensible and appropriate speed are beyond doubt, there are also significant environmental and economic benefits. The County Council's speed management Strategy focuses on the following:

- changing the travelling public's attitudes to speed;
- enforcement of speed limit compliance;
- management of speed for safety, environmental and economic benefits, by means of engineering.

4.253 Though having a broad road safety and travel awareness remit, the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) group is a primary focus for issues relating to speed reduction and enforcement. Some particular initiatives being promoted within Leicestershire are:

- traffic calming - a well established approach which manages speed in sensitive areas;
- a programme to introduce new speed limits (typically 30 mph but with some 40 and 50 mph) in rural settlements which are not already subject to a 30 mph limit. Additionally, 20 mph zones outside schools will also be considered. This is in addition to the ongoing assessment and (where appropriate) improvement of existing limits;
- the assessment and prioritisation of sites suitable for treatment with speed cameras. Sites are identified by a combination of

contravention/casualty levels, and formed into logical zone groups for implementation;

- ❑ deployment of a mobile speed trailer, and the installation of permanent dynamic or 'secret' signs. These techniques reinforce more traditional speed limit signs, as motorists travelling too fast are advised of their speed, or that a speed limit is in place.

4.254 Speed of traffic around schools is of particular concern, and it is the County Council's intention to undertake an expanded programme of 20 mph zones outside schools. It will carry forward this initiative by undertaking a series of pilot exercises across a range of school sites, the results of which will serve to guide the development of a wider planned programme of work. This will form an integral part of the School Travel Strategy.

4.255 A new initiative is being developed nationally to introduce Home Zones. These are residential areas in which streets, or groups of streets, are improved to generate a better community environment, through a greater sharing and more responsible use of the available road space and the provision of facilities such as seating and children's play areas. Leicestershire County Council supports this initiative, and is currently investigating where they would be of most benefit. It is considered that village communities might particularly benefit from Home Zones, which could contribute significantly to their vitality.

4.256 The running cost of speed cameras is of particular concern at present, and the installation and deployment of cameras is consequently limited in Leicestershire. The Government's intention to address this problem by the introduction of hypothecation of speed fine income is welcome. The LLRRSP is currently preparing for the local management of the hypothecation process, and aims to have a business plan in place by April 2002.

4.257 The County Council is currently producing a detailed Speed Management Strategy for Leicestershire, to develop and expand on the content of this Section. It will be guided by the following four Objectives relating to planning, engineering and promotion:

- ❑ to reduce road casualties directly, through speed reduction measures;

- ❑ to reduce road casualties, through greater compliance with speed limits;
- ❑ to create quieter 'people environments', more conducive to walking, cycling, play and similar lifestyle choices by achieving traffic speeds more appropriate to those activities;
- ❑ to persuade and encourage drivers and riders to moderate their speeds.

SPEED MANAGEMENT ACTION PLAN

COMPLETE AND IMPLEMENT THE DETAILED MANAGING SPEED STRATEGY.

UNDERTAKE SCHEMES THAT REDUCE SPEED IN SENSITIVE AREAS.

WORK WITH THE POLICE TO IMPROVE COMPLIANCE WITH SPEED LIMITS.

STREET LIGHTING

The review of the County Council's maintenance function outlined earlier under the Highway Maintenance section also included a review of street lighting. The following section builds on the outcome of that review.

4.258 The County Council's Objectives in respect of street lighting are:

- ❑ to provide and maintain street lighting at minimum cost consistent with the purposes for which it is installed, which are to aid the safe movement of people and vehicles during the hours of darkness and to aid the reduction in night time crime and vandalism;
- ❑ to reduce energy consumption by the conversion of high-energy light sources to low-energy light sources as rapidly as possible within the funds available (this process has been substantially completed);
- ❑ to maintain the design level of illumination and to ensure the correct operation to minimise energy consumption;
- ❑ to reduce the level of routine maintenance to a minimum consistent with the safety of the public.

4.259 The County Council has also adopted the following standards for maintenance purposes:

- all new equipment shall comply with the current British Standards and Codes of Practice;
- to minimise maintenance costs, the most economical equipment shall be installed consistent with the need to maintain compatibility;
- all lamps shall be bulk changed and cleaned at a frequency dependent on their type;
- all lamps shall be inspected during the hours of darkness on a 14-day cycle during the period August to May;
- all street lighting installations will be inspected on a two-year cycle for electrical and structural safety. Whenever possible, such inspections are arranged to coincide with lamp changes or other maintenance works. (This period has now been extended to three or four years in conjunction with extended bulk lamp change frequencies);
- columns will be painted when required;
- electrical safety tests will be carried out at intervals not exceeding five years. (Current practice is for testing at the statutory maximum interval of six years).

4.260 In order to minimise cost, the County Council has subjected the supply of electrical energy for street lighting purposes to competitive tender, resulting in substantial savings in the energy costs.

4.261 The County Council continues to monitor its street lighting performance by annual publication of the Performance Indicator for number of lamps not working as planned. The relevant figures for 1996/97, 1997/98, 1998/99 and 1999/2000 are 0.68%, 0.66%, 0.55% and 0.55% respectively, which compare favourably with the figures for adjoining counties.

4.262 The acquisition of an improved computerised inventory and asset management system is programmed for the current financial year, to replace the existing inventory system. It is intended that the new system, in conjunction with direct input of data by the term maintenance contractor, will allow better management of routine street lighting maintenance functions. In particular, it will enable better evaluation of bulb change policies, so that the benefits accruing from

different bulk change frequencies and alternative practices, such as burn-to-extinction, may be investigated and kept under review.

