

LTP3 Implementation Plan 2012/13 to 2014/15

Draft publish date: 18/1/12

Overview

OUR PLAN

The Leicestershire Local Transport Plan 3 (LTP3) covers the whole of Leicestershire, not including Leicester City. Leicester City Council has produced a separate plan that covers Leicester City, the area for which it is responsible.

To ensure the two Plans align we worked closely with Leicester City Council on the development of LTP3, and we will continue to do so over the plan period as we implement our LTP3s. This will include building on joint working arrangements for scheme development, delivery and monitoring.

This, the second Implementation Plan for Leicestershire, sets out the schemes, measures and interventions that we propose to deliver in 2012/13. Please contact Leicester City Council for information on the transport measures that they propose to deliver in 2012/13.

OUR SERVICES

Highways are managed by local highway authorities and the Highways Agency (HA). In Leicestershire the HA is responsible for motorways and those A roads which have a national or regional significance, such as the M1 and A42. Leicestershire County Council is responsible for all other publicly maintained roads and the management of transport in Leicestershire. We manage and maintain over 4,100 km (2,500 miles) of roads and 3,000 km (1,875 miles) of Rights of Way.

The Environment and Transport (E&T) Department delivers a wide range of services, which ensure that we manage our transport and highways effectively. These services include:

- flood risk management
- grass cutting
- highway maintenance
- highway signing
- management of incidents and emergencies on the highway
- on-street parking
- road accident reduction
- traffic management schemes
- winter maintenance

We also ensure that there are safe and reliable alternatives to car travel. We provide public and community transport and encourage more people to walk and cycle. In addition we work with district councils and developers to support the delivery of new developments, ensuring that they are properly integrated into the transport system.

Contents

Introduction

Some of our achievements

Going Forward – updating our Implementation Plan

Action Plan 2012/13 – 2014/15

Delivering our priorities

Appendix A – The 2012/13 capital programme

Introduction

Welcome to the second Implementation Plan for our Local Transport Plan (LTP3).

LTP3 sets out how we will work with partners to manage and improve transport provision in Leicestershire. LTP3 consists of two parts:

- a long-term fifteen year strategy (2011-2026), which sets out what we want to achieve
- a short-term Implementation Plan (a rolling three-year period), which sets out what we will do to deliver the strategy.

Our transport vision for Leicestershire (2011-2026) is for:

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

WHAT WE ARE SEEKING TO ACHIEVE

Our LTP3 Strategy outlines what we are hoping to achieve (the transport outcomes), including:

- efficient, easy and affordable access to key services, particularly by walking, cycling and public transport
- more consistent, predictable and reliable journey times for people and goods
- improved satisfaction with our transport system
- more people walking, cycling and using public transport as part of their daily journeys
- efficient access to the natural environment (for instance parks and open spaces), where possible by walking and cycling
- a reduction in the number of road casualties
- an effectively managed and well maintained transport system and assets
- improved resilience of our transport system to the effects of climate change
- reduced impact from the transport system on the environment and individuals

These transport outcomes will assist the delivery of Leicestershire’s wider economic, social and environmental priorities, which are set out in the Sustainable Community Strategy (see *Delivering our priorities*).

Some of our achievements

During 2011/12 we have continued to deliver high quality services. This has ensured that the highway network in Leicestershire remains amongst the best in the country. Our high quality services have been recognised nationally and we were named as the **2011 Transport Local Authority of the Year** at the National Transport Awards.

We delivered over £4m of schemes to improve road safety, to encourage more people to walk and cycle and use public transport and to tackle traffic delays.

We also invested nearly £10m to maintain our roads, footways, cycleways, footpaths, bridges, traffic signals and street lighting.

We opened a new park and ride facility at Birstall in July 2011. This joint City / County Council project provides frequent bus services to the city centre, cutting congestion, accidents and pollution. It was funded by the Government and developer Jelson. There are also two other joint park and ride sites, which are located at Enderby and Meynell's Gorse. All three sites are co-ordinated to maximise benefits.

Working with Charnwood Borough Council, we have completed the Loughborough Eastern Gateway link road and improvements to the Loughborough train station forecourt. This will promote better access to the station, improve the environment and improve passenger interchange.

We have also been successful in securing funding from the Department of Transport for the Loughborough Town Centre Integrated Transport Scheme. This funding will provide £15 million to complete the inner relief road, supporting economic regeneration, making environmental improvements and improving public transport. It will also reduce pollution and cut accidents. It is anticipated that work will start in autumn 2012 and be completed by spring 2015.

Our Choose How You Move campaign helps people to get fit and save money, it helps the environment and it reduces the number of cars on the road. As part of the 2011 campaign we have carried out adult cycle training and trialled the first ever school pool bike scheme. To celebrate Bike Week an estimated 2,500 children rode their bicycles to school. In addition pupils from 12 primary schools competed in the final of our inter-schools cycling skills competition.

Earlier in 2011, we successfully worked with Leicester City Council to secure funding of £4.4m from the Local Sustainable Transport Fund for the Central Leicestershire area. This money will provide a wide range of sustainable transport measures to help support economic growth, whilst reducing carbon emissions.

The condition of Leicestershire's roads remains amongst the best in country. In 2011 we were successful in securing an additional £2.4million from government to repair the damage caused by the sub-zero winter temperatures. This meant that in addition to our usual routine resurfacing programme we could complete a £4million repair programme on roads damaged by the exceptionally low temperatures.

We have continued to progress our street lighting dimming and switch-off programme. It is anticipated that we will save over £220,000 from our annual energy bills by the end of March 2012 and save 3,000 tonnes of carbon by 2014.

Going forward – updating our Implementation Plan

This section sets out the issues that have affected the development of our 2012/13 Implementation Plan.

OVERALL PRIORITIES AND GENERAL EMPHASIS

Our priorities for the LTP3 long term strategy remain unchanged. We will:

- support the economy and population growth
- encourage active and sustainable travel
- improve the connectivity and accessibility of our transport system
- improve road safety
- manage the condition and resilience of our transport system
- manage the impact of our transport system on quality of life
- deliver further improvements as part of service development efforts

Our LTP3 Strategy also indicates what we will focus on (our general emphasis) to help deliver it. We will continue to place emphasis on:

- getting the most out of our existing transport system - improving its performance, safety, reliability and resilience
- encouraging Leicestershire's residents, businesses and visitors to think carefully about how, when and whether there is a need to travel
- encouraging Leicestershire's residents, businesses and visitors to change their travel habits and increase walking, cycling and use of public transport
- achieving greater value for money by moving to an evidence-led, less reactive approach. This will deliver packages of measures that are focused around specific geographical areas of the County (*see the 'area focus' text box below for further explanation*)
- continuing to develop our understanding of our transport system – how it is operating now and how it is predicted to operate in the future
- continuing to improve our budget and workforce planning processes to support the effective implementation of our LTP3 long-term strategy.

Why an area focus - and what does it mean ?

For Leicestershire to remain prosperous and an attractive place in which to live we need to tackle the economic, social, health and environmental challenges that we face. We have already seen (*Introduction*) that an effective transport system is vital to economic recovery and prosperity and achievement of wider social and environmental priorities.

To maximise the benefits gained from our transport system we have therefore changed our approach, focusing investment in geographical areas that provide maximum benefit. Previously we tended to spread measures thinly across the County, responding to individual concerns. However, whilst this was even-handed it was not an effective and efficient use of resources. Whilst it tackled specific local issues it diluted the benefits of our investment to the county as a whole, and provided relatively poor value for money. It also focused on achievements over the short-term, making planning for the County's future transport needs difficult.

To tackle the many challenges that we face we must:

- maximise the benefits of the transport measures that we deliver
- plan more effectively for future transport needs
- make the most of funds that are available.

We need to adopt a more focused approach to investment. We will concentrate on areas of significant population, economic activity and future housing growth. These areas will include the County towns (and their surrounding areas) and places adjoining Leicester City.

Focusing more on specific geographical areas provides us with a range of benefits. It enables us to:

- plan for the areas long-term transport needs
- invest in the area over a period of time
- deliver measures that provide the greatest overall benefits for the residents and businesses of Leicestershire
- be more efficient. For instance we are able to deliver a number of measures in the same location at the same time, providing better value for money and minimising disruption to users of our transport system.

However, whilst we will be concentrating more of our investments in specific geographical areas this does not mean that all money will necessarily be spent in that area. What it does mean is that we will:

- **target specific issues in an area, which have been identified from evidence:** for example if traffic congestion is the main issue affecting an area's economy, we would focus our efforts on tackling that. If there was not an accident problem, the area would not be automatically targeted for investment in this respect and our safety funds would continue to be spent elsewhere.
- **match the level and period of investment to the scale of the issues and solutions required:** it may be possible to address issues through small scale measures delivered over a short period, enabling us to switch our focus to another area relatively quickly. Where measures are predicted to take much longer to deliver we will commit funding and resources to complete them (in future Implementation Plans). However, this does not mean that we would necessarily have to wait until they were completed before focusing on another area.
- **co-ordinate our own investments:** we will look to see if any other work is planned for an area (such as maintenance). It may be possible to bring this work forward, or delay it, so that everything can be done at the same time.
- **look for opportunities to invest jointly with other parties:** for example with the Leicestershire Together Partnership, including the Leicester and Leicestershire Enterprise Partnership, health bodies, developers, schools.

