

LTP3 Implementation Plan (2011-14)

1. This Appendix is split into 3 sections:
 - The short-term approach that we will take to delivering our LTP3 Strategy
 - Our Implementation Plan Action Plan identifies the things that we will do between 2011 and 2014
 - A summary of our draft [Programme for the first year of our Implementation Plan (2011/12)

Our short-term approach

2. Our LTP3 Strategy is built around the key activities identified below.
 - To manage the condition and resilience of our transport system
 - To plan for, and support, economic and population growth
 - To encourage active and sustainable travel
 - To improve connectivity and accessibility
 - To improve road safety
 - To achieve improvements to quality of life
3. As a set of activities, there is little difference between these and our objectives in LTP2. As with LTP2, LTP3 will try and improve the performance of our road network, reduce road casualties, encourage more people to walk, cycle and use public transport and reduce the impact of traffic and transport on the environment. However, both in the short and long-term, there are a number of strategic drivers that ensure we may have to change our approach to how we will deliver and achieve these things.
4. LTP2 put in place an approach that focused on delivering ambitious performance targets and excellent services across a wide range of activities. This approach included, amongst other things, heavy capital investment to build things and expand the capacity of our transport system (for example; Park & Ride sites, new roads, bypasses, and road engineering schemes). Given the level of funding available, LTP2 was also able to improve the condition of our transport system and assets from an already high base and deliver reactive maintenance and safety policies to tackle problems identified by members of the public.
5. There are a number of reasons why we cannot continue to pursue such an approach as we head into LTP3. The first, and of most pressing importance, is the current economic climate and its impact on public sector funding. Whilst the Coalition Government has made it clear that an effective transport system is vital to the country's chances of economic recovery and subsequent prosperity, and transport was less affected by the Comprehensive Spending Review than other areas of expenditure, spending allocations announced in December 2010 still pose significant challenges to the established way of doing things. Whilst the transport settlement provides for an increase in

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spending on major road schemes, it not sufficient to fund all existing identified schemes, and the Coalition Government has indicated that it will not be considering any new road scheme proposals within this settlement period, i.e. before 2015/16. Rail investment is also focused largely on big, strategic projects. It is therefore clear that opportunities for significant investment in major new infrastructure at a local level, such as additional new roads, park and ride sites and local rail schemes, will not be around for some time.

6. The delivery of local smaller scale schemes, such as traffic calming and road safety improvements, has also been affected. This renews the emphasis on making the best use of the transport system that we have, improving its performance and reliability, and helping users make more informed choices about when and how to travel. Evidence from our own consultation and research demonstrates that there is a growing need for us to provide better information to our residents and business about when and how they can travel. We will therefore be placing greater emphasis on travel choices and information to help make better use of our transport system during the early years of LTP3. This will require different skills and a redistribution of resources from what we were doing in LTP2, set against the context of councils reducing in scale and the Coalition Government's Localism agenda.
7. The Spending Review has also ensured that the emphasis on delivering measures and interventions that are both effective and which offer value for money is more important than ever across the spectrum of local government activities. In the past, our transport programmes have included a significant element of reactive work, with schemes introduced to meet local requests. For fairness and transparency, priority ranking systems were used that required significant effort in gathering and analysing data to inform decisions. These projects were scattered about the county and did not make a useful contribution to strategic objectives. It is no longer tenable to have such request-based programmes and they will not form part of our LTP3. Maximising the value from our investment means targeted and co-ordinated, policy-led programmes that are clearly linked to strategic objectives.
8. Secondly, our strategic drivers have changed since the start of LTP2. Whilst LTP2 was written against a backdrop of economic growth and prosperity, a key driver for LTP3 is to facilitate an improvement in the performance of the economy. The Coalition Government sees Local Enterprise Partnerships (LEPs) as playing a key role in enabling new job creation, to aid the recovery from the recession, to off-set the impacts of spending cuts on employment levels in the public sector and to deliver future prosperity. The Leicester and Leicestershire LEP also has the role of providing shape to the public investment that will be required to deliver housing growth over the LTP3 period. Although it is likely that there will be a less prescriptive method of determining housing needs, demography and economic change dictate that there will still be a need to accommodate a growing population. It is clear that public funding will be required to deliver the necessary supporting transportation (and other) infrastructure. The LEP, in discussion with the Homes & Communities Agency (HCA), is drawing up a Local Investment Plan (LIP) that will identify priorities for investment. Transport investment provides

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support to such programmes and our LTP will need to account for the LIP and other priorities set by the LEP. This, however, will be in the context of our existing transport system, its performance and reliability and the needs of the present economy.