4.263 The County Council has for some years been aware of the dangers posed by corroded or otherwise defective street lighting columns, and is engaged in a programme of inspections, including ultrasonic testing, to establish the extent of the problem. Certain types of column have emerged as being particularly vulnerable to sudden failure, and a programme of bulk replacement or repair of these has been undertaken over the last five years. £1.5m has been expended so far, funded from revenue and capital resources, with a further sum of £250,000 allocated from Capital Receipts in 2000/2001. It is estimated that approximately £2.4m will be required in future years to complete the replacement of these problem groups of columns, and to address other issues such as forced relocation of electricity transmission pole mounted lanterns and decaying concrete columns. To address this backlog over the five-year period of this LTP would require an investment of about £0.5 million per year.

4.264 Additionally, as other columns age and reach the end of their safe life, it is anticipated that inspection procedures will identify increasing numbers of columns requiring replacement.

4.265 Up to the present, column replacement has been carried out on the minimum cost basis of replacement in existing locations, usually with a lantern upgrade only. Subject to the availability of funding, it is proposed that where the need for replacement of columns is identified, either through bulk replacement or routine inspections, an evaluation of the justification for lighting improvements will be carried out, and where appropriate, a new lighting scheme will be installed.

4.266 It has not been possible, with the restraints imposed by current spending projections, to include in the Implementation Programme funds for the replacement of defective lamp columns, and upgrading where appropriate. Table 6.2 in Chapter 6 includes a bid for these funds, in the event that more resources are made available from the ten-year plan for transport investment.

4.267 The County Council is aware of the contribution made by effective street lighting in combating crime and vandalism, and is taking account of this in executing its responsibilities under the Crime and Disorder Act. Requests for street lighting improvements, together with County Council proposals, are evaluated in terms of their contribution to community safety to establish an annual programme of schemes funded from the Community Lighting budget. Consultation with the police and other interested bodies is being established through the Leicestershire Partnership for Safer Communities. Issues of community safety will be given a high priority in considering the need for upgrading lighting in conjunction with column replacement schemes.

4.268 The County Council has also initiated a programme of grants to Parish Councils for small lighting improvements of up to 50% of the cost.

STREET LIGHTING ACTION PLAN

CONTINUE TO IMPROVE STREET LIGHTING TO ENCOURAGE WALKING AND CYCLING AND THE USE OF PUBLIC TRANSPORT.

MINIMISE ROUTINE MAINTENANCE AND RUNNING COSTS CONSISTENT WITH PUBLIC SAFETY.

CONTINUE THE PROGRAMME OF REPLACEMENT OF DANGEROUS COLUMNS.

PERSONAL SECURITY

4.269 Under the requirements of the Crime and Disorder Act, 1998 local partnerships for each District Council have been set up. These local partnerships are supported by an existing 'umbrella' group, "The Leicestershire Partnership for Safer Communities". This provides a broad balanced approach to improving community safety. Links with other relevant plans including the LTP can be made through this forum. Under Section 17 of the Crime and Disorder Act, there is a requirement to take account of community safety issues in all policies and strategies.

4.270 The first stage in the production of the crime and disorder Strategy has been to undertake an audit of the existing situation, to establish the extent of the problems and help to set priorities. The County Council co-ordinated, collated and analysed the data supplied by the local partnerships to ensure

that any common themes would be identified and addressed in the individual emerging strategies.

4.271 As may be expected, many elements that emerged from the audit, though of importance, would not have a transport component or be solvable through a transport solution (Domestic Violence, Racist Incidents). Road Safety, however, was a recurring theme throughout all seven of the District Council Audits and features highly in all of the District Strategies. In rural areas, traffic speeding through villages was highlighted as a major concern through community consultation and was seen as an indicator of disorder and a fear generator. These findings have been confirmed through the more recent participation for the LTP.

4.272 The County Council also carried out an audit of its own practices, with a view to ensuring that due regard is given to the Crime and Disorder consequences of the functions under its control. This identified the following issues that could influence crime and disorder:

- road safety education (children and adults);
- road safety improvements;
- establishment of safer routes to school;
- provision of secure cycle stands;
- street lighting provision (to reduce fear of crime for pedestrians);
- design of infrastructure (to minimise vandalism);
- school public transport (awareness of vandalism/reduction of anti-social behaviour on school transport);
- the design and layout of new development.

4.273 The above is by no means exhaustive, and procedures have been put in place to ensure that the effects on crime and disorder are considered in all aspects of the County Council's functions.

4.274 The Action Plan has a number of elements which will ensure that the transport Strategy is fully integrated with and complementary to the local crime and disorder strategies, and that the consequences of the Crime and Disorder Act are considered in the County Council's decision making process.

The County Council will strengthen links with the Leicestershire Partnerships for Safer Communities and the district related Crime and Disorder Partnerships. The officer groups have been effective in identifying potential and existing locations where there is scope to lessen crime and the fear of crime through better lighting. Additionally, the County Council will identify potential and existing locations where there is scope to improve the physical layout of developments. As the Best Value Reviews continue, the Review on Community Safety will involve preparatory seminars.