FACTORS AFFECTING THIS YEAR'S UPDATE

There are a number of factors that have influenced both this updated Implementation Plan and the measures that we intend to invest in during 2012/13.

Budget Reductions, Efficiency Savings and Value for Money

The country's financial position remains challenging, and looks set to be so for some years to come. Local government is under ever greater pressure to reduce costs. Good forward planning has improved our budget position, but even so, the situation has required the County Council to make further difficult decisions regarding savings and service priorities.

The Government is making significant cuts in local authority spending to tackle the national deficit. Overall, the Council currently needs to save £74 million from its budget over the next four years. However, this figure is being reviewed to take account of developing government policy, including localising business rates and the development of academy schools. Our target for savings could be considerably higher from 2013/14.

In Highways and Transportation, we have to find savings of £12.5m by 2015/16, from a budget of £48.6m. Wherever possible we will save by changing the way that we run our business and deliver services. For example in 2011/12 we completed a major review of the Environment and Transport Department, which is on target to save £0.8m of annual staff costs. Over the next four years we will build on our previous work in this area, saving £6.6 million. But we will also have to make further service reductions of £5 million by 2014/15. Where service reductions are necessary we will try to identify alternative ways to provide services. We will also raise awareness of the shared role that residents and other stakeholders can play in providing transport in Leicestershire.

Our successful Business Change Programme is driving the work to achieve savings. This change programme is reviewing the way in which we provide services and investigating how to make these services even more efficient. The change programme has co-ordinated the delivery of just over £14m of savings. Details of our future change programme are included in the 2012/13 to 2014/15 Action Plan.

2012/13 is the last year for which transport authorities have confirmed funding allocations from central Government to help deliver their LTPs. Whilst the government has provided indicative funding figures for 2013/14 and 2014/15 it is not clear what the actual funding will be.

A Changing Local Picture

Leicester and Leicestershire's population is predicted to increase over the lifetime of our strategy, possibly by 20% or more. If travel habits continue unchanged, this will place even more pressure on our transport system. Queues and delays will increase, impacting on the area's economy and quality of life.

Attempting to provide a transport system that is capable of meeting future demand, for example by building more and more roads, is not a viable option. It would not be possible financially (even in a better financial climate it is unlikely that this would be affordable) and the detrimental impact on people and the environment would be unacceptable. Our LTP3 Strategy therefore sets out to limit the demand on our transport system and to ensure that we make the best use of it. However, we also recognise that there may be a need to invest in major new pieces of infrastructure, where to do so would have clear economic benefits.

Leicestershire's population is also ageing at a faster rate than nationally and regionally. The number of residents aged 75-80 and 80+ is forecast to more than double by 2031. Working with our partners we need to do more to understand how this will affect the type of transport system that is required in the future. This will ensure that we are able to provide for the changing needs of our residents.

Delivering sustainable economic growth

A well managed and maintained transport system is vital to the delivery of economic prosperity and growth. Given the current state of the county's economy it is even more important that during 2012 to 2015 we undertake actions and measures that will help us to support economic growth. This will include the delivery of new housing.

However, it is important that growth is not achieved at the expense of our other priorities. For instance if it effected our ability to reduce the impact of transport, in particular on climate change, it could effect our ability to reduce the levels of greenhouse gases generated by traffic. This could contribute to worsening climate change, which could cause more damage to highway infrastructure and disruption to the operation of our transport system. Ultimately this could have a negative impact on the area's economy.

Identification of the first geographical areas that we will focus on

Our LTP3 evidence base has been used to identify Loughborough and Coalville as the first two geographical areas where we will focus our efforts to help stimulate economic growth.

Loughborough, the largest town in Leicestershire, has historically been a major focus of employment and education. The reasons why we have focussed on Loughborough are that:

- it is the most traffic-congested place outside Leicester City
- it has areas in need of regeneration in, and around, the town centre
- it has areas of multiple-deprivation
- it will need to accommodate a significant number of new houses in the next 15 years⁽¹⁾.

Traffic conditions in Coalville, a former mining community, are comparatively better than in Loughborough. However, the reasons why we have also focussed on Coalville are that:

- It's transport system is not as good as Loughborough, particularly in respect to provision for cyclists and public transport
- It experiences congestion
- It's town centre is in need of significant regeneration
- It has areas of multiple-deprivation. Several of it's wards feature in the top ten of multiple-deprivation across the UK
- it will need to accommodate a significant number of new houses in the next 15 years⁽¹⁾.

Coalville has economic linkages with Loughborough, with people living in Coalville and working in Loughborough.

Identification of Loughborough and Coalville as our initial areas of focus has influenced the actions and schemes that we proposed to undertake in 2012/13. To accelerate delivery we have submitted a bid for up to £4.5million to the government's Local Sustainable Transport Fund (LSTF). This fund is an initiative intended to deliver sustainable economic growth and tackle CO₂. We should know the outcome of our LSTF bid by Summer 2012.

As well as delivering measures in Loughborough and Coalville during 2012/13 we will also be carrying out work to help increase our understanding of transportation issues in each area. This will help us to understand how future Implementation Plans can do more to:

- improve access to jobs and training
- encourage and support housing growth
- encourage and support new investment by businesses.

It is also important that in 2012/13 we are able to decide which geographical area we should be focussing on next, and to explore and develop options to support sustainable economic growth in that area. To help us do this we will work with local communities and businesses and consult with stakeholders. The outcomes of this work will influence actions, measures and funding allocations contained in future Implementation Plans.

(1) Based on current figures, in comparison with other towns Loughborough and Coalville are set to accommodate the greatest levels of housing growth in Leicestershire.

Actions carried forward from 2011/12

Although we have made a good start to the delivery of our LTP3 Strategy there are a number of actions that have been carried forward into 2012/13. In some cases these are either an ongoing action, where it takes more than one year to complete, or the next step in a process. But we did set ourselves a very challenging programme of actions last year, and in some cases we were unable to complete all of them.

Of these, we have identified a number of key actions that must be completed in 2012/13 to underpin the development of future Implementation Plans:

Research work: Our LTP3 Strategy emphasises the need to make decisions based on robust evidence. To ensure that our actions and programmes are effectively focused, and that maximum value for money is obtained, it is vital that we complete the identified research. The research includes work to further our understanding of:

- the main influences to people's local travel choices;
- the barriers that exist to the use of more sustainable travel modes;
- traffic conditions on different parts of the road network; and
- the impacts of population (housing) growth.

This work, along with other research work that is set out in the Action Plan, will be afforded a high priority for completion in 2012/13.

Development of a Network Management Plan: This is a key supporting document to our LTP3 Strategy. Defining what the various elements of our road network are for is important to explain how we intend to make the best use of our network to support the area's economy. It is also directly linked to the Transport Asset Management Plan and achieving value for money in our maintenance programmes. It can also be important when we are seeking to influence the location of new development.

EQUALITY AND DIVERSITY

The County Council recognises the importance of fair treatment and equal access to services and employment. For this reason we have committed to maintaining our 'Excellence' level of the Equality Framework for Local Government.

An efficient and accessible transport system can help reduce disadvantage. It can help people in deprived areas, and those who may not be able to travel independently, to access the services that they need. However, during the early years of LTP3 reductions in government funding are likely to impact on both the level of public transport provision and its cost. This could increase the risk of some people becoming isolated from jobs, education, healthcare, social activities and shopping.

Our research shows that this can be a particular issue for those living in the more remote and rural areas of the county. In addition people who are less able to travel independently, such as older people, people with disabilities or lower-skilled people on low incomes, may be disproportionately affected if public transport is not accessible.

Ensuring equality of access to services will be a significant challenge given the budget reductions and anticipated population growth and ageing population. In order to retain essential levels of access for people in the most remote and rural areas of the county we will identify alternative ways to deliver services. Options that will be considered will include:

- placing more emphasis on demand-responsive and community type transport schemes
- placing more emphasis on working with partners
- exploring opportunities that arise from the government's localism and devolution agendas.

The Environment and Transport Department has a dedicated Working Group that oversees all equality and diversity development. Key equality and diversity actions are detailed in the Departmental Equality Action Plan. All services, policies and major projects undertake an Equality Impact Assessment (EIA). All actions are included in, and monitored through, the Departmental EIA Action Plan. The development of the LTP3 enabled us to identify the specific transport related equality and diversity challenges facing Leicestershire. These are documented in a dedicated LTP3 Equality Impact Assessment (EIA), www.leics.gov.uk/LTP3_EglA.pdf.

TRANSPORT AND THE ENVIRONMENT

The County Council is committed to minimising the negative impact of the transport system (as well as the impact of our own operations) on the environment. The key environmental issues that we are considering from a transport perspective are to:

- improve air quality; water and flood management
- respond to the challenges of climate change
- reduce noise from traffic and transport
- protect biodiversity and improve access to the natural environment.