9. Furthermore, even in an improved financial situation, national and local priorities to cut carbon emissions and improve health, mean that we cannot keep ever expanding and increasing road space to cater for the needs of the private motor car. In terms of carbon emissions, our initial modelling work has shown that, even allowing for assumptions about improving vehicle technology, by 2026 the amount of CO₂ produced by transport in the County could *increase* by more than 5% from levels in 2006. It will be important for us to continue to develop our understanding of this complex, but fundamentally important area. With regard to health issues, our evidence base highlights that adult obesity levels in Leicester and Leicestershire are above regional and national averages, and the cost of providing health care attributable to inactivity in Leicester and Leicestershire is around £20m annually (Be Active Be Healthy, Department for Health, 2009).
10. These key reasons have resulted in the principles that we have put in place to govern our approach in LTP3 (see Appendix C) and ensure that the actions we deliver in our first Implementation Plan (see Action Plan below) will be built around making the best use of our existing transport system and in such a way as to maximise the value gained from the investment that we can make. Generally, this means that we will be building less new things and focusing more on seeking to inform and educate people about existing facilities and services, encouraging and influencing changes in travel behaviour, and seeking to maintain the condition of our transport assets to the best standard that we can realistically afford. For future years we will continue to refine our approach to setting both capital and revenue funding allocations to reflect our LTP3 strategy.

LTP3 Implementation Plan Action Plan

11. Our draft LTP3 Implementation Plan Action Plan is outlined below.

A: To improve road safety

By 2026, we will reduce the number of road casualties

The 1988 Road Traffic Act puts a statutory duty on the local authority to undertake studies into road accidents, and to take steps both to reduce and prevent accidents. We will achieve this through continued development, design and implementation of evidence led casualty reduction programmes and our work as part of the Leicester, Leicestershire and Rutland Road Safety Partnership. We will continue to analyse accident trends, specific locations and behaviours to develop a prioritised, targeted approach to further reducing the frequency and severity of accidents. During the first 3 years of LTP3 we will place greater emphasis on driver/rider training and education whilst still delivering a programme of local safety schemes. We will continue to influence inappropriate speeds through a range of engineering measures but will primarily focus on enforcement activity including the use of cameras and driver/rider education and training.

More specifically, we will:

1. In 2011/12, resolve future funding / governance arrangements for the Leicester, Leicestershire and Rutland Road Safety Partnership (in light of withdrawal of Government support)
2. In 2011/12, monitor and respond to anticipated Government strategy relating to road safety
3. Produce the annual 'Road Safety in Leicestershire' report early summer to assist in identification and delivery of an evidence led programme of education, training and publicity, engineering and enforcement
4. During 2011/12 develop our understanding of the Marketing Analysis Segmentation Tool (MAST) to enable effective targeting of education, training and publicity initiatives
5. Throughout 2011-14 use the e-value-it toolkit to improve our evaluation of education, training and publicity initiatives
6. During 2011/12 review funding levels and priorities

B: To encourage active and sustainable travel

By 2026, more people will walk, cycle and use public transport as part of their daily journeys

Encouraging people to choose more active and sustainable ways to travel not only supports healthier lifestyles but also helps to enable economic development and sustainability of employment, reduce congestion and reduce carbon emission, all key strategic priorities for Leicestershire.

To achieve this we will make people aware of the alternatives to car travel and promote the use of our existing facilities. We will develop a targeted approach to working with residents, businesses and schools on travel planning. We will also work through the planning system to seek to ensure that new developments provide opportunities for people to walk, cycle and use public transport.