PERSONAL SECURITY ACTION PLAN

ENSURE THAT THE TRANSPORT STRATEGY IS FULLY INTEGRATED WITH AND COMPLEMENTARY TO THE LOCAL CRIME AND DISORDER STRATEGIES.

ENSURE THAT THE CONSEQUENCES OF THE CRIME AND DISORDER ACT 1988 ARE CONSIDERED IN THE COUNTY COUNCIL'S DECISION MAKING PROCESS.

IN PARTNERSHIP WITH THE POLICE AND DISTRICT COUNCILS, IDENTIFY LOCATIONS WHERE THERE IS SCOPE TO REDUCE CRIME AND THE FEAR OF CRIME THROUGH BETTER LIGHTING.

IN PARTNERSHIP WITH THE POLICE AND DISTRICT COUNCILS, IDENTIFY LOCATIONS WHERE THERE IS SCOPE TO REDUCE CRIME AND THE FEAR OF CRIME THROUGH THE IMPROVED LAYOUT NEW DEVELOPMENTS.

ENVIRONMENTAL OBJECTIVE (To Reduce Impact of Traffic)

HIGHWAY NETWORK IMPROVEMENTS

4.275 The Strategy adopted by the County Council to achieve the LTP Objectives promotes greater use of the alternatives to the car. However, traffic, particularly in the more rural areas, will continue to grow, and some communities will continue to suffer from the adverse environmental impact of high volumes of through traffic, where there is no realistic alternative for providing relief other than through improvements to the highway network.

4.276 Accordingly, the County Council will identify locations on the trunk, primary and Principal Road networks where traffic congestion is leading to significant diversion onto sensitive and substandard routes or where a high traffic flow on the trunk, primary or Principal Road is itself leading to severe environmental or safety problems. Given the limited funds available, improvements will be restricted to tackling the most serious congestion points on the main road network and to bypassing communities that experience severe environmental problems (noise, pollution, severance etc), where there are significant direct environmental benefits and there are no realistic or reasonable alternative measures available.

4.277 This Strategy is consistent with the policies contained in the Deposit Draft Structure Plan, which anticipates the construction of at least two major bypasses. The funding for the first of these, the A511 Ashby-de-la-Zouch Bypass has now been agreed and is to be constructed in the period of the first LTP. It is currently envisaged that construction of the second, the A47 Earl Shilton Bypass, will begin at the end of the first LTP period and will be completed in the period of the second LTP. Details of the scheme and its benefits are set out in the Hinckley and Earl Shilton Area Strategy.

4.278 In managing the network the County Council will continue to carry out improvements to road signs and to reallocate road space to alternatives to the car, but where this involves reductions in road capacity it will be subject to a satisfactory assessment of the implications of that reduction. Exceptionally consideration will be given to greater capacity reallocation (for example, to give higher priority to pedestrians in Town Centres) and subject to a rigorous assessment of the implications, consultation and monitoring.

INTELLIGENT TRANSPORT SYSTEMS

4.279 The County Council is keen to utilise existing infrastructure more effectively, and the County Council will accordingly continue to work with Leicester City Council to develop Intelligent Transport Systems to the benefit of all means of transport in the Leicestershire LTP area.

HIGHWAY NETWORK IMPROVEMENTS ACTION PLAN

IDENTIFY LOCATIONS ON THE TRUNK, PRIMARY AND PRINCIPAL ROAD NETWORKS WHERE TRAFFIC CONGESTION IS LEADING TO SIGNIFICANT DIVERSION ONTO SENSITIVE AND SUBSTANDARD ROUTES OR WHERE A HIGH TRAFFIC FLOW ON THE TRUNK, PRIMARY OR PRINCIPAL ROAD IS ITSELF LEADING TO SEVERE ENVIRONMENTAL OR SAFETY PROBLEMS.

UNDERTAKE IMPROVEMENTS TO THE LOCATIONS IDENTIFIED ABOVE ONLY WHERE THERE ARE SIGNIFICANT DIRECT ENVIRONMENTAL BENEFITS AND THERE ARE NO REALISTIC OR REASONABLE ALTERNATIVE MEASURES AVAILABLE.

WITH THE CITY COUNCIL, DEVELOP INTELLIGENT TRANSPORT SYSTEMS.

CONSIDER CAPACITY RE-ALLOCATION TO PROVIDE GREATER PRIORITY FOR WALKING, CYCLING AND BUSES.

CONTINUE TO IMPROVE ROAD SIGNS TO ENCOURAGE TRAFFIC TO USE THE MOST SUITABLE ROUTES.

SCHOOL TRAVEL

4.280 The aim of the school travel Strategy is to reduce car use and improve children's safety on the journey to school. It seeks to encourage children (and staff) to walk, cycle, car share, or use public transport for school journeys, and will achieve this through a co-ordinated programme of physical works, as well as a wider based "hearts and minds" approach. To develop, implement, and monitor the effects of this Strategy the County Council will form partnerships with the following agencies and others on a less formal basis:

- schools, including pupils, staff, governors, and parents;
- District and Borough Councils;
- the police;
- the Health Authority;
- bus operators;
- local communities.