Budget reductions mean that our approach to dealing with these issues has changed. Building new roads to address many of these issues is not an issue in the short-term. Instead, and in conjunction with manufacturer's efforts to improve vehicle technology, our focus will be on:

- ensuring our transport system operates as efficiently as possible
- encouraging people to walk, cycle and use public transport
- working through the planning system to ensure new developments encourage the use of walking, cycling and public transport
- working through the planning system to ensure new developments consider opportunities to reduce the need to travel
- improving our understanding of how transport impacts on the environment

Leicestershire's residents, businesses and visitors have a vital role to play in helping to minimise transport's impact on the environment by thinking carefully about how, when and whether to travel. We will work with local communities, businesses and stakeholders to explore these issues and encourage changes in travel choices.

We are also committed to minimising the negative impact that our operations have on the environment. The Corporate Environment Strategy (Appendix G) and our Departmental Environmental Plan (Appendix H) provide a clear understanding of our environmental risks and impacts.

FUNDING

Capital Investment

Capital funding is money for the construction and/or improvement of transport infrastructure and major maintenance projects.

In 2012/13 we will invest £4.2m of our capital budget in Integrated Transport Schemes (ITS). This is a small reduction in the amount that was shown in the 2011/12 Implementation Plan, due to:

- £150,000 being allocated to fund research work to inform the development of future schemes
- £150,000 being transferred from the ITS budget to the capital maintenance budget.

Having identified Loughborough and Coalville as our initial areas of focus, we reviewed how money was allocated across the ITS programme. As a result we increased capital spending on *Active and Sustainable Travel*. This is primarily to fund improvements in Coalville, which will include construction

of a comprehensive cycleway network. This network will contribute to supporting the area's economy, by providing people with better access to jobs and training in addition to providing employers with a wider pool of workers.

We have also made an additional contribution of £0.5m towards the cost of the Loughborough Major Transport Scheme, helping us to secure £15m of government funding and made capital funds available to support the delivery of our other priorities.

Investment in *Connectivity and Accessibility* and in *Road Safety* has been kept at broadly the same levels as 2011/12. Although funding for *Network Performance and Reliability* has been reduced we will still be delivering measures to help deliver our objectives. These will include low cost measures to tackle congestion in Loughborough and measures to improve the way that road works are managed. This remains an important area of work. A well functioning network is vital to the economy, but to maximise value for money it is important that we undertake preparatory work before making any significant investment decisions (this includes development of our Network Management Plan and carrying out a study of traffic conditions in Coalville.)

Managing and maintaining the condition of our transport assets remains important to residents, as well as ourselves, and is vital to supporting the economy. We will continue to invest in the condition of our carriageways, footways, bridges, street lighting and traffic signals. We will maintain our assets to the best standard that we can afford. In 2012/13 we will invest over £10m of capital funds into our *Transport System Condition and Resilience* programme. This includes the £150,000 transferred from the ITS block, which will provide additional funds for our street lighting column replacement programme, plus an additional £0.5m of funds that the Department for Transport has made available to us on a one-off basis.

Even at this scale of funding, it is likely that we will see some deterioration in the condition of our assets. It is important, therefore, that we:

- monitor the condition of our assets
- that we use data from this monitoring to manage any deterioration
- continue to find ways to reduce costs and deliver improved value for money through our Efficiency Programme.

The following table sets out our capital investment for 2012/13 to 2014/15.

More detailed budget information can be found in the Leicestershire County Council's Medium Term Financial Strategy, www.leics.gov.uk/medium_term_financial_strategy

Capital investment 2012/13 to 2014/15

	2011/12 ⁽¹⁾	2012/13		2013/14	2014/15
		Original ⁽¹⁾	Revised	<i>Indicative only and subject to revision</i>	
Integrated Transport Schemes (ITS)					
Connectivity & Accessibility	£0.90m	£1.33m	£0.74m	£1.23m	£1.35m
Road Safety	£1.00m	£0.74m	£0.74m	£0.74m	£0.81m
Network performance and reliability	£1.00m	£1.70m	£0.58m	£1.56m	£1.72m
Active and sustainable travel	£1.25m	£0.74m	£1.34m	£0.74m	£0.81m
Completion of commitments	£0.09m	-	TBC	TBC	TBC
LTP3 monitoring		-	£0.17m	£0.15	£0.15
Major scheme preparation	£0.10m	-	£0.6m ⁽¹⁾	£0.1m	£0.1m
TOTALS ITS	£4.51m	£4.51m	£4.17	£4.51m	£4.93m
Transport system condition and resilience (asset management)					
Principal road carriageways	£1.79m	£1.93m	£1.30m	£2.00m	£2.00m
Non-Principal classified road c/ways	£2.78m	£3.00m	£3.10m	£3.12m	£3.13m
Unclassified road carriageways	£1.05m	£1.13m	£1.70m	£1.17m	£1.18m
Category 1&2 footways	£0.07m	£0.07m	£0.07m	£0.07m	£0.07m
Category 3&4 footways	£1.50m	£1.62m	£1.62m	£1.68m	£1.69m
Rights of Way (excl improvements)	£0.11m	£0.11m	£0.11m	£0.12m	£0.12m
Bridges	£1.41m	£1.53m	£1.53m	£1.58m	£1.59m
Street lighting renewal (part)	£0.31m	£0.34m	£0.49m	£0.35m	£0.35m
Traffic signal renewal	£0.16m	£0.17m	£0.17m	£0.17m	£0.17m
One off funds made available by DfT - to be allocated	-	-	£0.55m	-	-
TOTAL asset management	£9.17m	£9.90m	£10.64m	£10.26m	£10.30m
Other capital					
LTP3 research work to enable development of future programmes	-	-	£0.15m	TBC	TBC
Total LTP programme	£13.68m⁽³⁾	£14.41m	£14.96m	£14.77m	£15.23m
Government contribution to Loughborough Town Centre Major Transport Scheme	-	-		£14.67m	
Leicestershire Local Sustainable Transport Fund contribution (subject to successful bid)	-	-		£1.10m	

Notes:

- (1) Figures as shown in the 2011/12 Implementation Plan.
- (2) Includes a further £0.5m contribution from our Capital budget towards the Loughborough Town Centre Major Transport Scheme.
- (3) Includes other scheme contributions – see 2011/12 Implementation Plan for details.

Revenue Investment

Capital funding will be supported by £48m of revenue based investment. This will support the delivery of day-to-day activities and services, as well as many of the specific actions set out in our Action Plan for 2012/13 (see next section). However, the financial situation has impacted significantly on revenue support for bus services which cannot operate on a commercial basis and require publicly funded support. In 2012/13 we need to find £0.5m of savings, with a similar amount in 2013/14. As a result we are developing a revised policy for the supported transport network, and this will be implemented during 2012/13 and 2013/14.

Looking beyond 2012/13, we will carry out a detailed review of our investment assumptions, once the government has confirmed local authority funding allocations.

Funding Summary

The funding available to us has been allocated as below:

Accessing external funding

In addition to the funding detailed above we will continue to try to secure additional funding. This includes money from the government's Growing Places Fund and from other parties, such as developers.

Where further opportunities arise to bid for government funding we will pursue those bids that will provide value for money and that will assist with the delivery of our LTP3 long-term strategy.

Action Plan 2012/13 - 2014/15

The Implementation Plan covers a 3 year period, which rolls forward every year. It includes the day-to-day work and specific actions that we will undertake to deliver our LTP long term strategy.

These actions will be funded from a mixture of revenue and capital investment. They will also be complemented and supported by our 2012/13 Integrated Transport Schemes capital programme and Maintenance Capital Programme, which are set out in [Appendix A](#).

The actions that we intend to carry out are shown in the tables below, and are sorted by their contribution to each LTP3 priority (headings A – G below). However, many of these actions also have wider benefits. For example, if we encourage more people to walk and cycle this will reduce congestion and help to support economic growth. But it will also provide environmental benefits and health benefits (our LTP3 long term strategy highlights the interactions between our priorities and the wider benefits of each in more detail).

General notes

- 1) Our LTP3 long term strategy www.leics.gov.uk/ltp provides details of our priorities, and our approach to delivering them.
- 2) Actions highlighted in light green in the tables below show our highest priorities for completion in 2012/13.
- 3) Where a 2012/13 action is related to a 2011/12 action the previous Action Plan reference number is given in brackets at the end.

A: TO SUPPORT THE ECONOMY AND POPULATION GROWTH

Our approach in 2012-15

Our general approach during 2012-15 will continue to be:

- making the best use of our existing transport system
- managing and maintaining our roads, bridges, footways and cycleways to the best standard that we can.

It is also recognised that major new infrastructure could be required to support housing growth (particularly the Sustainable Urban Extensions (SUEs) planned across the County). Where this is required, and developer contributions are available to help fund the works, we will work with district councils, developers and other parties to facilitate delivery.

This approach will be supported by our efforts to influence people's travel choices. We will do this through better marketing and promotion, travel planning and improvements to walking, cycling and public transport facilities and services.