However, we and our partners can only do so much. Leicestershire's residents, businesses and visitors need to respond by thinking carefully about how, when and whether there is a need to travel.

More specifically, we will:

7. Complete construction of Birstall Park & Ride for opening summer 2011
8. Identify two new areas for 2nd phase of Personalised Travel Planning pilot by spring 2011. Undertake Travel Planning in these areas by summer / autumn 2011
9. Following the adoption of the Grove Park Area Travel Plan in summer 2011, identify one new Area Travel Plan location and adopt an Engagement Strategy with the Business Park to address identified issues by autumn 2011.
10. Maximise capacity of existing transport network by removing identified barriers to sustainable travel through infrastructure changes where these are deliverable and provide good value for money (e.g. A426 bus corridor and as part of capital programme 2011/12)
11. Submit an expression of interest for funding from the Local Sustainable Transport Fund by June 2011, to seek to access additional funding for new transport projects
12. Develop marketing plan with corporate Communications Team to promote sustainable transport in Leicestershire by June 2011, for implementation through 2011-14
13. Review status of A426 bus corridor in partnership with City applying value engineering criteria in 2011/12. Review a further two corridors in 2012/13 and 2013/14.
14. Increase the use of Leicester Share (car sharing initiative). Commission new car share software by June 2011. Implement the new scheme by December 2011.

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15. Continue to work with the City to overcome the problems with increased demand for public transport usage into the City Centre (City Centre bus scheme)
16. During 2011/12 review key points on the highway network where buses experience delays. Use this knowledge to produce a list of actions as part of a revised Punctuality Improvement Plan action plan which can be delivered during the first three years of the new LTP
17. 6 Cs design guide – develop common guidance on Travel Plans, monitoring and enforcement with new guidance in place by April 2012
18. During 2011/12 improve passenger boarding times with the delivery of smart ticketing by supporting city council led project delivering smart card reading enabled ETMs in Leicester and Leicestershire

C: To plan for, and support, economic and population growth

By 2026, ensure more consistent, predictable and reliable journey times for movement of people and goods

A successful economy requires an efficient and effective transport system with consistent, predictable and reliable journey times. Our approach to achieving this, at least in the shorter-term, will be centred around maintaining what we already have (roads, footways, bridges etc) to the best standards and ensuring we are making the very best use them. This will be supported by work to influence people’s travel choices, travel planning and improvements to walking, cycling and public transport.

We will also continue to support the planning system, providing input to development proposals including provision of transportation evidence to support decision making and delivery, provide ongoing input to larger developments (including Local Development Frameworks) such as Ashton Green, Earl Shilton, Barwell, Hinckley, Melton, Thurmaston and Lubbethorpe, work with District Councils and partners on master planning of Sustainable Urban Extensions, town centres and general housing growth as well as representing the authority at planning appeals and examinations of Local Development Frameworks including public enquiries. We will also ensure that the 6Cs Regional Developers Guide (Htd) is kept up to date and reflects our own policies.

More specifically, we will:

19. Once Government guidance has been received prepare and submit a supplementary business case (subject to DfT approval) for Loughborough Town Centre Transport Scheme (inc Loughborough Inner Relief Road) to DfT in autumn 2011 to obtain conditional approval. We will then complete the procurement process (subject to approval) with view to starting construction summer 2012.
20. During 2011-14, input into the development and delivery of the Local Investment Plan
21. Continue work with freight operators through the Freight Quality Partnership and in 2011/12 look to expand on our knowledge and understanding of freight operators network requirements through further research.
22. Deliver Loughborough Eastern Gateway link road and complete the renovation of Loughborough Train Station’s forecourt by August 2011
23. Continue to engage with promoters of High Speed 2 in order to promote the best interests of the people and businesses of Leicestershire
24. Actively engage in the Single Delivery Vehicle (former Prospect Leicestershire and Leicestershire Promotions) to support economic development in Leicestershire and assist the rural economy through promotion of Tourism

