

Local Transport Planning in Leicestershire 2011-2026

Consultation on the DRAFT third Local Transport Plan (LTP3) for Leicestershire

1st October – 26th November 2010

Local authorities are having to develop their LTP3s during a period of considerable uncertainty following the change of Government; this has impacted on our preparation timetable. Allowing also for sufficient time properly to consider consultation outcomes before seeking Member approval of the final document, this has, unfortunately, resulted in a consultation period that is shorter than we would have otherwise wished.



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If you require this document in an alternative version e.g. large print, Braille, Easy read or an alternative language, please telephone 0116 305 0001.

Web www.leics.gov.uk/current_LTP3_consultation
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1. Introduction

What this consultation is about

Leicestershire County Council is developing its third Local Transport Plan (LTP3) for the county, which will come into place from 1st April 2011.

Work to prepare for LTP3 has been informed by an exercise to gather evidence about Leicestershire and its transport system (available to view online at www.leics.gov.uk/lt3_sources_of_evidence).

Early in the summer we sought some initial views of a range of organisations on aspects of our draft strategy. A summary of the results of that consultation and our response to comments is available to view online at www.leics.gov.uk/lt3_previous_consultation.

Revised draft proposals for Leicestershire's LTP3 have now been drawn up, as outlined in this document, and **we would like your views** on our work to date to help us produce a transport strategy that meets the future needs of Leicestershire.

The purpose of this document is not to list the things/schemes that we will be doing in the next few years. Instead its main focus is to explain what our LTP3 will mean in practice, including why and how our approach to LTP3 will differ from that of LTP2 and the broad approach we will be taking forward in the next three years. More detailed programme development (including for 2011/12) depends on Government announcements on what money we will have available. As and when we know this, we intend to develop our programme following a broadly similar process to previous years, but reflecting the short-term approach we have mapped out for LTP3 in this document.

What we want you to do

Please read and consider the contents of this document and any related implications for Leicestershire as a whole and for you. Please then complete the online questionnaire, available at www.leics.gov.uk/current_LTP3_consultation by 26 November 2010.

2. What is a Local Transport Plan (LTP)?

The Local Transport Plan (LTP) is a blueprint for Leicestershire's future transport network, and maps out how a local authority will work with others to manage and improve transport provision and planning in their area. By "transport" we are referring to how we travel from A to B, and any factors that influence our journeys such as congestion, road safety, environmental impacts and the condition of our roads and pavements.

Good transport is a vital factor in our everyday lives. By, for example, enabling people to get to work, children to school and businesses to receive materials and distribute goods, transport can help to build strong, sustainable, safe and healthy communities and a growing economy. Where transport fails, these aspirations are put at risk.

Local authorities need to consider how well their transport networks contribute to the delivery of wider strategic priorities, such as maximising equality of access and improving quality of life for all residents and LTPs should also state how this is done.

3. Our approach to developing LTP3

Building on LTP2 (2006-2011)

LTP3s around the country will come into place from the start of April 2011. In Leicestershire, there will be one plan covering the county area and a separate plan covering Leicester. We continue to talk to Leicester City Council about how our respective LTP3s will be aligned.

Through delivery of our LTP1 and LTP2, which was assessed as 'excellent' by the Department for Transport, we currently have a transport system that is generally in a good state of repair and is safe. During LTP2 we have:

- limited the growth in journey time lost in Loughborough and, with Leicester City Council, improved journey times in central Leicestershire
- increased bus patronage and levels of cycling
- reduced the number of children travelling to school by car as the only pupil
- maintained our excellent levels of access to transport
- reduced the number of people killed or seriously injured on our roads
- improved the condition of our roads, a large part of our footway network, bridges and traffic signals
- limited the growth in traffic across the county and in the three areas with Air Quality Action Plans - Loughborough, Kegworth and Lutterworth

There remain, however, areas for improvement, including:

- satisfaction with public transport information and local bus services;
- air quality across the county, particularly in Loughborough, Lutterworth; Kegworth and Blaby;
- the condition of a number of our busiest footways in urban areas; and
- the replacement of street lighting columns.