4.281 Road safety in the vicinity of schools has always been of particular concern, and in 1997 the County Council received Capital Challenge funding to initiate a programme of

works to address safety issues both inside and outside the school gate. In addition, in 1999 the County Council embarked upon a specific Safer Routes to School programme focusing on infrastructure improvements. During this period approximately £930,000 has been spent on some 30 schemes affecting over 40 schools. Measures which have been employed to address the safety and health issues associated with school travel are summarised below:

- traffic calming, cycle and pedestrian schemes prioritised by an assessment system that considers the proximity of schools;
- free school transport, over and above that provided as a duty. Spare seats on "free" buses are allocated to paying students within an area not qualifying for free transport. The County Council consults with bus operators to maximise the use made of all local bus services, both commercial and contract, for school travel;
- traffic management in the vicinity of schools to tackle unsafe parking, speed regulation, warning signs, and carriageway markings.

4.282 In addition to the above, travel awareness within schools will continue to play an important role in the promotion of more walking and cycling. Initiatives include the following:

- Increased walking and cycling is encouraged at the transition stage between primary and secondary education. Around 113 primary schools take part in Walk to School Week in March each year, and during 2000 there are three Walk to School Weeks planned. Around 2,400 pupils in over 150 primary schools receive cycle training as part of a rolling programme each year.
- Leicestershire schools are currently taking part in a DETR funded research project on primary and secondary school transition issues due to be published during 2000.
- Practical child pedestrian training is currently being piloted in primary schools with six and seven year old children (Key Stage 1). Cycle training, involving ten and eleven year olds (Key Stage 2), takes place on road, where practicable, encouraging

children to regard cycling as a means of travel rather than play.

- Theatre in Education productions are utilised both in primary and in secondary schools to encourage good practice and better understanding. In the recent past they have covered themes including basic road sense, peer pressure, sustainability, driver responsibility and environmental issues.
- Road safety education officers work with schools to determine what measures might increase walking, cycling and the use of buses to school.

4.283 Many initiatives are promoted via community partnerships involving the Highway Authority, the Education Authority, the school, parents, police, local businesses, local residents and voluntary/community groups, and groups representing disabled people.

4.284 In addition to the above, the County Council continues to use the planning process to ensure that where proposed school expansion or development may result in increased car use for the school journey, the potential benefits of School Travel Plans are considered as part of the solution. This is particularly relevant where there are existing traffic management problems.

4.285 The measures currently being employed to influence school travel will, together with travel plans for individual schools, form the basis of the developing strategy. To guide this process, officers from the highway and education departments have formed a School Travel Steering Group (with representation from the Area Health Authority as appropriate). A bid for funds was recently submitted to the Department of Health, Public Health Development Fund (Coronary Heart Disease and Stroke) on behalf of this group. District Councils are also involved, as they have strong links with local schools, particularly through crime and disorder, Local Agenda 21, and Eco Schools initiatives.

4.286 There are a total of 211 schools in the LTP area (including 13 independent schools), and each has recently been invited to participate in a programme bringing together all elements of the strategy. The initial positive response from 25 schools, (with three from the independent sector) was disappointing, and

the following action is now underway or proposed:

- Seminars have recently been held throughout the county to inform Heads and Governors, from both state and independent schools, of the opportunities available.
- At this early stage it is important to work with enthusiastic participants, and therefore the aim of the seminars was to find volunteers.
- The next step will be to choose schools with a wide range of problems, with a strong emphasis on clusters of schools.
- The successes of the project will be used to develop a rolling programme aimed at introducing the school travel concept to all schools over a 10 year period.
- The County Council is currently developing a "web site" to disseminate information on road safety education, sustainable travel and travel plans for schools and businesses. This web site will also disseminate information on behalf of the police and Health Authorities where appropriate.

4.287 Within individual schools the Strategy will generally be promoted in accordance with guidance contained in A Safer Journey to School (Transport 2000 Trust) and School Travel, Strategies and Plans (DETR). Particular emphasis will be given to the following areas:

- To enable local ownership, project schools will set up working groups made up of representatives from the school, Local Authorities, the community, etc. to consider all aspects of school travel.
- The working groups will identify barriers to walking and cycling and measures that will work together to overcome these barriers, by combining and building upon traditional methods, but with greater emphasis on travel awareness both inside and outside the school gates.
- Education is a vital aspect of a school travel plan. Winning "Hearts and Minds" is essential for success, particularly in the early stages of the programme.
- Detailed information on the school journey at each site will be collected to supplement

existing baseline data, develop targets and monitor/evaluate progress. It is envisaged that the latter will be undertaken annually, and that schools will have individual targets for modal shift, as every situation is different.

- Development of a written plan for each school, fully supported by all working group participants.

4.288 To establish potential for modal shift, figures from primary school Walk to School Weeks between 1997 and 1999 were analysed, and the results are given below:

- the mode of travel to school during Walk to School Weeks is currently walking 60%, car 32%, other 8%;
- over this period the proportion walking has increased by 3%;
- during Walk to School Weeks the numbers walking increased by 15%, whereas the numbers arriving by car reduced by 30%, on average;
- the reduction in the number of cars arriving at the school gate was not measured, but is likely to be less than 30%, because this figure may include car sharing.

4.289 These clearly demonstrate that it is possible to influence travel patterns, but that more awareness raising, physical measures (where appropriate) and continued pressure and encouragement are required to sustain modal shift.

4.290 The School Travel Advisory Group (STAG) has a national target of returning walking to school figures to mid 1980's levels, that is to increase the numbers walking by 20%, based on 1995/96 figures for children aged 5 to 16. It is felt that the most appropriate "walking" target for LTP schools should be 15%, from the Walk to School Week data. A target for reducing car arrivals at the school gate is equally desirable, but bearing in mind the nature of the Walk to School Week data, a challenging but realistic target of 25% has been set.