D: To improve the performance and reliability of our transport system

By 2026, the transport system and its assets are effectively managed and well maintained

Our transport system is resilient to the effects of climate change

We will achieve this by continuing to manage and maintain the highway network (which includes roads, footways, bus lanes, cycleways, public rights of way, bridges, traffic signals, street lights and signs), through delivery of our Network Management Plan, Transport Asset Management Plan and Rights of Way Improvement Plan. We will also ensure our services comply with the legislation that directs these areas of work. The main legislation relating to this area comes from the following:

- Highways Act 1980
- New Roads and Street Works Act 1991
- Traffic Management Act 2004
- Road Traffic Regulation Act 1984

In order to achieve our outcomes and fulfil various duties and obligations under the above legislation, we will continue:

Managing the highway network through, for example:

- inspecting the highway network
- undertaking urgent minor repairs
- assessing the ongoing strength of highway structures to ensure their load carrying capacity is maintained
- responding to / managing incidents and emergencies including severe weather events
- provide a regular winter highway maintenance service to ensure Leicestershire's main highway network is as free from ice and snow as possible
- issuing licenses, enforcing and inspecting road works
- investigating and responding to customer enquiries
- provision of temporary traffic regulation orders
- undertaking our network management duties to secure the expeditious movement of traffic (including the co-ordination of road works)
- gathering and maintaining asset data including maintaining highway records
- flood risk management
- providing a statutory abnormal loads service
- undertaking ecology wildlife surveys and take measures to protect any endangered species affected by our works

Maintaining the condition of the highway network through, for example:

- undertaking condition surveys and developing our Transport Asset Management Plan
- carriageway and footway renewal (repair / reconstruction and resurfacing and slope stabilisation) as well as maintenance (patching repairs, surface dressing, slurry sealing and other surface treatments)
- drainage maintenance, repairs and renewal
- environmental maintenance including grass cutting, weed spraying, tree, hedge and verge maintenance
- safety maintenance including gully cleaning, grips, ditches and water courses, traffic sign cleaning and repair, road markings and studs renewal
- ensure Leicestershire Highways Operations and Tarmac continue to provide value for money through the Highway Works Alliance. Recording and validation of efficiency savings will be undertaken throughout the year through effective contract management
- bridge maintenance repair and strengthening
- traffic signal maintenance, repair and renewal
- providing suitable and effective street lighting and signing

Civil parking enforcement (in conjunction with our District and Borough enforcement partners)

Administration of residents' parking schemes

Processing of penalty charge notices

Developing and implementing our parking policy

Identify, design and implement a programme of improvement work, including projects to improve connectivity and accessibility, safety, network performance and reliability, and active and sustainable travel.

More specifically, we will:

25. Continue with our programme of street lighting column replacements throughout 2011/12 – 2013/14
26. In 2011/12, develop a junction assessment procedure to inform future junction improvements programmes from 2012/13 onwards
27. In 2011/12, review and improve internal processes and ICT systems to better co-ordinate road works (inc internal works). Implementation to commence during 2012/13
28. In 2011/12, undertake research into how we can improve notification of road works / closures, making better use of more modern technology (sat-navs / i-phones etc)