During 2012-15, we will:

- a. **Improve the management of our network, with particular focus on journey time reliability.**
Through our general work we will continue to seek to ensure that our transport system operates as efficiently as possible, including by:
 - working with the Highways Agency to co-ordinate the management and maintenance of our respective road networks
 - responding to / managing incidents and emergencies, including severe weather
 - issue licenses, enforce and inspect road works

- undertake our network management duties to secure effective traffic movement
- provide a statutory abnormal loads service
- administer residents' parking schemes
- process penalty charge notices

We will also undertake the following specific actions:

Action 1: During 2012/13 develop a new Network Management Plan (NMP), including the development of a network signing strategy (to be approved by Members by end March 2013). (4, 5)

Note: the draft of this plan will be used to help develop the 2013/14 works programme.

Action 2: Subject to the development of our NMP, by the end of October 2012 develop a junction assessment procedure which can be used to prioritise future junction improvement programmes. (1)

Action 3: In 2012/13:

- review our LTP3 evidence base and undertake further work to identify by July 2012 our next areas of focus, i.e. after Loughborough and Coalville
- before the end of 2012, engage with residents and businesses in our next priority focus area to help us to understand better the main transportation issues, and identify what further work, including studies, option assessments, preliminary design work, etc. is required to inform the development of Action Plans and programmes for 2013/14 and beyond.

Action 4: In 2012/13 finalise the proposal for improving the A5460/B4114 ASDA roundabout and complete all other necessary preparatory work to enable construction in 2013/14.

Action 5: During 2012/13 continue to work with Leicester City Council to deliver the Leicester City Local Sustainable Transport Fund (LSTF) project. (33)

Note: The LSTF focus is to promote sustainable economic growth. But, it will also deliver wider benefits in respect of active and sustainable travel and improving connectivity and accessibility.

Action 6: Work through the Leicester and Leicestershire Transport Group with Leicester City Council to draw up proposals to spend remaining Congestion Reward Fund (CRF).

Note: The CRF was awarded by government during LTP2. It can be used to deliver a range of measures to tackle congestion, including to promote travel other than by car. In 2011/12, monies have been used to provide improved timetable information at key bus stops in Leicester.

Action 7: During 2012/13, work with Leicester City Council to explore options for the future delivery and development of the Area Traffic Control (ATC) service.

Note: The ATC centre in Leicester controls traffic signals and monitors traffic flows across Leicester and its suburbs, and in towns around Leicestershire.

Action 8: In 2012/13 continue to roll out the delivery of our non-motorised vehicles signing strategy on a route-by-route basis. (5)

Action 9: In 2012/13 continue to examine ways to improve the coordination and notification of roadworks, to give people better information and reduce delays. (2, 3)

Action 10: In 2012/13 implement Phase 1 schemes within the Loughborough West Parking Study. (6)

Action 11: By July 2012 assess the current Civil Parking Enforcement (CPE) agreement with district councils, and then undertake further actions as necessary.

b. Promote and support the efficient and safe movement of freight.

Through our normal day-to-day work we will continue to:

- manage the condition of the county's bridges and core lorry route network

- work with organisations to support and promote rail freight
- ensure that our design guidance for new developments (the 6Cs Design Guide) provides for the safe and efficient movement of lorries and other larger vehicles
- support the Quality Freight Partnership

We will also undertake the following specific action:

Action 12: In 2012/13:

- join the Freight Gateway system by June 2012, to provide better information to freight operators about our road network and facilities
- continue to engage with freight operators to develop our understanding of their network requirements. (12)

c. Support the economies of our market towns and rural areas.

Between 2012 and 2015 we will undertake the following specific actions:

Action 13: In Autumn 2012 commence construction of the main elements of the Loughborough Town Centre Transport Scheme, for completion Spring 2015. (13)

Action 14: Subject to a successful bid outcome, in 2012/13 deliver the first year's programme for our Local Sustainable Transport Fund (LSTF) project, which is centred on Loughborough and Coalville. (34)

Note: The LSTF focus is to promote sustainable economic growth. But, it will also deliver wider benefits in respect of active and sustainable travel and improving connectivity and accessibility.

Action 15: By no later than June 2012 have begun to implement low cost measures to tackle congestion in Loughborough identified in the Loughborough congestion study. (8)

Note: These measures will be generally aimed at tackling existing issues.

Action 16: In 2012/13:

- continue to develop our evidence base for Loughborough and Coalville in order to understand current and potential future issues, including completing a study of traffic conditions in Coalville by August 2012
- explore ways to address current and future transportation issues impacting on the economies of Loughborough and Coalville and their ability to accommodate future housing growth
- develop proposals for inclusion in Action Plans for 2013/14 and beyond.

d. Support the needs of key economic sectors.

Between 2012 and 2015 we will undertake the following specific actions:

Action 17: Work with the Highways Agency during:

- 2012/13 to achieve the earliest possible delivery of major improvements to M1 junction 19 (interchange with the M6 and A14)
- 2012/13 to 2014/15 to seek ways to address other congestion and connectivity issues on the strategic road network that are impacting on the economy of Leicester and Leicestershire, in particular M1 junctions 21 and 23a to 24a. (11)
- the delivery of major improvements to the A453.

Action 18: In 2012/13 continue to engage with the rail industry regarding proposals for improvements to services and infrastructure affecting the East Midlands, and in doing so promote the best interests of the people and businesses of Leicestershire. (15)

- e. **Support people's ability to access job opportunities and the ability of businesses to access a broad pool of labour.**
- f. **Work with planning authorities, developers and other relevant bodies to limit the potential transportation impacts of population growth on the efficient and reliable operation of our transport system.**

For both e. and f., through our general day-to-day work we will:

- continue to work with district councils and planning authorities through the development control process to provide transportation advice and guidance
- continue to ensure that our policies and highway development control approach do not act as barriers to the delivery of new employment opportunities (balanced against the other elements of our long term strategy)
- continue to work with our partners to develop and improve the 6Cs Design Guide (16)

We will also undertake the following specific actions:

Action 19: During 2012/13 continue to work with district councils to provide transport advice and input into the development of their local planning documents, including Blaby District Council, Charnwood Borough Council, Melton Borough Council and North West Leicestershire District Council Core Strategies.

Action 20: During 2012/13 to 2014/15, continue to:

- provide transportation support for the development and delivery of major housing growth, including the Sustainable Urban Extensions (e.g. Lubbethorpe, Barwell, Earl Shilton and Melton Mowbray)
- work with district councils and developers to unlock economic growth, including seeking alternative funding sources to help deliver necessary transportation infrastructure (e.g. the Government's Growing Places Fund).

g. Work to support the Leicester and Leicestershire Enterprise Partnership (LLEP).

Through our normal day-to-day work we will continue to actively engage with the LLEP and other relevant bodies to support economic development and tourism in Leicestershire, benefiting both urban and rural economies. (14)

B: TO ENCOURAGE ACTIVE AND SUSTAINABLE TRAVEL

Our approach in 2012-15

During 2012-13 we will increase our capital investment in Coalville, to help deliver improved cycling and walking facilities. Our main focus on delivering this priority will remain on efforts to raise awareness and usage of walking, cycling and public transport facilities and services. We will achieve this through marketing and promotional work.

To maximise the benefits of this work we will also continue our efforts to increase our understanding about how travel choices impact upon the environment, health and quality of life. The outcomes of this research could help to influence the travel choices made by our residents and businesses.

We will also undertake work to minimise the impact of growth on our transport system. Significant levels of housing growth are forecast for Leicestershire and we will work through the planning system to ensure that new developments seek to reduce the need to travel, provide opportunities that encourage people to walk, cycle and use public transport and provide high quality access to green space.

During 2012-15, we will:

Seek to develop our general approach to encouraging more active and sustainable travel, by undertaking the following specific actions:

Action 21: Continuing to improve our understanding of the impact that our work is having on influencing people's travel choices, on our environment and on people's health by:

- working with Leicester City Council to develop cost effective ways to improve our data collection, monitoring and use of counting and modelling tools
- monitoring the effectiveness of measures that are implemented to support new development and in particular the Sustainable Urban Extensions
- working in partnership with regional and national bodies to share and compare data and best practice. (32).

Note: we will also be undertaking research to improve our understanding of issues around people's travel choices, and the barriers to using sustainable travel (see *Service Development* for more information).

a. Work through the planning system with planning authorities, developers and other bodies to reduce the need to travel.

General day-to-day work and other actions, such as 19 and 20, will help us to deliver this.

b. Improve the quality of walking, cycling and public transport services and facilities across the county.

The increased level of capital investment in *Active and Sustainable Travel* will help to deliver improved walking and cycling infrastructure in 2012/13, particularly in Coalville. Normal day-to-day work will include:

- improving the quality of information that we provide to existing and potential transport users
- maintaining and publicising our Rights of Way network
- continuing to develop the green infrastructure network to deliver high quality access to green space
- maximising the usage of park and ride

We will also undertake the following specific actions:

Action 22: During 2012/13 continue to work with Leicester City Council to develop solutions to improve public transport facilities and connectivity in the City Centre (City Centre bus scheme). (21)

Action 23: During 2012/13 continue to support the Leicester City Council led project to deliver smart card enabled ticket machines in Leicester and Leicestershire, with a view to agreeing and delivering a multi-operator ticket in early 2013. (23)

Action 24: During 2012/13 work with Leicester City Council in its development of a bus Statutory Quality Partnership Scheme (SQPS), which is due to be implemented in autumn 2012. (This will provide assistance to Leicester City Council and increase our understanding of the role of the SQPS.)