4.291 The travel pattern to secondary schools is different to that of primary schools, but a separate target for secondary schools is difficult to set, as there are currently no data for Leicestershire. Appropriate baseline data will

be gathered as soon as work begins with the project schools, but in the interim a common overall target will be adopted.

4.292 During the five-year period from 1994 to 1998, an average of seven children were killed or seriously injured on the way to and from school each year. The national target (for all journeys) of a 50% reduction in children killed and seriously injured would bring this down to three by 2010, but as these figures are so small a separate target for the school journey is felt to be inappropriate. Nevertheless, the School Travel Strategy will contribute to the overall child casualty target identified in the Road Casualty Reduction Strategy, and add to the perception of safety of vulnerable road users.

4.293 The School Travel Strategy does not sit in isolation, and the measures provided to assist the journey to school must clearly be integrated with other aspects of the County Council's transport strategy. Cycle schemes will, wherever practicable, be tied into more strategic routes, and bus service improvements will be complemented by appropriate bus shelter provision and due consideration of the walking part of the journey.

4.294 This Strategy also has clear links with the Speed Management Strategy, and careful consideration will be given to the role that the expanded 20 mph zones proposed in that Strategy can play in benefiting the journey to school.

SCHOOL TRAVEL ACTION PLAN

CONTINUE TO USE PROVEN TECHNIQUES TO ENHANCE ROAD SAFETY ON THE JOURNEY TO SCHOOL.

PROMOTE SCHOOL TRAVEL PLANS TO ENCOURAGE FURTHER WALKING, CYCLING AND BUS TRAVEL AS AN ALTERNATIVE TO THE CAR.

IMPLEMENT PHYSICAL MEASURES TO IMPROVE SAFETY ON THE ROUTES TO SCHOOL.

PROVIDE HOME - SCHOOL PUBLIC TRANSPORT AND REVIEW IN PARALLEL WITH SCHOOL TRAVEL PLANS.

BUSINESS TRAVEL PLANS

4.295 Excessive use of the private car for journeys to and from work (and indeed

throughout the working day) contributes towards traffic congestion and the sedentary life style of the workforce. The Travel Plans Strategy will encourage employers to look at existing travel arrangements and, in partnership with the County and District Councils, promote walking, cycling, car sharing, or public transport for work related travel. To develop, implement, and monitor the effects of this Strategy the County Council will form partnerships with others on an ad hoc basis.

4.296 The County Council's Strategy for the promotion of travel plans for businesses is, wherever practicable, to work in partnership with District Councils, as each has strong business links through their role as Planning Authority, and they are ideally placed to deal with businesses directly. Such plans will not only consider the journey to and from work, but also trips during the working day. The balance of responsibility in each partnership will vary, however, depending upon individual circumstances. Health care professionals will also have a role in advising individual businesses of the wider benefits that will accrue from travel plans. In Charnwood, the Borough Council has already adopted its own travel plan and has established the Loughborough Travel Forum (further details are given in Chapter 5a).

4.297 The County Council's own Travel Plan was launched in 1999, when a travel questionnaire was sent to 1,800 staff based at County Hall. It looked particularly at current travel patterns, and attitudes on journeys to, from and in the course of work. Progression of the plan will involve:

- ❑ completed questionnaires being analysed, to identify potential for change;
- ❑ production of a draft Travel Plan during 2000;
- ❑ a period of consultation which will precede adoption in 2001.

4.298 Business Travel Plans at the remaining District Council Offices are in various stages of development. All Districts are committed to producing staff travel plans, and have either undertaken a staff travel survey or have plans so to do. A number have already introduced initiatives relating to cycling and alternative forms of transport.

4.299 In addition to the above, the County Council now request Business Travel Plans as a condition of planning permission in appropriate circumstances. If representation is made by individual businesses concerning the effects of local parking or congestion problems, they will now be asked to consider travel planning as part of any solution.

4.300 The initiatives outlined above have so far resulted in 18 employers committing themselves to the consideration of a Business Travel Plan.

4.301 The potential for Business Travel Plans is demonstrated by the fact that:

- ❑ there are 22 businesses in Leicestershire employing more than 500 people, plus 41 businesses employing between 251 and 499 people;
- ❑ there are 137 "industrial sites" around the county containing clusters of employers with whom travel plans would be very effective.

4.302 The County Council aims to commit a third of businesses employing more than 250 people to the development of a Travel Plan by 2005.

4.303 It is anticipated that the implementation of Business Travel Plans will provide a local focus for road safety issues, the Cycling and Walking Strategies, together with public transport improvements. There may also be scope for integration with school travel plans on an area wide basis.

4.304 The County Council's "company database" will be employed to target those who can make a significant contribution to modal shift, and the bi-annual "Leicester and Leicestershire Business Survey" is being used to gather additional base line data. A specific database is being set up to record baseline data, and will subsequently be used to record progress made by individual employers.

TRAVEL PLANS ACTION PLAN

DEVELOP AND IMPLEMENT TRAVEL PLANS FOR COUNTY HALL AND OTHER COUNTY COUNCIL SITES

ENCOURAGE OTHER MAJOR EMPLOYEES TO IMPLEMENT BUSINESS TRAVEL PLANS.

TRAVEL AWARENESS

4.305 Making people aware of the consequences of their travel decisions about when and how to travel is an important element of the LTP strategy.