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29. In 2011/12, review and update the Network Management Plan
30. Develop a signing strategy to make better use of all networks (including walking and cycling as well as roads). <ul style="list-style-type: none">▪ Commence development of a non motorised signing strategy summer 2011 (to feed into vehicular strategy).▪ Commence development of a vehicular signing strategy during final quarter 2011/12.
31. Develop a strategy for low carbon infrastructure management and maintenance by March 2012. Implement through revising the highway maintenance policy and strategy and our contract specifications during 2012 - 2014
32. Undertake the following climate change adaptation actions: <ul style="list-style-type: none">▪ Review bridge inspections to consider assessment of scour and flow capacity by March 2012▪ Review extent of asset data – PROW bridges, other structures by March 2012▪ Review highway drainage asset inventory data collection by March 2012▪ Review recording of flood incident and extent data by March 2012▪ Review highway asset data to identify locations and systems most at risk from climate change effects by March 2012▪ Provide training in use of material specification and treatment choices to reduce future impact of climate change effects with advice from 3CAP project by March 2012
33. As part of fulfilling the statutory requirements under the Flood Regulations 2009 we will undertake a preliminary flood risk assessment, reporting to Scrutiny Committee April 2011 and submitting to the Environment Agency June 2011
34. Loughborough Surface Water Management Plan – Complete phase 1 (hydraulic model) by June 2011 and phase 2 (risk management plan and communications) by March 2012
35. Following research undertaken in 2011/12 to identify areas allocated for development / growth – identify potential schemes to feed into future work programme from 2012/13 onwards.
36. Work through MHA to develop a Term Maintenance Framework for April 2012.
37. Complete the Loughborough Congestion Study by summer 2011. We will then prioritise and cost schemes coming out of the study and enter into consultation on detailed scheme design. Construction and implementation will commence during final quarter of 2011/12
38. In 2012/13, deliver further congestion studies (post Loughborough)
39. Publish draft Traffic Regulation Orders for phase 1 schemes within the Loughborough West Parking Study by June 2011.

E: To improve the connectivity and accessibility of our transport system

By 2026, all residents have efficient, easy and affordable access to key services (such as employment, education, healthcare and food shopping), particularly by public transport, bike and on foot.

Accessibility addresses two key issues – being able to get somewhere if you don't have a car (social isolation) and ensuring vulnerable groups (disabled people, older people, people on low incomes etc) can access and use our transport system. We will focus our activities on access to areas of employment and to key attractors including education, healthcare and food shopping. Financial constraints mean that we will not be able to maintain the existing level of supported bus network coverage but where possible we will work with partners to identify opportunities for alternative ways to deliver services. We will continue to use community transport and initiatives such as wheels to work, rural rider and demand responsive travel for people in remote/rural areas.

We will continue to influence the provision of low floor buses, continue our programme of bus stop improvements, ensure our own transport schemes include appropriate provision for disabled people and seek to ensure schemes introduced by others do the same. We will continue to administer the blue badge disabled parking scheme. To inform our service development, we will explore how we can encourage people to use walking, cycling and public transport more to access key services by developing our understanding of the factors that influence people's travel choices (for example security and personal safety).

In order to fulfil our legal obligations we will continue to provide home to school transport for children and young people, for adults to social care services, and socially necessary local bus services as well as provide the county councils in house passenger fleet functions. As part of our Duty of Care obligations and to ensure our passengers travel in the safest possible way we will continue:

- developing guidance for drivers, escorts and service users
- ensuring all drivers are CRB checked from known sources
- providing training for drivers and escorts to ensure their continued professional development and specifying the minimum levels of training required from our contractors
- investing in CCTV for contract passenger vehicles to help support behaviour initiatives

More specifically, we will:

40. Complete review of accessibility strategy June 2011 (inc development of a new approach – accessibility scored areas across County and working within the planning system to improve local access in new developments)

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41. Review hourly bus network policy during first quarter of 2011/12
42. Throughout 2011-14 work with communities, voluntary groups and relevant bodies to identify opportunities for alternative transport provision where it is no longer affordable for us to continue to support a bus service
43. Manage transfer of concessionary travel from Districts to County from April 2011.
44. Throughout 2011/-14, work with the local health authorities and social service providers to understand how our public transport provision can be better targeted/adapted to meet the needs of an aging population and promote independent travel

F: To achieve improvement to quality of life

By 2026, the negative impact the transport system and our operations has on the environment and individuals is reduced / The natural environment can be accessed efficiently and where possible by walking and cycling

The areas where the impact on the environment and people from travel and transport is most significant are in relation to climate change, air quality, water management and flooding, noise and access to the natural environment. The action required to reduce or mitigate the negative impacts are considered throughout the Implementation Plan; for instance, tackling air quality and carbon emissions will be delivered, in part, through the approach to sustainable ways to travel, again emphasising the role Leicestershire's residents, businesses and visitors can play by thinking carefully about how, when and whether there is a need to travel.