Action 25: During 2012/13 work with Leicester City Council and bus operators to deliver a new Real Time Passenger Information system.

c. Deliver initiatives to influence people's travel choices and raise awareness amongst residents and businesses about the impact of their travel behaviour on their environment, their health and their quality of life.

Our general work will continue to include:

- more targeted communication to encourage healthier and more sustainable travel choices
- continuing to explore opportunities to develop travel plans at rail stations, building on the Loughborough Station Travel Plan.

We will also undertake the following specific actions:

Action 26: Subject to a review of a pilot project in Loughborough, in 2012/13 look to roll out personalised travel planning across other appropriate areas, including more widely in Loughborough and in Coalville.

Note: This will complement a successful LSTF bid.

Action 27: During 2012/13:

- continue to work with the management of and businesses on Grove Park to seek to maximise the benefits of the Area Travel Plan
- review experiences gained at Grove Park, and subject to the outcomes seek to develop other Area Travel Plan proposals for implementation in the period 2012/13 to 2014/15.

Action 28: Review the effectiveness of the Transport Users Campaign, which is designed to promote increased use of sustainable transport facilities, and use the outcomes to refine its implementation during 2012/13 and beyond.

d. Encourage less polluting travel by car.

Through our general work, we will:

- continue to work with the business community to improve information and training opportunities for green driving courses
- continue to work with the business community to support the development of car sharing initiatives
- continue to monitor the national electric and hydrogen vehicle infrastructure trials and, as appropriate, work with others to develop a consistent and co-ordinated approach to the delivery of infrastructure in existing areas and new developments.

We will also undertake the following specific action:

Action 29: During 2012/13:

- review the effectiveness of Leicester Share, our car sharing initiative, by June 2012
- by December 2012 as appropriate either renew or commission the new car share software (30)

C: TO IMPROVE THE CONNECTIVITY AND ACCESSIBILITY OF OUR TRANSPORT SYSTEM

Our day-to-day work is affected by a number of statutory responsibilities. The current primary legislation relating to this area of work includes:

- 1944 and 1996 Education Acts
- 1985, 2000, 2008 Transport Acts
- Equalities Act 2010

Our approach in 2012-15

In order to fulfil our obligations, and within the money available to us, we will continue to provide:

- home to school transport for children and young people
- transport for adults to social care services
- socially necessary local bus services

We will also continue to undertake work, such as ensuring drivers are CRB-checked, providing training and investing in CCTV for contract passenger vehicles, as part of our 'duty of care' obligations and to ensure that our passengers travel in the safest way possible.

Our activities will continue to focus on addressing accessibility issues in relation to areas of employment and our other key attractors, including education, healthcare and food shopping. However, financial constraints mean that it will be difficult to maintain the existing level of accessibility provided by our core bus network, particularly in the more remote and rural areas of the county.

During 2012-15, we will:

a. Continue to improve the overall accessibility and connectivity of our existing transport system.

As part of our day-to-day work, we will continue to:

- manage our road network for the benefit of all users
- seek to improve the way that we provide information about our transport system, and how we target campaigns
- continue discretionary spend on appropriate minor low cost schemes that improve connectivity by foot or bike to key local facilities

b. Seek to provide a passenger transport network that continues to meet the needs of our residents in the most cost-effective and affordable manner.

A substantial proportion of our 2012/13 revenue budget in this area will be invested in:

- supporting local bus services
- concessionary travel and joint arrangements
- mainstream school transport
- special education needs transport
- social care transport

Our approach to delivering this priority during 2012-15 will be effected by the financial situation. The revenue savings that we must make will impact on bus service provision across the county. As we recognise the importance of people being able to access key services and facilities, particularly those living in the more remote and rural areas of the county, we will:

- continue to work with commercial bus operators to maintain a viable, affordable (both to this transport authority and bus users) core bus network
- seek to develop alternative transport solutions for our residents (for instance community transport and initiatives such as Wheels to Work and Demand Responsive Transport for people in remote/rural areas) where the provision of a commercially operated bus service is not viable, or affordable or appropriate for us to fund ourselves
- explore opportunities for making wider use of our own passenger transport fleet in providing alternative transport solutions (subject to regulations, legal restrictions and affordability).

To inform our service development we will also explore how we can encourage people to use walking, cycling and public transport more to access key services. We will do this by developing our

understanding of the factors that influence people's travel choices (see our *Service Development* section for more details).

We will also undertake the following specific actions:

Action 30: subject to the outcomes of consultations and Member approval

- by summer 2012 completing the review of our supported transport network policy
- from October 2012 implementing the review of our supported transport network policy (35)*

Action 31: Continue to work with communities, businesses, voluntary groups and other relevant bodies to identify opportunities for alternative transport provision. (36)*

**Note: The intention is to achieve the necessary financial savings whilst still delivering outcomes relating to supporting access to jobs and other services and facilities.*

c. Continue to improve the accessibility and connectivity of our existing transport system for vulnerable individuals, groups and communities.

Our general work will continue to include:

- ensuring that our improvement and maintenance schemes include appropriate provision for those with disabilities
- continuing to remove barriers to access on our public Rights of Way network
- continuing to administer the Blue Badge disabled parking scheme
- continuing with our programme of bus stop improvements
- continuing to provide information in an appropriate range of languages and exploring how we can better communicate public transport information in a wider range of formats

We will also undertake the following specific actions:

Action 32: Continue to 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. This will help to promote independent travel. (38)

Action 33: Identify resources to look at independent travel and develop an approach to independent travel in Leicestershire in 2012/13. (38)

Action 34: Use the outcomes of the review of our accessibility strategy to inform emerging policies affecting accessibility and connectivity, including the review of our bus network policy. (39)

d. Addressing issues around the fear of crime: Working with partners to identify problem locations and possible interventions we will continue to address the fear of crime through day-to-day work. This will include ensuring safety issues and concerns are taken into consideration when looking at sites for our street lighting switch-off project and seeking to address fear of crime and personal safety concerns through our wider work to promote active and sustainable travel.

e. Working through the planning system to co-ordinate land-use and transport-ation planning with the aim that development is located in accessible locations with appropriate improvements for walking, cycling and public transport. Our general work and other actions, such as 19 and 20, will help us to deliver this.

D: TO IMPROVE ROAD SAFETY

Our approach in 2012-15

The 1988 Road Traffic Act places a statutory duty on local authorities to undertake studies into road accidents, and to take steps to reduce and prevent accidents.

We will continue to achieve this through:

- analysis of accident trends, specific locations and behaviours
- using the outcomes of this analysis to develop an evidence-based, prioritised and targeted approach to further reducing the frequency and severity of road accidents.

There will continue to be a greater emphasis on road user training and education during 2012-15. We will also continue our work as part of the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP). Our efforts to discourage inappropriate speeds will remain primarily focused on enforcement and encouragement, including the use of safety cameras, driver and rider education and community involvement programmes.

During 2012-15, we will:

a. Seek to deliver a safer road environment for all road users.

As well as delivering local safety schemes, through our day-to-day work, we will continue to

- operate a proactive and planned approach to road works to minimise accident risks
- ensure that new developments do not make an existing road safety problem worse, or give rise to new ones
- ensure the highway infrastructure required to serve new developments is designed and constructed to minimise the risk of road traffic accidents.

b. Seek to manage vehicle speeds.

We will continue to focus on:

- enforcement activity, including the use of safety cameras and road user education and training
- implementing advisory 20 mph zones near schools, where it is practical to do so and where the school is engaged in the travel plan process
- supporting and enabling Community Speed Watch
- setting appropriate speed limits on new roads
- supporting speed awareness workshops
- running speed related publicity campaigns

c. Work with the LLRRSP to educate, inform and influence driver behaviour.

This will include by continuing to:

- develop, support and run courses and workshops such as Driver Awareness Courses, Traffic Light (red runner) workshops and courses and workshops aimed specifically at younger and older drivers
- offer driver training for companies and develop schemes for drivers of vehicles owned or operated by service providers or driven on behalf of LCC
- implement our own driver-training scheme
- develop and support campaigns that focus on drink driving, mobile phone use, seat belt wearing and the safe use of child car seats.

d. Improve road safety for vulnerable road users including motorcyclists, pedestrians and cyclists.

We will continue to:

- support and deliver a range of education, publicity and community involvement programmes and training and sharing best practice
- provide assistance to new riders to purchase protective clothing
- support national campaigns
- support and provide school crossing patrol services
- develop a programme of works to improve pedestrian and cycling facilities

e. Continue to develop our approach to the monitoring, analysis and reporting of road casualty levels and trends.