Our record of achievement in LTP2 undoubtedly provides us with a solid base on which to build and LTP3 will seek to achieve broadly the same outcomes as LTP2. However, in many cases our approach to how we achieve these things will need to be different, in particular due to the current challenges we face.

The wider issues and challenges we face

It will be vital that we develop an LTP3 that enables transport to help tackle wider national, regional and local challenges. Some of the wider issues we face include:

- Leicestershire has a number of different employment centres and it will be important to consider the transport implications of the movement of people to these areas of work.
- Unemployment in Leicestershire has historically been low but the number of people claiming out-of-work benefits in Leicester City is higher. LTP3 will need to consider the extent to which lower public transport accessibility to employment locations and training opportunities outside central Leicester is limiting employment opportunities.
- The population of Leicester and Leicestershire is growing at a faster rate than regionally and nationally; it has been estimated that the area's population will increase by about 25% in the next 15 years. This will place additional demand on our transport network. It will be vital that there is an appropriate mix of the type of housing provided and the employment opportunities and skills available locally to seek to ensure that additional demand on the transport network is limited.
- Our ageing population also presents challenges. As people get older, they become less able to travel independently and, if public transport is inaccessible, then social isolation and loneliness can become a reality.
- Although Leicestershire is an affluent county, there is a need for transport to support people in the county's deprived areas to access employment opportunities and local services.
- Physically active transport choices (cycling and walking) reduce levels of obesity but we need to consider the extent to which crime, the fear of crime or anti-social behaviour might put people off using these methods of travel.
- CO₂ emissions from transport in Leicestershire currently contribute to around 55% of all the county's CO₂ emissions. Whilst improving vehicle technology will play a part in reducing the CO₂ output of vehicles, this alone is unlikely to be sufficient to deliver the changes necessary to meet the requirements of the Climate Change Act.
- In terms of adapting to climate change, work will need to be undertaken to understand how local transport networks will cope with more frequent flooding, higher summer temperatures and more intense rainfall.
- Limiting the impact of our transport network on the natural environment and our towns and streetscapes, as well as improving opportunities for people to access green space will be challenging in the light of population and economic growth.

4. An introduction to our LTP3

Proposed structure and timescale

As an enabler of other things, transport has an important role to play in delivering wider economic, social and environmental priorities for Leicestershire, such as those set out in the 'Leicestershire Together' [Sustainable Community Strategy](#) (SCS).

There are also important linkages between transport and planning. For example, given that the population of Leicestershire is predicted to increase significantly, minimising the risk of transport problems that could harm our economy and environment will entail careful and co-ordinated consideration about the location of new housing and the transport (and other) infrastructure needed to support it.

It is therefore proposed that the Leicestershire's LTP3 will contain a long-term transport strategy that will run from April 2011 to 2026, in order to align with periods covered by the 'Leicestershire Together' Sustainable Community Strategy and the strategic planning strategies (Local Development Frameworks) of the seven District Councils in the county. This will be supported by shorter-term 3 year long implementation plans, the first one of which will run from 2011 to 2014.

Proposed vision for transport

In 'Leicestershire Together', transport is referred to at various points when outlining the detailed long-term vision for Leicestershire and the priorities that will be pursued to help realise this vision. Our long-term transport strategy will seek to respond to and support the delivery of the current vision in place for Leicestershire.

Our **Transport Vision for Leicestershire (2011-2026)** is for:

"Leicestershire to be recognised as a place that has, with the help of its citizens and businesses, a first class transport system that enables economic and social travel in ways that improve people's health, safety, their environment and their quality of life."

Proposed strategic transport goals

Our *Vision* describes what we want transport in Leicestershire to 'look like' by 2026. Our *Strategic Transport Goals* describe what we will be seeking to achieve in order to realise our vision.

Our **Strategic Transport Goals (2011-2026)** are:

1. An efficient and resilient transport system that supports a prosperous economy and provides successfully for both population growth and change.
2. A transport system that helps to reduce the carbon footprint of Leicestershire.
3. An integrated and accessible transport system that helps promote equality of opportunity for all our residents.
4. A transport system that improves the safety, health and security of our residents.
5. A transport system that helps improve the quality of life of our residents, making Leicestershire a more attractive place to live, work and visit.