We are also committed to minimising the negative impact our operations have on the environment. The Corporate Environment Strategy provides a systematic understanding of the organisation's environmental risks and impacts. The priority actions, from a transport perspective, are included below:

- Undertake annual environmental risk assessments of our own services
- In 2011/12, deliver the Climate Change Adaptation Plan
- In 2011/12 Continue to introduce LEDs and low voltage controllers for all traffic signals
- In 2011/12, consider opportunities to remove illumination from traffic signs
- In 2011/12 continue to deliver the traffic light dimming and switch off programme

We will also:

45. In 2011/12, review and re-develop the Air Quality Action Plans that are in place for Loughborough, Lutterworth and Kegworth
46. In 2011-14 continue to work with district councils to monitor air quality issues and ascertain priority areas across the county as well as develop a better understanding of the relationship between traffic growth and air quality and the impact of our interventions
47. Monitor the success of electric and hydrogen vehicle infrastructure trials elsewhere in the country. In the light of the outcomes, as appropriate, work with other bodies, including Leicester City Council and district councils, to develop a consistent and co-ordinated approach to the delivery of infrastructure in existing areas and new developments
48. In 2011-13 deliver the Connect2 Project - significant work will be carried out to improve paths and trails in and around Watermead Park. This will be supported by targeted information to help make the park accessible to all.
49. 6C's Green Infrastructure strategy and Stepping Stones strategy and action plan for green infrastructure. Deliver sustainable transport initiatives within the framework of these strategies

G: Service Development/ Delivering High Quality Services

By 2026, we will improve satisfaction with transport system amongst residents and service users

This section details the areas of work we are seeking to develop to either support service delivery or help provide extra information we need to inform our decision making, target service provision and provide high quality services that meet the needs of residents, businesses and visitors in the most cost effective way.

Research

50. In 2011/12 investigate and agree our approach to area-based service delivery and agree priority area(s) for 2012/13
51. Undertake research into the following areas with initial research complete for autumn 2011 and recommendations for key improvement activities ready April 2012 onwards: <ul style="list-style-type: none"> ▪ Improve understanding of levels of walking and cycling in Leicestershire (surveys not counters) ▪ Develop an understanding of what influences people’s (individuals and businesses) travel choices ▪ Investigate barriers to using sustainable transport – to include crime / fear of crime / affordability/ condition of the network and infrastructure ▪ Identify those groups that offer most potential for behavioural change ▪ Identify what customers actually want from our network (i.e. access opportunities to green space and natural environment) ▪ Investigate the provision of other more radical measures to change travel behaviour i.e. spreading the peak travel time through changing school times, more employers adopting flexible work times, 4 day working weeks, working from home etc
52. Using Leicester and Leicestershire Integrated Transport Model (LLITM) and other sources we will continue to provide modelling, data collection, monitoring and analysis services to underpin investment decisions, support transport studies, network management, target setting, land use and policy appraisals and business cases to secure external funding. In 2011/12, using LLITM and other sources of data we will conduct research to: <ul style="list-style-type: none"> ▪ Improve understanding / data on traffic volumes using different parts of network ▪ Investigate commuting patterns between major settlements ▪ Identify congestion hotspots and develop an understanding of network sensitivity to non recurrent delays ▪ Develop further our understanding of growth by 2026 ▪ Understand patterns of business travel in the Housing Market Area ▪ Understand what transport factors are key in helping central Leicestershire to develop business services sector ▪ Further work to understand outcomes of Principal Urban Area Growth Study undertaken in 2010
53. In 2013/14, research into role of parking provision / charges on levels of congestion

Supporting service delivery

54. During 2011/12 develop our approach and ability to better access external and other sources of funding.

55. Continue work to understand the Governments approach and requirements to funding major capital and transport schemes.

Equality

Leicestershire County Council recognises the importance of fair treatment and equal access to services and employment. For this reason we have committed to achieving the 'Excellence' level of the Equality Framework for Local Government by the end of March 2011.