As part of our day-to-day work, this will include:

- using the data that we collect to understand the effectiveness of current measures and develop future measures
- improving our understanding of wider factors that can influence how, where and why road casualties occur to help target future efforts

We will also undertake the following specific actions:

Action 35: By July 2012 produce the annual 'Road Safety in Leicestershire' report to assist in identification and delivery of an evidence led programme of education, training and publicity, engineering and enforcement. (42)

Action 36: During 2012/13:

- continue to ensure that the outcomes from Market Analysis Segmentation Tool (MAST) are reflected in the ways that we target education, training and publicity initiatives
- monitor the effectiveness of the use of Market Analysis Segmentation Tool (MAST). (43)

Action 37: During 2012/13 – 2013/14:

- ensure that the e-value-it toolkit is used to improve our evaluation of education, training and publicity initiatives
- monitor the effectiveness of the toolkit. (44)

Action 38: During 2012/13:

- Review the outcomes from the combined road safety project on the B6047 at Market Harborough, and take further action as necessary. (45)

E: TO MANAGE THE CONDITION AND RESILIENCE OF OUR TRANSPORT SYSTEM

We have a number of statutory responsibilities in this respect. The current primary legislation can be found in the:

- Highways Act 1980
- New Roads and Street Works Act 1991
- Traffic Management Act 2004
- Road Traffic Regulation Act 1984
- Wildlife and Countryside Act 1981
- Countryside and Rights of Way Act 2000

Our approach in 2012-15

As discussed in the previous chapter we cannot continue to spread resources thinly across the whole county. In order to address the challenges that we face, and to maximise value for money, we need to move towards a more area focussed approach.

As part of this change of approach we will explore ways to better co-ordinate the delivery of maintenance work and other measures in an area. As well as bringing efficiency savings this will help to minimise disruption to users of our transport system.

During 2012-15, we will:

a. Use a policy-led and proactive approach to managing and maintaining the condition of our transport system and its assets.

Our Transport Asset Management Plan (TAMP) and our Rights of Way Improvement Plan (RoWIP) play an important role in helping us to deliver our LTP3 long-term strategy. They provide the framework within which to work, helping us to find cost effective ways to maintain our transport system in the best condition that we can afford. Within this framework we will continue to undertake a range of day-to-day work, including:

- inspecting and undertaking condition surveys of the highway network
- keeping paths clear and free of obstructions for the public to use
- producing and maintaining the Definitive Map record of Rights of Way
- undertaking urgent repairs
- assessing the ongoing strength of highway structures to ensure their load carrying capacity is maintained
- providing a regular winter highway maintenance service to ensure Leicestershire's main highway network is as free from ice and snow as possible
- flood risk management
- 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
- bridge maintenance repair and strengthening
- traffic signal maintenance, repair and renewal
- waymarking and signing of paths
- providing suitable and effective street lighting and signing.

We will also undertake the following specific action:

Action 39: By the end of August 2012 conduct a review of the processes involved in street lighting column replacement, to establish what efficiencies can be made to deliver future cost savings. (47)

b. Ensure that the condition of our transport assets helps our transport system meet the needs of current and future road users.

We will continue to use information on asset condition and user satisfaction to guide our decisions. This will help to ensure that the network meets the needs of stakeholders, within available budget.

We will also continue to keep our operational policies and working procedures under review. This will ensure that the Highway Maintenance Policy and Strategy document is up-to-date and reflects best practice.

c. Respond to the challenges posed by climate change and traffic growth:

This will be dealt with, in part, as part of our regular policy and procedure reviews, including through:

- incident management, emergency planning and contingency planning (as part of resilience assurance)
- review of our TAMP, to ensure maintenance treatment options allow for heavier and more variable traffic flows in light of expected growth across the county.

We will also undertake the following specific actions:

Action 40: During 2012/13 – 2014/15 implement a low carbon strategy (completion deadline March 2015). This work will include:

- revision of the Highway Maintenance Policy and Strategy
- revision of our contract specifications. (49)

Action 41: During 2012/13:

- review the climate change adaptation actions arising from the 3 Counties Alliance Partnership (3CAP) study by August 2012
- manage their implementation through specific action plans and revisions to existing policies, as appropriate. (50a-f)

d. Continue to monitor and review our approach to winter maintenance.

F: TO MANAGE THE IMPACT OF OUR TRANSPORT SYSTEM ON QUALITY OF LIFE

The impact that traffic and transport has on people's quality of life can be both positive and negative.

An effective and efficient transport system can improve quality of life. It can help to improve the safety and quality of the streets in which we live and can provide access to green space (which has been shown to bring both mental and physical health benefits).

It can also have a negative impact. People can be effected to various degrees by noise or traffic pollution. CO₂ emissions can also have consequences on our climate, including severe weather that causes travel disruption which affects businesses and people's day-to-day lives.

This section provides an overview of how some of the actions that we are undertaking to deliver other LTP3 activities will also help to improve quality of life. It also identifies and discusses new issues that affect quality of life.

Our approach in 2012-15

The areas where the impact of travel and transport are most significant are in relation to climate change, air quality, noise and the degree to which people are able to access the natural environment.

Given the economic situation the provision of new infrastructure to address these issues will be difficult, particularly in the short-term (and even in an improved financial situation any proposals to invest in major new infrastructure would need to bring clear economic benefits). Our efforts to reduce the negative impacts of our transport system will therefore focus on:

- seeking to ensure that our existing transport system operates as efficiently as possible
- encouraging people to walk, cycle and use public transport more
- improving access to the natural environment
- minimising the negative impacts of our transport system on biodiversity and streetscapes across the county
- reducing the environmental impacts of our own operations.

We will also undertake further research to improve our understanding of how transport can impact on environmental and quality of life issues. This will help us to make more informed decisions about the future approach that we take.

There is also an important role for Leicestershire's residents, businesses and visitors to play. Choices about how and when to travel, whether there is a need to travel at all and consideration of how these decisions could impact on the environment and quality of life are vital. We will continue to help people make informed choices by providing information on what services and facilities are available for sustainable travel and providing information on the impact that travel choice has on the environment and quality of life.

Climate Change

There are two aspects to addressing the impact of climate change:

- Mitigation (reducing greenhouse gas emissions).

Carbon dioxide (CO₂) is the main greenhouse gas emission from transport, with traffic volumes and *average carbon emissions per mile travelled* that are the influencing factors. Our approach will be to:

- encourage sustainable and active travel. This will help to reduce the growth of cars on the road and help to reduce carbon emissions from traffic.
- work through the planning system to seek to ensure that new development reduces the need to travel and supports walking, cycling and the use of public transport,
- reduce emissions from street lighting, highway signs and signals, which contributes to carbon emissions. We will continue to deliver our programme of street light dimming and part-night lighting.

- Adaptation (taking steps to adapt to predicted climate change).

In 2009 a report was prepared on behalf of the Three Counties Alliance Partnership (3CAP) to assess the effect of climate change on highway policies and standards. An adaptation action plan has been developed and this will be implemented during 2012-15. We will work to incorporate the findings of the 3CAP project into our more detailed highway maintenance policies and procedures. (See *managing the condition and resilience of our transport system* section above.)

Air Quality

A number of transport related factors impact on air quality. These include traffic volumes, vehicle technology and levels of traffic congestion.

District councils are responsible for dealing with air quality issues. There are currently 15 Air Quality Management Areas in Leicestershire, three of which had LTP2 Air Quality Action Plans (Loughborough, Lutterworth and Kegworth). Part of the solution to improve air quality had previously been identified as significant new road-building but, given the economic situation, it is unlikely that this could be provided in the foreseeable future (other than in Loughborough). Each of these Action Plans will be reviewed during 2012-15 to establish whether any other solutions may be appropriate.

It is also important for us to develop a better understanding of how our transport system impacts on air quality. To do this we will continue to work with district councils and use modelling and monitoring tools to understand how transport might impact on changes to air quality in the future (particularly given forecasts for population growth). This will enable us to use evidence to identify possible solutions to existing and new air quality problems.

We will also undertake the following specific actions:

Action 42: During 2012/13 – 2014/15:

- continue to work with district councils to monitor air quality issues
- ascertain priority areas across the county
- develop a better understanding of the relationship between traffic growth, air quality and the impact of our interventions. (54)

Action 43: During 2012/13 provide input to district council reviews of Air Quality Management Areas (AQMAs) and associated Action Plans. (53)

Noise

Noise from road transport increases as vehicle speeds, traffic volumes and the number of heavy goods vehicles and buses increase. Although opportunities to build infrastructure (such as bypasses) will be limited during 2012-15 actions that we are taking which could help to reduce noise include:

- investing in the condition of our Lorry Route Network (LRN), which concentrates goods vehicles on the most suitable routes
- maintaining our road surfaces to the best standard that we can afford, which will help to minimise road noise
- working through the planning system to resist new development that would involve significant lorry movements on unsuitable sections of our road network.

We will also undertake the following specific action:

Action 44: During 2012/13:

- review available noise mapping data from the Department of Environment, Food and Rural Affairs
- prepare action plans, as necessary.

Biodiversity

Major transport infrastructure schemes are likely to have the most significant impact on biodiversity, as the result of the loss and break-up of habitat. However, as we are unlikely to deliver any major schemes during 2012-15 the threat to biodiversity is low.

Minor schemes and maintenance work can also impact on biodiversity. We will manage this impact by:

- ensuring that the management and maintenance of our transport system considers the impact on biodiversity
- adopting good design and maintenance principles
- using existing procedures and information, such as wildlife and ecology surveys

Our streets - the streetscape (infrastructure) and street environment

We will seek to reduce the impact of traffic on the streets of our towns and village centres. To do this we will:

- encourage more active and sustainable travel, which will reduce the growth of cars on our streets
- be more proactive in seeking to influence the design of the street environment for new development. We will seek to ensure that the planning process creates streetscapes that encourage modal shift (in particular more walking and cycling)
- work with Planning Authorities, where appropriate, to improve town centres.