Proposed Transport Objectives

Our *Transport Objectives* describe what we see as the most locally important areas of activity for us to focus on in order to deliver our strategic transport goals and wider economic, social and environmental priorities for Leicestershire.

The development of our objectives has been informed by:

- Our long-term vision for transport and our strategic transport goals.
- The evidence base we have put together and the challenges it identifies.
- The principles we have put in place to govern our response to the challenges we face.

Our **Transport Objectives (2011-2026)** are:

1. To effectively manage and maintain our transport system and its assets.
2. To enable economic and population growth whilst minimising impacts on our transport system and environment.
3. To encourage and enable more active and sustainable ways to travel.
4. To improve the connectivity and accessibility of our transport system.
5. To continue to reduce road casualties.
6. To reduce the negative impacts of travel and transport on people, settlements and the natural environment.

5. What our LTP3 means in practice

Our principles

Delivering the vision and goals that we are proposing for transport in Leicestershire over the coming 15 years will not be easy, particularly given the economic, social and environmental challenges outlined in Section 3.

In order to help shape how we respond to the challenges we face we have developed a set of principles, shown below.

- We have to work with others to address the challenges we face.
- We recognise and accept that our transport system serves many purposes and must continue to do so. In doing so, however, we need to change the balance of provision e.g. the balance of space for cars, buses, walking and cycling.
- We recognise the need for people and goods to move around for economic and social reasons but we will not seek to expand infinitely the capacity of our transport system to meet increasing demand.
- We have to manage our transport system to make the best and most efficient use of the funds available.
- We must ensure that discussions about options and solutions are properly informed.

The need for a change of approach in developing our LTP3

The transition between LTP2 and LTP3 will come about not through immediate wholesale change but by evolution; the publication of our LTP3 long-term strategy marks the start of a journey rather than an end.

In some cases it continues to be appropriate for us to adopt a broadly similar approach to LTP2 but even those cases are affected by the current financial situation. The government's proposals for reducing the national deficit have resulted in substantial cuts in the funds available to deliver all kinds of transport projects from new roads to traffic calming and road safety improvements. Public sector bodies are also having to make further and even greater efficiency savings.

But, even in an improved financial situation, in seeking to ensure that our transport system operates as efficiently, effectively and safely as possible we will need to take into account:

- that given the forecast population growth we cannot keep infinitely increasing road space - this would not be affordable and not likely to be acceptable given the impact that it would have on people's lives and the environment;
- the consequences of traffic on the environment, to minimise the financial and environmental impact of climate change; and
- promoting healthier ways to travel, if we want to minimise the financial costs and social impacts of poor health

Our overall LTP3 approach

The following sections of this booklet set out our short term approach to the delivery of each specific transport objective. Summarising them briefly:

In the **short term** we will be:

- **concentrating on getting the most out of what we already have**
- **placing an even greater emphasis on value for money and reducing future maintenance costs**
- **seeking to minimise the future transport impacts of population growth**

1. To get the most out of what we already have, we intend:

- to concentrate on addressing issues at peak travel times
- to work with others to provide for the efficient, effective movement of freight
- to reduce the impact of traffic by influencing how people travel and encouraging more environmentally-friendly means of transport, by spending proportionally more on improving facilities for walking, cycling and public transport
- maintaining elements of our transport system that are currently below the standards of others, e.g. footways, cycle ways and bridges
- not to build any new roads ourselves (except for schemes already submitted to Government)
- to maximise use of existing park and ride sites
- supporting greater use of the existing rail network, for example by working with others to influence national policy and seeking to improve travel to existing railway stations on foot, by bike and public transport
- to focus on reducing the number of road casualties, on the management of speed (using enforcement, e.g. speed cameras), and to place a greater emphasis on driver/rider training as opposed to building schemes
- to continue to work with district councils to monitor air quality and review air quality action plans
- to continue to develop our understanding of the transport impacts of population growth and climate change.