Specifically we will:

56. Continue to undertake our programme of Equalities Impact Assessments (EIAs). In 2011/12 this will include:

- The Midlands Highway Alliance Term Maintenance Framework
- Review of Civil Parking Enforcement
- Departmental re-organisation
- Environment Strategy

57. Deliver the 2011/12 Equality Impact Assessment (EIA) Action Plan

58. Implement the 2011/12 Department Equality Action Plan to ensure the department is adopting and embedding good equality and diversity practice

59. Progress initiatives that will help us achieve our Department Equality Employment Targets

LTP3 Implementation Plan – summary of draft LTP3 Programme for 2011/12 – Capital and Revenue funds

Our draft 2011/12 Programme has been developed to reflect both our short-term approach to delivering our LTP3 Strategy and the three year Implementation Plan Action Plan we have put in place to take this forward. The figures below for capital budget allocations remain provisional until approval by Lead Member for Environment and Transport.

Connectivity and Accessibility

Capital: 2011/12 draft programme: £900,000

Examples of measures include the A6 Oadby bus lane surfacing, A426 bus corridor improvements, Kegworth Interchange completion, Bus stop improvements, Real Time bus stop information and street lighting improvements in the vicinity of bus stops.

Revenue: 2011/12 draft programme: £38,492,960

Examples of measures include public bus services, concessionary travel and joint arrangements, mainstream school transport, special educational need, student support, social care transport and fleet transport.

Safety

Capital: 2011/12 draft programme: £1,000,000

Examples of measures include B4114 Enderby junction improvements, A511 route and A453 Charnock crossroads signing and surfacing improvements, Station Road/South Street Ashby visibility and signing improvements, A426 Lutterworth gateway treatment and lining, A6 Loughborough route improvements.

Revenue: 2011/12 draft programme: £2,440,930

Examples of measures include road safety, community speed watch work and safety camera work.

Network Performance and Reliability

Capital: 2011/12 draft programme: £1,000,000

Examples of measures include UTMIC system development, traffic signal (MOVA) development, Loughborough congestion management programme, A47 Braunstone Lane junction improvement.

Revenue: 2011/12 draft programme: £1,513,120

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Examples of measures include traffic management maintenance, traffic management, lorry controls, LTP monitoring, urban traffic control and traffic control (contribution to city).

Active and Sustainable Travel

Capital: 2011/12 draft programme: £1,250,000

Examples of measures include 20mph school safety zone programme, Ibstock Thorndale area waymarkers and footpath completion, cycle parking at various schools (in partnership with Sustrans), Rights of Way network improvements, various footways and cycleways and pedestrian/cyclist crossings.

Revenue: 2011/12 draft programme: £159,480

Examples of measures include travel choice and access initiatives.

Note: The revenue spend on bus services will also contribute to this area, as will revenue elements of the maintenance budget, e.g. in respect to footway and cycleway maintenance.

Transport System Condition and Resilience

Capital: 2011/12 draft programme: £9,172,000

Examples of measures include maintenance of: principal road, non-principal classified road and unclassified road carriageways; category 1 & 2 and category 3 & 4 footways; Rights of Way and bridges; and street lighting and traffic signal renewal.

Revenue: 2011/12 draft programme: £17,194,850

Example measures within the revenue programme include, structural maintenance, safety maintenance, environmental maintenance, other maintenance, street lighting and winter maintenance.

LTP3 Monitoring

Capital: 2011/12 draft programme: £165,000

Major schemes

Capital: 2011/12 draft programme: £100,000

Advanced design for Loughborough Town Centre (a scheme on the priority list in the Department for Transport forward plan)

LTP2 Carryovers and commitments

Capital: 2011/12 draft programme: £85,000

Examples of measures include completion of schemes including traffic calming schemes

Other Transport Programme and Invest to Save

Capital: 2011/12 draft programme: £7,474,000

Examples of measures include Birstall Park & Ride (external funding), Loughborough Eastern Gateway (external funding), J21 developer funded schemes and streetlighting replacement and dimming.