Our own operations

We are also committed to minimising the negative impact that our own operations have on the environment. Our corporate *Environment Strategy 2011-2021* focuses on the environmental impacts that we have when delivering our services. As part of this, we are committed to:

- undertaking an annual environmental risk assessments of our own services. This will help to ensure that our own working practices continue to comply with national environmental regulations and legislation
- delivering the Climate Change Adaptation Plan
- reducing CO₂ from our operations
- introducing light emitting diodes (LEDs) for traffic signals
- considering opportunities to remove illumination from traffic signs
- continuing to deliver the street light dimming and switch-off programme
- reducing our use of raw materials and increasing the amount of waste we re-use and recycle
- reducing energy, water and waste at all of our sites
- moving to whole-life costing principles.

Much of the work relating to these commitments is part of the department's core business. These will be delivered through our Local Business Plans, which support delivery of this Implementation Plan.

The natural environment can be accessed efficiently and, where possible, by walking and cycling

Leicestershire has an excellent natural environment, with many country parks, nature reserves and open spaces.

There is good access to the natural environment through the existing network of footpaths, bridleways and canal tow paths. Access is also good for those with private transport. However, these locations are often, though not exclusively, in the more rural and remote parts of the county and access to them by public transport can be more difficult.

To provide more people with better access to the natural environment we will undertake the following specific actions:

Action 45: During 2012/13 continue with work to complete the Connect2 Project including:

- further improvements to paths and cycleways in the Soar Valley
- the provision of better signage and information. (47)

Action 46: During 2012/13, continue to develop the proposals set out in the *6Cs Green Infrastructure Strategy*. This will include working with planning authorities on Local Development Framework proposals for the provision of green infrastructure, including the provision of links to larger development proposals. (56)

G: SERVICE DEVELOPMENT

Our second Implementation Plan has been produced at a time of unprecedented change in local government finances, in our relationship with central government and in our relationship with residents. This has impacted on the development of the Implementation Plan. Whilst new appraisal processes have been introduced there is more that we want to achieve.

This section indicates areas where we are continuing to develop our approach, including in respect to:

- supporting service delivery
- collecting extra information, that will help to inform our decision making
- better targeted service provision
- providing cost effective, high quality services that meet the needs of residents, businesses and visitors.

Research

Between 2012 and 2015 we will undertake the following specific action:

Action 47: In 2012/13, develop, prioritise and deliver a programme of research to inform service delivery and development. The outcomes of this research will inform the development of future actions and programmes. (19, 20, 22, 58)

It is important that our investment decisions are underpinned by evidence. There are a range of areas that we will be focussing on initially, where we need to improve our understanding. These include:

- which groups and localities in Leicester and Leicestershire offer the most potential for travel behaviour change
- what most influences people's (individuals and businesses) travel choices
- the local barriers to using sustainable transport, including fear of crime, affordability, condition of the network and infrastructure
- what customers want from our transport system (i.e. preferences for access opportunities, punctuality, affordability, sustainability)
- congestion on different parts of the road network

We will also undertake the following specific actions:

Action 48: During 2012/13: work with Leicester City Council to review the outputs from the Principle Urban Area (PUA) transport study and other modelling work undertaken in respect of district council Core Strategies and development proposals in order to assist with:

- identifying areas for priority action
- furthering our understanding of the effectiveness of our transport measures
- informing future reviews of our LTP3 Strategy
- informing the development of future programmes (59)

Action 49: During 2012/13 undertake work to identify how customer information (comments, queries and requests) can help us to improve the information and services that we provide.

Supporting Service Delivery

Between 2012 and 2015 we will undertake the following specific actions:

Action 50: During 2012/13 continue to explore opportunities to access, and secure, other sources of funding. (61). Also continue work to understand the government's approach and requirements to funding major capital and transport schemes. (62)

Action 51: During 2012/13:

- develop our approach to commissioning services
- continue to develop our approach to challenging the value for money of programmes, schemes and ways of working
- introduce an internal programme of service review to consider service levels, resources deployed, opportunities to deliver differently and customer interface. (65)

Business Change Programme

Our Business Change Programme is driving our work to achieve savings. We are reviewing the way that our services are provided, and also seeking to make them as efficient as possible. By 2014/15 we will make efficiency savings of £7.2m and service reductions of £8.3m.

Between 2012 and 2015 we will undertake the following specific actions:

Action 52: Fleet review:

- introduction of a fleet co-ordination function by May 2012
- procurement of an effective, fit for purpose fleet maintenance service by Autumn 2012.

Action 53: Leicestershire Highways Operations (LHO) business modelling:

- develop an options paper for future highways operations delivery by April 2012
- in 2012/13 conduct value for money and benchmarking exercises for LCC's highways operations

Action 54: Depot review

- undertake refurbishments to our highways depot at Market Harborough including provision of a new salt barn and weigh bridge. Work to start February 2012 for completion in May/June 2012
- undertake refurbishments and improvements to security at the Croft highways depot. Work to start March 2012 for completion in September/October 2012
- undertake refurbishments to the Mountsorrel highways depot including improved welfare facilities and security. Submit a planning application for a new salt barn. Work to be undertaken in 2012 subject to planning
- part of the financing of the *Depot Strategy* will be funded from the sale of surplus depots. The sales will start in 2012/13 (Glenfield CFM depot) and be completed by the end of 2013/14.

Action 55: Departmental Organisational Review 2011/12:

- produce a closure report for the 2011/12 Phase 2a (Highways & Transportation) organisational review by the end of April 2012. This will include lessons learned and inform future approaches.
- produce a closure report for the 2011/12 Phase 2b (Environment) organisational review by end June 2012. This will include lessons learned and inform future approaches.

Equality

In 2011, we successfully achieved the 'Excellent' rating of the Equality Framework for Local Government, which is the highest level a council can reach. This demonstrates our commitment to tackling discrimination in all its forms, as well as ensuring fairness and respect for all of our communities.

Between 2012 and 2015 we will undertake the following specific actions:

Action 56: Continue to undertake our programme of Equalities Impact Assessments (EqIAs), including the review of existing assessments, as detailed in our Departmental Equality Action Plan.

Action 57: Deliver the 2012/13 Equality Impact Assessment (EqIA) Action Plan (see Appendix E)

Action 58: Implement the 2012/13 Department Equality Action Plan to ensure that the department is adopting and embedding good equality and diversity practice.

Workforce Targets

Workforce targets are in place to help improve service delivery through our employees. The targets cover issues including:

- ensuring the workforce is more representative of the community we serve
- reducing the number of days lost through sickness
- ensuring staff receive appropriate learning and support through Performance Development Reviews.

Details of the specific workforce indicators and targets are included in Appendix B. More information about our approach to workforce planning is included in the *Delivering our Priorities* section below.

This framework helps to define clear responsibility, and ensures that we are best placed to deliver our LTP3 strategic outcomes in ways that achieve maximum value for money. It includes a board of senior managers who oversee the LTP3 process (the LTP3 *Strategic Overview Board*). Their role includes:

- consideration of strategic financial issues
- consideration of strategic workforce issues
- providing a strategic steer to the process

This LTP3 framework continues to be developed. The new structure, roles and interactions between the different participants will be developed and fine-tuned during 2012/13.

As part of this process we have also started to implement an improved process for challenging whether measures offer value for money. This will also continue to be developed and fine-tuned during 2012/13.

WORKFORCE PLANNING

We will ensure that we have the right people, with the right skills, in the right place, at the right time to deliver the vision and outcomes set out in the LTP3.

The department remains committed to ensuring that our workforce is representative of the communities that we serve. The equality and diversity impact of our structural review and workforce plans have been assessed by the department's management team and Equalities Working Group. Our new workforce targets are included in [Appendix B](#).

WORKING WITH OTHERS

We work with a range of external partners, including other local authorities, local bus and taxi companies, voluntary and community groups and the business community to help deliver an effective transport system for Leicestershire. Some of our larger partnerships include:

Leicestershire Together

Leicestershire Together is the Local Strategic Partnership (LSP) for the county of Leicestershire. It's made up of the county's major public service organisations such as councils, police and the health service, working with businesses and the voluntary sector.

The priorities for Leicestershire are set out in the Sustainable Community Strategy (SCS). Leicestershire Together aims to deliver these priorities, improving value for money, improving the quality and co-ordination of public services, tackling persistent problems and improving the quality of life for Leicestershire people.

Transport has a role to play in delivering these priorities and we continue to contribute to the work of Leicestershire Together.

Other partnerships / groups that support the work of Leicestershire Together include:

Leicester and Leicestershire Local Enterprise Partnership (LLEP)

The Government has made it clear that an effective transport system is vital to the country's economic recovery and subsequent prosperity, making this a key partnership for the department.

The LLEP will lead economic development and regeneration activities to drive forward economic growth over the Local Transport Plan period.

Leicester and Leicestershire Transport Group (LLTG)

The LLTG supports the work of Leicestershire Together, but in particular the LLEP. Its role is to oversee transport development and provision throughout Leicester and Leicestershire, maximising transport's contribution to economic activity and growth in the sub-region.