2. To place an even greater emphasis on value for money and to reduce future maintenance costs, we intend to:

- make sure our road developments are effective
- not investigate proposals that compare poorly against our LTP3 strategy or are poor value for money
- undertake a full review of the hourly bus network
- reduce the appearance or finish of schemes, to be more cost-effective e.g. less use of coloured surfacing
- focus our resources, concentrating on planned programmes of work and less on reactive requests
- focus on delivering a range of co-ordinated measures in specific geographical areas in support of economic development priorities rather than spreading resources thinly across the county.

3. To seek to minimise the future transport impacts of population growth, we intend to work through the planning system to:

- deliver new developments that are well-served by walking, cycling and public transport
- ensure that new housing developments are supported by the appropriate range of local work opportunities and essential facilities.

Development of our programme for next year (2011/2012) is dependent on Government announcements on what money we will have available. As and when we know what money we have, we intend to develop our programme following a broadly similar process to previous years, but reflecting our LTP3 short-term approach.

Our first Implementation Plan will set out details of the actual things (measures, schemes, studies, etc.) that we will be doing in the next three years. Looking beyond this, in the current circumstances, our view is that in the **medium to longer-term** we will:

- only building new roads where there are clear benefits in terms of delivering our transport and wider objectives and it is affordable to do so
- considering whether there is a need for further park and ride sites to increase travel choices
- investigate and as necessary implement more pro-active ways of changing travel behaviour
- relying on improvements in vehicle technology and influencing people's travel choices to deliver air quality improvements.

As and when the financial situation improves and as we monitor the effectiveness of the delivery of our LTP3 strategy, we will review our medium to longer-term approach to ensure that it remains appropriate. The outcomes will inform the development of our second and subsequent Implementation Plans.

6. The focus of our 1st Implementation Plan (2011-2014)

Section 3 has already provided a high level summary of the progress we have made in LTP2 as well as the wider issues and challenges we are likely to face during LTP3. This section looks at each of our six objectives in turn and reviews our current practice and progress, some of the more specific challenges we face in delivering each objective and the short-term proposals that we will be progressing in our first Implementation Plan. A number of our proposals contribute to more than one objective. To avoid duplication, we have not repeated each proposal but, where appropriate, made cross-references to other objectives.

6.1 Management and maintenance of our transport system and its assets

Under the Traffic Management Act councils have a duty to manage their roads to achieve prompt traffic movement and to assist others (e.g. the Highways Agency) to do the same. A well maintained network can help to support the economy and to reduce the negative impacts of traffic and travel by, for example, reducing congestion and ensuring that roads, footways and cycleways are in good condition.

Current practice and progress

Our Network Management Plan seeks to ensure that our entire network is managed in the most efficient and effective manner. During LTP2, specific attention has been paid to tackling congestion in central Leicestershire and Loughborough. We are currently on track to improve journey times in both of these areas following targeted measures to tackle congestion. The successful management of our network has also contributed to the falling numbers of road casualties (see Section 6.5) across the county and the improved condition of our roads.

Our latest Transport Asset Management Plan (TAMP), published in 2007, sets out how our highway assets are managed and maintained. Its development has been informed by working with regional colleagues, and aspects of its approach are recognised nationally as best practice. Our roads continue to be amongst the best maintained in the country as do our rights of way. However, whilst our LTP2 targets are on track, the condition of our footways, cycleways and bridges is below that of our roads. We have also not made the progress we would like in reducing the number of street lighting columns needing replacement.

Our challenges

Journey time delays still occur on the motorway and trunk road network in the county, including on the A5 at Hinckley; parts of the M1; on the A46 north-east of Leicester; and the A14. Also, surveys undertaken in 2008 highlighted peak hour delays in and around central Leicestershire and some of the main county towns, particularly Loughborough and Melton. The fact that our population is growing at a faster rate than either regionally or nationally is likely to cause additional pressure on our transport network, particularly at peak times and in urban areas.

Perhaps the biggest challenge we face in managing our transport assets is that of global warming. Climate change forecasters predict higher temperatures, more severe winds, floods, winters and droughts in the coming years. This could potentially cause greater damage to our transport network, increased disruption and therefore increased costs. Like many of our challenges, our immediate ability to deal with this will be impacted by the anticipated budget restrictions that are likely to be imposed as a result of the national financial situation.

What are we proposing for LTP3 in the short-term?