4.306 In recent years the County Council has been involved in national and local campaigns aimed at making people aware of the benefits to be gained from alternative means of travel to the car, particularly walking and cycling. To develop this philosophy the County Council joined the TravelWise Association (a partnership of Local Authorities and other organisations working together to promote sustainable transport), which promotes travel awareness at a national level. In addition, a Member working party and corporate officer group have been established, with the primary aim of improving the environmental performance of the County Council.

4.307 General travel awareness will continue to be promoted through local initiatives and by supporting national and regional TravelWise campaigns. The County Council takes an active part in the East Midlands Regional TravelWise group, and based at County Hall the TravelWise Cycling Group organises an annual bike to work day aimed at converting recreational cyclists to regular "cycle commuters". Together with the District and Borough Councils, the County Council hopes to participate in the European car free day, and to play an active role in all future similar initiatives.

4.308 The road safety education programme will also be extended to bring about a move away from car use to walking and cycling. The programme will be adjusted annually to reflect national guidance and local priorities.

TRAVEL AWARENESS ACTION PLAN

DEVELOP FURTHER LOCAL INITIATIVES TO RAISE TRAVEL AWARENESS ISSUES.

WORK LOCALLY TO COMPLEMENT AND REINFORCE REGIONAL AND NATIONAL CAMPAIGNS

CONTINUE A PROGRAMME OF LEARNING TO BRING ABOUT A MOVE AWAY FROM CAR USE TO WALKING AND CYCLING.

PARKING MANAGEMENT

4.309 The parking Strategy focuses primarily on:

- parking provision in new developments;
- public car parks;
- on-street parking and enforcement.

Parking in New Developments

4.310 In the past, parking standards for new development have generally been expressed as a minimum to reduce the risk of on-street parking causing safety, amenity and congestion problems. However, the standards have been interpreted flexibly, and developers have been allowed to provide less than the minimum where they could show that this would not give rise to problems on the highway.

4.311 The Deposit Draft Structure Plan seeks to identify the appropriate level of parking provision for new development proposals. The thrust of the policy is that:

- levels which exceed defined maximum parking standards will not be permitted;
- lower levels of parking than the maximum parking standard may be permitted at the request of the developer;
- parking provision below maximum parking standards will be considered in particular local circumstances to restrain car travel.

4.312 Local circumstances will affect the appropriate level, but in all cases it will be necessary to ensure that on-street parking associated with the development would not create a highway safety or amenity problem. The policy also allows for commuted sums to be sought for alternatives to on-site parking.

4.313 Most District Council Local Plans now contain complementary policies, which set maximum standards for new development. Currently the standard set is generally that which has previously been adopted by the County Council as its minimum standard. However, these standards are under review, and it is anticipated that the review will lead to lower standards in the future. In the interim, parking provision below current standards will

be encouraged, provided that it would not create highway safety or amenity problems.

4.314 It is important that a consistent approach is taken to parking standards, not only across the county but also across the region as a whole. New parking standards have been proposed in the Consultation Draft of Planning Policy Guidance Note 13 – Transport (PPG13), and in the Interim Regional Transport Strategy. The County Council has worked and will continue to work closely with its regional partners and District Councils to seek the adoption of consistent standards across the region based on national and regional guidance.

4.315 To this end the East Midlands counties and unitary councils have set up an East Midlands Parking Group to examine the issues relating to the development of parking standards for the region. This followed an earlier parking study commissioned by the City and County Councils for the former TPP Package areas of Derby, Leicester and Nottingham.

4.316 A similar group, chaired by the County Council, with representation from District Councils, meets to discuss the development of county-wide consistency in parking standards throughout Leicestershire.

4.317 With respect to residential development, PPG3 “Housing” proposes lower levels of off-street parking for new dwellings. The Guidance states that car parking standards that result in more than an average of 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government’s emphasis on securing sustainable residential environments.

4.318 However, many older residential areas, and even some recent developments, already have insufficient off-street parking to cater for demand. This results in cars parking on-street or in other unsuitable locations such as footways and verges, causing safety, amenity and environmental problems. One consequence of the successful implementation of measures to reduce car use for work journeys could be to increase the number of cars remaining in residential areas during the day, thereby worsening current problems.

4.319 The County Council nevertheless supports the need to limit the land required for new housing development, particularly on brownfield sites in urban areas. It will, therefore, no longer apply its current standards for housing development as a minimum requirement but as a guideline. Lower provision will be considered if required to increase housing densities, particularly on brownfield sites and urban infill.

Public Car Parks

4.320 The position with respect to District Council run car parks varies throughout the county. Charges are greatest in the centre of Loughborough, having recently been increased from £1.00 to £3.50 per day, and have been introduced in both Hinckley and Melton Mowbray town centres. Elsewhere there are currently no charges. However, all District Councils, whether they currently charge for their car parks or not, are reviewing, or are preparing to review, their management policies as part of the LTP process. The review will take full regard of the need to change the emphasis of parking provision from long stay commuter parking to good quality short-stay parking.

4.321 The current position with respect to each District is outlined in their supporting submissions in Appendix A. The on-going development and implementation of the Area Strategies will allow discussion on the management of the public car parks in the towns to be considered alongside the strategies and implementation programmes for transport improvements in those towns in a comprehensive and complementary way.

