



Leicestershire
Local Transport Plan
2001 - 2006

Delivery Report

July 2006

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Foreword

I have great pleasure in introducing Leicestershire's first Local Transport Plan Delivery Report, which shows the progress we have made in improving transport in Leicestershire over the past five years and the impact those improvements have had on Leicestershire people.

As I said in my foreword to Leicestershire's second Local Transport Plan, good transport is essential to success in our wider agenda to keep Leicestershire an attractive and prosperous county to live and work in and to ensure that our local economy can expand without damage to our infrastructure and the environment.



We have made excellent progress during the first Local Transport Plan period, and have also learned valuable lessons for the future. This gives us a firm foundation to take forward into our second Local Transport Plan and will allow us, I'm sure, to make even faster progress over the coming five years.

David Parsons

David Parsons
Leader of the County Council

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DELIVERY REPORT SUMMARY

Introduction

S.1 This is the Delivery Report for the first Leicestershire Local Transport Plan (LTP1). It sets out our achievements in the LTP1 period 2001/02 to 2005/06. It has been prepared in line with Government guidance to inform Ministers, our residents, businesses and other stakeholders of our achievements in that time.

S.2 There were two LTP1s covering the Leicestershire County Council administrative area:

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

S.3 The Leicestershire LTP set out six objectives. It identified a range of transport issues that needed to be tackled if we were to achieve those objectives, described strategies and programmes of work covering a number of different transport themes and specified a range of indicators and targets to measure our performance.

S.4 Many of the performance indicators we used to measure our progress inevitably covered the whole of the county, so the Delivery Report also draws on some of our work in the Central Leicestershire LTP area. Maintenance across the whole county was covered exclusively in the Leicestershire LTP.

Our key achievements

S.5 We believe we have been successful in making a real difference to transport in Leicestershire over the past five years, giving us a firm foundation to take forward into the second LTP period. Our key achievements include:

- The development and completion of the hourly bus network, which has transformed travel choices and opportunities across the whole county. 95% of all households now have access to an hourly or better daytime bus services and 40% more rural households have access to that level of service. This has helped us reverse the decline in the use of public transport
- The completion of the countywide lorry route network, removing heavy goods vehicles from many of our smaller villages
- Improved transport provision for people with disabilities, with over 1,700 journeys made per week on complementary public transport services and nearly all pedestrian crossings now having full facilities for disabled people
- A comprehensive programme of road safety measures and road safety education, training and publicity that has seen a 26% reduction in killed and seriously injured casualties and a 60% reduction in children killed or seriously injured
- Further additions to our cycle networks and successful collaborative work with Sustrans that has helped reverse the decline in cycling
- 117 schools (38% of the total) now having formally adopted school travel plans, with encouraging increases in the proportion of children walking to school
- A much better maintained network of roads and footpaths, with a halving of the proportion of the principal road network needing strengthening. All our roads, and category 1 and 2 footways, now meet the DfT benchmark for good performance

- The Ashby and Rearsby Bypasses, which have much enhanced the environment in these two communities by removing through traffic
- The Hinckley Town Centre improvement, which has removed 10,000 vehicles a day from Regent Street, making this a much more attractive part of the town centre
- The Epinal Way Extension, which has removed 12,000 vehicles per day from the A6 approach into Loughborough and 11,000 vehicles per day from Shelthorpe Road.

What has not worked so well

S.6 It was clear from the Department for Transport's assessments of our Annual Progress Reports that we made a rather slow start. We learned from this and made changes to give greater focus to our work and improve our management systems for scheme preparation, procurement and delivery. In this we were much assisted by our two Best Value Reviews which were completed in 2001/02 and equipped us with a more complete set of strategies.

S.7 We were not successful in delivering our aspirations for higher frequency train services and increasing the number of train stations. This was caused by the change in national policy for the rail system following the problems of recent years, and we have had to adjust our aspirations accordingly.

Progress towards targets

S.8 We have achieved our targets for seven of our eight core indicators with:

- A reduction in killed and seriously injured road casualties of 26% from the 1994-98 average
- A reduction in children killed and seriously injured of 60% from the 1994-98 average
- A reversal in the decline of cycling
- An increase in rural households with access to an hourly or better bus service from 55% in 2001/02 to 76% in 2005/06
- All three maintenance indicators for the different classes of road meeting the DfT benchmark.

S.9 We did not quite reach our 2005/06 target for growth in bus patronage, due largely to high fares increases triggered by rising fuel costs. However, our hourly services network and partnership working with the bus companies leaves us, we believe, still on target to meet our longer term goal of 1% growth year on year through to 2010/11. We believe this to be a major achievement for a rural county such as Leicestershire.

S.10 We have achieved 22 of our 25 non-core targets, some of which were stretching. Of the three not achieved, two (train passengers and trunk road casualties) were substantially outside our control, and the timing of the tri-annual surveys means there is no clear evidence for the indicator on satisfaction with bus information.

Conclusion

S.11 Our Delivery Report gives details on all this, and in Chapter 4 focuses in on five particular areas:

- Public transport
- Road safety
- Sustainability
- Principal road maintenance and bridge strengthening
- Disability issues and social inclusion.

S.12 We believe that the evidence in this chapter, and throughout the document, will support our assertion that our delivery of improvements during the LTP1 period has made a real difference for Leicestershire people.