In order to effectively manage and maintain our transport system and its assets, our approach in the short term will be to:

- concentrate on addressing transport issues at peak times and in urban areas;
- work with others to provide for the efficient and effective movement of freight throughout the county;
- concentrate on implementing our Network Management and Transport Asset Management Plans;
- not build any new road schemes ourselves except those where we are currently awaiting a decision on funding and / or funding has already been obtained;
- spend proportionally more of our reduced funds than in previous years on maintaining the elements of our transport system that are currently below the standard of others, including footways, cycleways and bridges;
- undertake more planned maintenance of our highway assets, rather than reacting to requests to maintain them; and
- review the range of materials that we use in our road schemes and look to reduce them.

Our efforts to enable growth, improve connectivity and accessibility and encourage more active and sustainable travel will also contribute significantly to the effective management and maintenance of our transport system and its assets. For details of our short-term proposals under these objectives see Sections 6.2, 6.3 and 6.4.

6.2 Enabling economic and population growth in a sustainable manner

An efficient, well-planned and maintained transport network can increase the attractiveness of a region as a place to live and work. By enabling businesses to have convenient access to a strong supply of local labour and allowing freight to move about easily so that goods can be supplied to businesses and delivered to customers, the transport network also plays an important part in attracting businesses to the area. From an economic perspective, our objective is to provide a transport system that ensures people with the right skills can access appropriate jobs and that freight can move freely.

Current practice and progress

In LTP2 we sought to provide the right conditions to support and encourage economic growth. We did this by:

- developing bus services to provide access to all and to combat congestion;
- improving interchange and public transport information for rail users;
- completing our core lorry route network which concentrates goods vehicles on the most suitable routes in the county;
- progressing a number of road schemes to tackle congestion and promote economic growth. Earl Shilton Bypass was opened in March 2009 whilst the Loughborough Inner Relief Road has received planning permission and is awaiting a decision on funding. Loughborough Eastern Gateway will commence in October 2010;
- adopting a more sophisticated approach to bypass solutions by considering the wider functioning of the network particularly where housing growth is planned;
- co-ordinating land-use and transport planning through our input to the Regional Plan, Local Development Frameworks and planning applications; and
- ensuring that development is accessible with appropriate improvements for walking, cycling, public transport and general traffic.

Our challenges

Although we have made good progress in developing our transport network to cope with the increasing demands emanating from growth, we still face many challenges as we head into LTP3:

- Traffic flows and congestion have been increasing strongly over recent years with consequential effects on competitiveness and the efficiency of businesses.
- There are major congestion and operational problems on the national road network in the area, e.g. on the M1 at J19 and J21.
- There are increasing problems with peak period congestion on the main routes in and around Leicester and some of our market towns.
- Increased demand for freight movement and increased travel demand emanating from housing growth will further affect the efficiency of the network, thus affecting all users.
- There will need to be a step change in the quality and attractiveness of the alternatives to the private car if we are to keep congestion under control.

What are we proposing for LTP3 in the short-term?

Our efforts to encourage and enable growth in a sustainable manner will be influenced greatly by what we are doing to: manage and maintain our transport system and its assets, particularly in terms of tackling existing areas of congestion; improve connectivity and accessibility, particularly in delivering new developments that do not generate additional demand on the transport network; and encourage active and sustainable travel through attempting to shift travel behaviour away from single-occupancy car journeys. In addition, our efforts in the short-term will focus on:

- assisting with the delivery of transport improvements required to support the provision of new housing (e.g. around the County towns and around the suburbs of Leicester);
- continuing our work through the planning system to better understand the transport implications of growth; and
- starting to consider the need to investigate more pro-active ways of changing travel behaviour.



6.3 Encouraging active and sustainable ways to travel

Efforts to increase walking, cycling and the use of public transport have long been at the heart of our strategy to improve local transport in Leicestershire.

Current practice and progress

In LTP2, our efforts included:

- Developing park and ride sites in central Leicestershire (Enderby completed, Birstall to be developed shortly).
- Improving bus performance on Saffron Lane, Humberstone Road, Aylestone Road and Groby Road (with Leicester City Council).
- Encouraging smarter choices by delivering schemes and initiatives that reduce the need to travel and improve facilities for pedestrians and cyclists as well as developing our travel planning activity.
- Marketing and promotion of our public transport network and local bus services.