On-street parking

4.322 The strategy to control on-street parking is considered within the context of other controls on parking (i.e. off-street policies) and other initiatives, strategies and policies (such as that for tackling congestion). Currently, all on-street parking in the LTP area is free (charges are levied within the central area of Leicester City). On-street parking restrictions have generally been introduced to tackle local issues such as at junctions, in town centres and on major routes. This has been to ensure the safe movement of traffic to reduce congestion.

4.323 Residents' parking schemes have also been introduced. These have often been in response to requests, and have sought to minimise the impact of particular schemes or policies, or the impact of increasing levels of car-borne commuters. For example, schemes around Loughborough town centre were introduced in order to minimise the displacement of commuter parking when the centre was pedestrianised and when charges were increased in the car parks, and in Hinckley to reduce the impact of parked vehicles from increased levels of town centre workers. Generally a charge is made for the resident's permit. Further schemes will be considered and implemented adjacent to the Town Centres during the LTP period.

4.324 Like many police forces, the Leicestershire Police Force has resource issues, and has had to prioritise those areas of its activities that receive higher or lower levels of enforcement. The enforcement of parking restrictions and other parking related issues has generally been given a relatively low priority, and the County Council will therefore work closely with the police to seek improved enforcement. Nevertheless, the use of traffic wardens in Loughborough has operated satisfactorily and enforcement is not an issue, although elsewhere this is not always the case.

4.325 The County Council will consider whether enforcement can be more effectively undertaken if parking offences are de-criminalised. Experience outside London in this respect is limited, though growing, but there remains a concern about the viability of de-criminalised parking enforcement outside of the London conurbation and other large cities. The introduction of the national adjudication service to serve Local Authorities outside London will overcome one of the problems, which has hindered progress so far. As a first step it is proposed to introduce de-criminalised parking enforcement in Leicester City as part of the Central Leicestershire LTP within the next three years. Experience gained in Leicester and elsewhere will assist in consideration of a programme for its implementation in the Leicestershire LTP area.

4.326 The on-street parking Strategy will develop as influences change. It will form part of a framework approach, including off-street parking, that will be developed together with the other key stakeholders, principally the

District Councils, but also with major employers (through Travel Plans) and car park operators. The Strategy will be rolled out at different rates across the county, but within the agreed framework, the overall thrust of the local strategies will be similar. This is to ensure that the different circumstances of each area can be taken into account.

4.327 There are increasing pressures within the county for development, and these are changing the areas and intensifying the concerns where parking pressures are felt. These changes will be kept under review, and on-street parking restrictions will be considered where they complement and are compatible with other initiatives, such as Business Travel Plans, or are necessary to resolve identified problems.

Key Issues

4.328 A crucial element of the development of the parking Strategy is the extent to which the preference for using the car, particularly for car commuting, can be influenced by management of parking provision, in an acceptable way. It will need to recognise the importance of providing sufficient short-term parking to maintain the vitality and viability of town centres and other service centres. It will, therefore, place an emphasis on the need for measures to address long-stay parking, which is generally associated with commuter journeys and travel in the more congested peak periods.

4.329 In developing policies to constrain commuter parking it will be necessary to have regard to the possibility that this could encourage businesses to relocate to where there is less restraint. This needs to be countered by improving alternative modes and through stronger planning controls.

4.330 There may also be tensions if transport policies seek to restrict the level of parking in locations where economic development policies are seeking to encourage new development to take place.

4.331 In taking the Strategy forward significant restraint will not be applied if it would create a safety or amenity problem and until improvements to the alternatives were becoming established. In the shorter-term the

focus will be on Town Centres where access to alternatives to the car is greatest.

4.332 It is important that the whole of the parking stock, both existing and new, and also on-street and off-street, are considered together. This includes enforcement and de-criminalised parking issues, consideration of on-street parking controls, residents parking schemes where “overspill” parking may be important, whilst maintaining the vitality and viability of the town centres. These issues are reflected in the actions that will be undertaken to deliver the LTP Objectives.

PARKING MANAGEMENT ACTION PLAN

IN PARTNERSHIP, DEVELOP MAXIMUM STANDARDS FOR PARKING AT NEW DEVELOPMENTS APPROPRIATE TO TYPE, SCALE AND LOCATION.

APPLY MAXIMUM STANDARDS TO NEW DEVELOPMENTS AND APPLY STANDARDS FLEXIBLY AT RESIDENTIAL DEVELOPMENTS AT BROWNFIELD AND URBAN INFILL SITES.

ENCOURAGE PARKING PROVISION AT NEW DEVELOPMENTS BELOW MAXIMUM STANDARDS.

MANAGE THE PUBLIC PARKING STOCK IN A WAY THAT ENCOURAGES THE USE OF ALTERNATIVES TO THE CAR FOR COMMUTING WHILST MAINTAINING THE VITALITY AND VIABILITY OF TOWN AND URBAN CENTRES.

CLIMATE CHANGE

4.333 The County Council is a founding partner of the Forum for A Better Leicestershire (FABLE), which was set up to produce the Local Agenda 21. The Forum has produced an action plan which sets out a vision of what life for people of Leicestershire could be like 20 to 30 years from now. The action plan was developed through widespread consultation over four years.

4.334 Transport was just one of a number of issues that the Forum had to consider. However, it was apparent that there is widespread concern about the increasing level of traffic and the pollution and congestion it causes.