Based on figures to the end of 2009/10 we have achieved a 7.8% increase in bus patronage and an 11% reduction in the percentage of journeys to school by car as the only pupil during LTP2. We have also delivered a 16% increase in the levels of cycling at our counting points in central Leicestershire and Loughborough.

However, resident satisfaction with public transport information and local bus services has remained lower than we would like and, although improved and at levels similar to elsewhere in the country, we have had difficulty in improving bus punctuality.

Our challenges

In attempting to encourage more active and sustainable travel there are a number of challenges that we face going forward:

- Car travel is becoming cheaper relative to the cost of public transport.
- The public transport interchange in central Leicester has been assessed as poor.
- There is often limited access by bus to centres of employment outside central Leicester and there is limited or non-existent public transport provision to the most rural communities.
- Rail connectivity to Manchester, Leeds, Northampton and Milton Keynes is poor and rail services to Birmingham and Nottingham could also be improved. There is also a relatively modest local rail network with relatively infrequent services.
- There are a number of barriers to more active travel. Congested roads, poorly maintained surfaces, a lack of consideration of other road users towards pedestrians and cyclists and concerns around personal safety remain reasons for why people do not walk and cycle more.
- Well-established travel patterns are already causing significant congestion on the main routes into Leicester and a number of the county towns.
- Some existing travel patterns in the county are difficult to provide for other than by private car, e.g. people travelling to and from work in rural areas.
- Increased travel from housing and economic growth could significantly increase pressure on our transport network.

What are we proposing for LTP3 in the short-term?

Encouraging more active and sustainable travel is more important than ever. CO₂ emissions from transport in Leicestershire currently contribute to around 55% of the county's CO₂ emissions. Whilst technological innovation such as more efficient engines might help, we still need to focus on encouraging more sustainable forms of travel and on changing public attitudes/behaviours towards travel. Research also shows that western countries with greater levels of walking and cycling have comparatively low obesity rates, and the more people we can encourage to walk, cycle and use public transport, the more efficient our transport network will become. Our short-term approach in LTP3 will be to:

- increase our efforts to influence travel choices by building people's awareness of existing transport services through better education, marketing, information provision and communication;
- increase our efforts to influence travel choices by placing greater emphasis on travel planning;
- deliver measures to improve facilities for pedestrians, cyclists and public transport users;
- concentrate on maximising the use of existing Park and Ride sites (including Birstall when it is opened), rather than building any more new sites; and
- promote and support greater use of the existing rail network, particularly by improving connectivity to railway stations on foot, by bike and by public transport.

Our efforts to encourage more active and sustainable travel will also be helped by the work that we do to: ensure new developments are supported by infrastructure that will encourage walking, cycling and the use of public transport (see Section 6.4); improve the management and maintenance of our footways and cycleways (see Section 6.1) and remove some of the personal safety barriers that may be stopping people from walking, cycling and using public transport (see Section 6.5).



6.4 Improving connectivity and accessibility

LTP2 focused on two main areas; delivering general improvements to access to key services (e.g. doctors, shops, schools) by public transport, walking and cycling, and delivering targeted improvements to access to key services for vulnerable individuals, groups and communities.

Current practice and progress

Through LTP2 we have:

- sought to enable people to access services by maintaining the level of coverage of our hourly bus network at 95% for all people in Leicestershire and 76% for those in rural areas, ensuring that we had one of the highest levels of bus access in the country;
- designed and delivered a number of schemes to improve facilities for bus users;
- set up the Leicestershire Accessibility Forum which has focussed on rural community transport and access to bus services, travel planning and walking and cycling;
- set up the Rural Rider service offering a hail and ride service and tailor made connections to local villages and market towns, as well as to Leicester;
- improved access to East Midlands Airport and the adjacent employment areas by introducing new bus services and also implemented a world first, cycle activated traffic sign crossing to assist cycle access;
- carried out improvements to footpaths and cycle links at Watermead Country Park as part of its Sustrans Connect2 scheme; and
- worked with the local planning authorities so that developments provide appropriate improvements for walking, cycling and public transport.

Our work outlined above has contributed to us improving accessibility in LTP2, as follows:

- Based on figures to the end of 2009/10 we have achieved a 28% increase in the number of journeys per week using complementary transport for disabled people since 2003/04.
- The Rural Rider service has recorded a 7% rise in use since it was introduced in March 2006.
- During the first two years of LTP2 we concentrated our bus stop corridor improvements where additional funding was available to upgrade bus stops.
- We have significantly increased the number of buses with low floors for level access. By the end of 2007/08, 78% of our fleet had low floors for level access.

Our challenges

Good progress has been made through LTP2 but, our continuing challenges include:

- the ongoing financial cost to the authority in maintaining accessibility to services for people living in rural areas and to a lesser extent in urban areas;
- providing access to employment opportunities given that our evidence base indicates that 42% of Leicestershire wards have high cross-boundary movements, i.e. despite there being employment opportunities, a considerable number of people still travel out from a place to go to work whilst others travel into that place from elsewhere to work;
- access to Further Education Colleges especially in rural areas, where (despite the extent of our bus network) lack of public transport and greater distances to travel have been identified as a primary cause of young people dropping out of further education; and
- the general health of an individual has a significant effect on their perception of journey difficulty and people's needs must be considered based on their physical ability to make the journey irrespective of the journey distance.

What are we proposing for LTP3 in the short-term?

To deliver this objective our approach will be to:

- review our supported bus network in the light of funding available and the delivery of wider objectives; and
- work through the planning system with planning authorities and other relevant bodies:
 - to examine and implement ways to bring services to people rather than people needing to travel, where this meets identified needs;
 - to seek to secure development layouts that provide safe and attractive facilities for people to walk, cycle and use public, and as appropriate to secure developer contributions to promote their use, e.g. free bus passes, funding for new or improved bus services; and
 - to seek to ensure that new housing developments are supported by the appropriate range of employment opportunities and essential facilities (e.g. schools, leisure, health, retail).

Our efforts to improve accessibility and connectivity will also be helped by the work we do to deliver other objectives, in particular encouraging active and sustainable ways to travel (see Section 6.3) and work to provide improved facilities for pedestrians, cyclists and public transport users; better marketing and information about existing travel options; and placing a greater emphasis on travel planning.

6.5 Reducing road casualties

Over the years we have employed a wide-range of measures to deliver our road casualty objectives and targets in partnership with other agencies, including engineering schemes and education, training and publicity campaigns.

Current practice

In LTP2, our approach has included:

- providing a safer road environment through improvements in road planning, safety audits, road maintenance and engineering schemes;
- managing speed by using appropriate speed limits, safety cameras, vehicle activated signs, school 20mph zones, speed awareness courses and community speed watch;
- improving safety for vulnerable road users, including children, pedestrians, cyclists, older people and motorcyclists by means of education, training and publicity; and
- encouraging safer driving through safer driver courses for young and old drivers, by driver improvement courses for those who might otherwise be prosecuted for driving without due care, targeting businesses and conducting road safety publicity campaigns.

Our progress

There has been a marked improvement in road safety across Leicestershire in the last 15 years. Since 1994-98 (the years used for comparison purposes across the country), there have been reductions of:

- 36% in the numbers of people killed and seriously injured (KSI) on our roads
- 62% in the numbers of child KSI on our roads
- 6% in the numbers of motorcycle KSI on our roads
- 30% in the numbers of people slightly injured on our roads

Our challenges

Despite the fact that Leicestershire's roads are amongst the safest in the country, there remain challenges:

- Reductions in the number of serious casualties in Leicestershire in 2009 compared unfavourably with the national picture.
- Non-seat belt wearing among drivers continues to be a cause for concern.
- 22% of killed or seriously injured (KSI) casualties in 2009 were motorcyclists, with 39% of motorcyclist casualties being aged between 16 and 25.
- Personal safety is still seen as a barrier to walking and cycling. In Leicestershire, 10% of 2009 KSI casualties were pedestrians and 5% were cyclists.
- 31% of KSI casualties in Leicestershire were aged 16 to 25.
- There are comparatively high casualty numbers on local A and C roads.