4.335 The action plan has a vision of reducing pollution (including CO₂) from traffic by one half by 2020 compared to 1995 levels, and refers to a series of measures that should

be employed to achieve that target. These include:

- ❑ reducing the need to travel through strongly enforced land-use planning;
- ❑ promoting walking by giving the pedestrian priority over road traffic in urban areas;
- ❑ increasing levels of cycling to four times 1991 levels by 2020;
- ❑ promoting public transport;
- ❑ encouraging more responsible use of the private car;
- ❑ reducing the impact of freight;
- ❑ improving interchange between different modes of transport;
- ❑ reducing journey length and reliance on the private car.

4.336 The measures above are wholly compatible and consistent with the policies and strategies set out in this LTP. The County Council is committed to reducing the level of CO₂ emissions from transport, and in particular will promote measures and schemes through the LTP to address the problems associated with climate change.

INTEGRATION OBJECTIVE (To Improve Integration of Transport)

LAND-USE PLANNING

4.337 There is a need to improve integration of transport policy and strategies both with other policy areas (e.g. health, economic development, crime and disorder, air quality and climate change) and between modes of transport. Many elements of the proposed Strategy seek to achieve this. However, of particular importance is the need for effective integration between land use and transport planning.

4.338 Leicestershire County Council is the Strategic Planning Authority for the County of Leicestershire, and is responsible for the preparation of the Structure Plan. It is also the Mineral and Waste Planning Authority, responsible for preparing the Waste Local Plan, the Minerals Local Plan and for

determining planning applications for all mineral and waste developments. These sectors often have important transport aspects that, when being determined, will reflect County Council transport strategies as one of the determinants. However, each District Council as Local Planning Authority is responsible for the determination of the majority of planning applications, and therefore has the ultimate control over the implementation of land-use planning policies.

4.339 The Deposit Draft Structure Plan and the LTP have been developed together, and the following policies, included in the Deposit Draft Structure Plan, provide the strategic back-drop for all land-use and transportation considerations.

4.340 Strategy Policy 1: Overall Strategy – The policies of the Structure Plan will help to promote sustainable living through improving people’s health and their social, economic, environmental and cultural well-being. This will be achieved in partnership with the whole community, and with regard to transport through, *inter alia*:

- managing and enhancing the quality of the air;
- maximising people’s ability and equity in accessing facilities, services opportunities and resources;
- integrating land uses and transportation provision to reduce the need to travel and the dependency on the private car.

4.341 Strategy Policy 5: Development and the Transport System – Developers will be expected to maximise the potential for access to and from new development by walking, cycling and public transport, and to take other appropriate measures to minimise the traffic generated by that development. If, despite the above measures, the remaining traffic generated by the development, together with that from existing and committed development would:

- impair road safety;
- have an unacceptable effect on the environment; or
- exceed the capacity available in the local highway system,

then further satisfactory and environmentally acceptable road improvements should be undertaken, at the developer’s expense, to mitigate the impact of the development.

4.342 Accessibility and Transport Policy 1: Priorities – Integrated and sustainable transport will be further developed in order to:

- improve road safety and the environment, and contribute to improving the quality of life;
- minimise the need to travel;
- maximise people’s accessibility to facilities, services, opportunities and resources; and
- support the local economy.

4.343 The following measures will be taken in order of priority: firstly, providing for, and promoting, walking and cycling; secondly, providing for the development of public transport; and thirdly, providing for other road users;

4.344 Travel demand measures will be introduced in order to help meet the objectives of this Policy.

4.345 Additional policies in the Structure Plan relating to public transport, walking, cycling, parking, freight and highway network improvements complement these core policies, and the opportunity has been taken in the LTP to build on them further.

4.346 Chapter 3 explained the Council’s approach to achieving a settlement pattern that both reduces the need to travel and encourages use of the more sustainable means of transport.

4.347 The LTP seeks to improve transport provision for walking, cycling and public transport to further enhance the transport benefits of that settlement pattern.

4.348 The County Council has a very good and close working relationship with all seven of the District Councils within Leicestershire, with regard to the transportation aspects of development control and land-use planning. In particular the County Council:

- provides help and guidance throughout the Local Plan process with regard to the transport implications of the land-use

policies and the specific transport requirements of the allocated developments. This ensures that they accord with the sustainable development policies set out in both the adopted and Deposit Draft Structure Plan;

- gives careful consideration to the safety and transport implications of planning applications, seeking, wherever it is reasonable and appropriate to do so, measures which aid access to new development by walking, cycling and public transport and that support the objective of reducing the number and severity of road casualties.

4.349 The Action Plan will use land-use planning controls to secure sustainable development patterns in the future, and direct new major development to locations that maximise the opportunities for travel by means other than the car. This will assist in reducing reliance on the car. New developments should be designed so as to minimise the risks of road accidents, to facilitate and encourage walking, cycling and public transport, and to mitigate the traffic impact. Planning controls and, where possible, developer funded contributions will be used to achieve this.

LAND-USE PLANNING ACTION PLAN

USE LAND-USE PLANNING CONTROLS TO SECURE SUSTAINABLE DEVELOPMENT PATTERNS.

ENSURE THAT NEW DEVELOPMENT IS DESIGNED SO AS TO FACILITATE AND ENCOURAGE WALKING, CYCLING AND PUBLIC TRANSPORT AND TO MITIGATE THE TRAFFIC IMPACT WHERE FEASIBLE THROUGH DEVELOPER FUNDED IMPROVEMENT TO THESE MODES.

RESIST LAND-USE DISPERSAL.