What are we proposing for LTP3 in the short-term?

Building on the successes we have had in reducing the number of people killed and seriously injured on our roads since 2000, our approach in LTP3 will be to:

- remain focused on reducing further the number of casualties on our roads, with a continued emphasis on the number of people killed or seriously injured;
- place a relatively greater emphasis on driver/rider training and education to reduce casualties (although we intend to continue to deliver local safety schemes);
- continue to focus on the management of speed, but primarily through enforcement (including speed cameras) and driver/rider training rather than building schemes; and
- when developing measures to promote and encourage increased walking, cycling and public transport usage to consider whether it might be appropriate to provide complementary measures to address people's fears/perceptions of danger.



6.6 Reducing the negative impacts of travel and transport on people, settlements and the natural environment

Even with improved vehicle technology, traffic and transport can seriously affect the quality of life for people, settlements and communities.

Current practice and progress

Our approach in LTP2 has included efforts to improve air quality in areas where road traffic is a contributory cause, and to seek to tackle other traffic related problems.

Through LTP2 we:

- sought to improve air quality in Loughborough, Lutterworth and Kegworth through Air Quality Action Plans. The long-term resolution of air quality problems in each area focused on major road proposals to divert road traffic away from their centres. For a number of reasons, including cost, these proposals have not proved to be deliverable; delivery of the Loughborough Inner Relief Road would be possible in the short-term if our request to government for funding is successful. Thus, whilst we have made good progress limiting traffic growth in these areas and in delivering some of the supporting actions in each Plan, this has resulted in little or no progress in improving levels of air quality.
- have worked with district councils to monitor air quality levels in areas where baseline measurements are below the national objective but are thought of as potential risk areas. During LTP2, air quality in some of these areas has improved but at the same time other air quality problems have emerged.
- have delivered carriageway maintenance schemes that have continued to provide environmental benefits from resurfacing roads with noise-reducing materials.
- have a comprehensive countywide lorry route network, which has taken noisy HGVs out of many Leicestershire communities by concentrating goods vehicles on the most suitable routes.
- continued to develop, in partnership with other authorities in the region, our design guidance, 'Highways, Transportation and Development', which provides guidance and standards to developers on how to provide places where traffic does not dominate public spaces and streetscapes.

Our challenges

Seeking to make greater reductions in the impact of traffic on residents and communities will be challenging given the potential travel impacts of Leicester's and Leicestershire's growing population and the increased congestion and deteriorations in air quality that this could cause.

Biodiversity, wildlife and natural green space can play a valuable part in the lives of local people. Priorities for improved green infrastructure in Leicestershire include the Soar Valley (Leicester – Loughborough); Charnwood Forest; and the countryside edge around Leicester and other urban areas. There are also particular groups of residents who experience barriers to, and/or have difficulty in accessing the natural environment and green space, including those in poor health, those with limited access to independent transport, and those who experience higher levels of deprivation. We need to consider what role our transport network can play in helping to address such issues.

What are we proposing for LTP3 in the short-term?

In seeking to reduce the impact of traffic, our approach in the short-term is to:

- continue to work with district councils to monitor air quality and review air quality action plans as appropriate; and
- improve the integration of the transport system into the streetscape.

Our efforts to reduce the impact of travel and transport will also be helped by the work we do to deliver other objectives. In particular, providing for the efficient and effective movement of freight (see Section 6.1) and influencing people's travel choices and seeking to minimise the traffic impacts of new developments (see Section 6.3).

7. Next steps

Please read and consider the contents of this document and any related implications for Leicestershire as a whole and for you. Then complete the online questionnaire, available at www.leics.gov.uk/current_LTP3_consultation by 26 November 2010.

Once we have collated and considered comments we will use them to review the work we have done to date and to inform the final version of Leicestershire's LTP3.

Development of our programme for next year (2011/2012) is dependent on Government announcements on what money we will have available. As and when we know what money we have, we intend to develop our programme following a broadly similar process to previous years, but reflecting our LTP3 short-term approach.

Public comment on the performance of our transport system is important and will continue to inform programme development as we implement our LTP3.

Thank you for your time