The ongoing development of the Implementation Plan will take account of the priorities set by the LLEP and the Leicestershire Together partnership. It will focus on the existing transport system, its performance and its reliability.

Highways Works Alliance

The Highways Works Alliance is a partnership between Leicestershire Highways Operations, the trading arm of the Environment and Transport Department, and Tarmac Ltd. Together, we are responsible for the delivery of highways maintenance and improvement schemes required by Leicestershire County Council.

Midlands Highways Alliance (MHA)

The MHA is the collaboration between 17 councils and the Highways Agency. The MHA aims to improve performance and make efficiency savings in the procurement and delivery of highway services. The MHA was formed in 2007 and now has contractual arrangements in place with four contractors and one consultant. Some of the MHA's achievements include:

Professional Services Partnership (PSP1)

The PSP1 replaced the award-winning 3 Counties Alliance Partnership (3CAP) in April 2011. The partnership consists of MHA members and URS consultants. Its aim is to improve the delivery of highway and other professional services.

Medium Schemes Framework (MSF1)

The MSF1 was launched in May 2010. It enables the MHA partners to use any of four pre-procured private sector contractors to deliver highway schemes, with an upper value of £12 million. By removing the need for a tendering process significant procurement efficiencies can be provided. It also enables closer working with contractors, reducing costs, improving quality and performance and developing best practise.

Skills Academy

The MHA's Skills Academy was launched in October 2010. It is the first highways-based skills academy in the UK and is supported and part-funded by the National Skills Academy for Construction. The Skills Academy has been set up to deliver training at all levels, from apprenticeships and site-based operatives to managers and professionals within large and small businesses. It aims to improve standards, improve productivity and tackle skills shortages across the UK.

Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP)

The LLRRSP was formed in 1999. It consists of Leicester City Council, Leicestershire County Council, Rutland County Council, Leicestershire Constabulary and Health for Leicestershire. The partnership's aim is to enable road users to travel safely. Measures that the partnership use to improve road safety include enforcement, education, training and publicity.

Quality Bus Partnership (QBP)

There are QBPs for central Leicestershire, Loughborough and Hinckley. These aim to improve journey time reliability, improve customer satisfaction and make short journeys by public transport an attractive alternative to the car. To do this they consider a range of issues, including bus route improvements, bus operations, bus information and real time information.

WORKING WITH THE PUBLIC AND STAKEHOLDERS

We communicate with residents and stakeholders in a variety of ways, including through surveys, consultations, press releases, direct communication (letter, email, telephone and meetings), forums and exhibitions. Communication helps us to understand what residents and stakeholders want from us. It also helps us to explain to residents and stakeholders what we are proposing to do, and the reasons for our decisions.

Communicating and working with our residents and partners helps us to shape our decisions about policies and services and improve satisfaction with our services. Some of the forums that take place in Leicestershire include:

Community Forums

Community Forums play an important role in ensuring that the services that we provide meet the needs of the local community. There are 27 Community Forums covering the whole of Leicestershire. Each provides residents with the opportunity to discuss local services with County, District and Parish Councillors, as well as with representatives from agencies such as the health services and the police.

Local Highway Forums

Local Highway Forums involve County and District Councillors who advise on, and influence, local highway and transportation issues. They also consider highways related petitions, as well as providing updates on all planned highway works. Members of the public are welcome to attend these forums.

The Leicestershire Local Access Forum (LLAF)

The LLAF is an independent statutory advisory body which debates countryside access and recreation issues and advises the government, councils and other bodies. It represents the interests of everyone concerned with public rights of way (footpaths, bridleways and byways) and access to the countryside, including walkers, horse-riders, cyclists, 4x4 users, farmers and landowners, conservation groups and public transport users.

The forum meets four times a year and members of the public are welcome to attend. Full details of the group are available at www.leics.gov.uk/laf.

PERFORMANCE MANAGEMENT

This Implementation Plan is a major element of our wider business planning framework. Its role is to deliver key priorities and outcomes, which are set out in the Sustainable Community Strategy and the LTP3.

Detailed Local Business Plans (part of the business planning framework) set out the details of what will be delivered. These are prepared by each group within the department. This approach enables responsibility for the delivery of the activities in the Implementation Plan to be allocated to teams and individuals, providing clear responsibility and accountability.

Staff development is managed through our Performance and Development Review (PDR) programme. The training and skills that individuals require, including to deliver the Implementation Plan and Local Business Plans, are also identified through this process. Any training that is identified is incorporated into annual training plans.

Monitoring progress

We will monitor progress in delivering the actions, performance indicators and targets set out in the Implementation Plan on a quarterly basis. Reports will be provided to the Departmental Management Team who are responsible for tracking progress, monitoring risks and deciding on corrective action, where appropriate.

Key aspects of quarterly performance are reported to the department's Lead Member, the Council's Corporate Management Team, as well as the Budget and Performance Monitoring Scrutiny Panel. Following consideration by the Panel, a quarterly report is submitted to Cabinet.

Review and challenge

During 2012 we will continue to develop our approach to commissioning services, in order to achieve even better value for money. We will ensure that we have appropriate data, intelligence and evidence to inform our decisions about which services to deliver, and the most effective way of delivering them. We will also continue to consider opportunities for delivering services in different, innovative ways which provide value for money.

RISK MANAGEMENT

The delivery of our 2012-15 Implementation Plan has been risk assessed. The major risks are identified in [Appendix D](#).

Risks to both the delivery of the overall Implementation Plan, and the individual activities within it, have been considered. Some of our priorities are being delivered using formal project management techniques and risk assessments have been undertaken as part of these arrangements. Our risk management arrangements are completed at a group level. These include risk assessments on the delivery of local priorities and day to day services.

COMMUNICATIONS CAMPAIGNS

We cannot tackle the scale of economic, social and environmental challenges that Leicester and Leicestershire face on our own. The successful delivery of our LTP3 long term strategy is dependent on us working together with the area's residents and businesses.

Key to this is education and building of understanding. Through both transportation and LTP3 specific communication campaigns we will continue to build understanding. This will include the challenges that we face and what we will do to address them.

CONTACTING US

Leicestershire County Council website: www.leics.gov.uk

Customer Service Centre:

Telephone: 0116 305 0001

E-mail: customerservices@leics.gov.uk

School Transport Concession

Telephone: 0116 305 0002

APPENDICES AND OTHER USEFUL INFORMATION

The following information, referred to in this Implementation Plan, is available from our website at: www.leics.gov.uk/index/highways/transport_plans_policies/ltp.htm

Alternatively please contact the Environment and Transport Department's Transport Policy Team on Telephone: 0116 305 7184.

Appendix A	2012/13 ITS Capital Programme
Appendix B	Workforce Targets
Appendix C	Performance indicators
Appendix D	Implementation Plan Risk Assessment
Appendix E	Equality Impact Assessment Action Plan
Appendix F	2010/11 Departmental Annual Performance Report
Appendix G	Corporate Environment Strategy
Appendix H	Departmental Environment Plan

Appendix A

The 2012/13 capital programme

The 2012/13 Capital Programme

The tables below show the programmes of Integrated Transport Schemes (ITS) and Maintenance schemes that we are proposing to deliver during 2012/13. They include the 2012/13 Integrated Transport Scheme (ITS) programme and the 2012/13 programme of capital maintenance schemes.

The programmes have been prepared on the basis of current evidence and information. However, as further studies are completed throughout the year more up-to-date information may result in us re-evaluating the programmes. It is important that we are as flexible as possible so that necessary revisions can be made. This flexibility will:

- ensure that we provide maximum value for money
- enable us to respond to the most recent evidence
- enable us to respond to changing circumstances
- allow for delays or slippages to scheme delivery

In terms of the ITS programme the *active and sustainable travel* proposals include significant improvements to the cycling and walking networks in Coalville. This reflects its identification as one of our initial areas of focus, along with Loughborough. The 2012/13 programme assumes that we will be successful in our bid to government for Local Sustainable Transport Funds (LSTF), which was necessary so that work could begin on preparing the schemes.

The urgency for preparing the LSTF schemes is because this funding is time-limited, with the money having to be spent by April 2015. We will know if we've been successful in our bid in Summer 2012, leaving only 2 ½ years to complete the programme. Given the number of measures that we want to deliver, and the short time that we will have to deliver them, it is important that we are ready to start making use of the funds as soon as we receive a positive government decision.

If our LSTF bid is unsuccessful the ITS capital programme would need to be reviewed and revised. This would likely delay the delivery of some schemes into future years.

The 2012/13 ITS programme also includes work that will help to inform the development of future programmes. This work is important if we are to deliver measures that are effective in tackling the economic, social and environmental challenges that we face, and which provide maximum value for money.

The cost bands shown in the tables below are illustrative, pending completion of further design work. Our LTP3 Strategy places an emphasis on achieving the greatest benefits from the funds available. Scheme costs will be subject to greater challenge, in order to find savings wherever possible. Those schemes whose costs continue to increase during the design process will be subject to review, to decide whether they still represent value for money and should still be delivered.

Both programmes also include reserve schemes. Reserve schemes provide flexibility within the programme, providing opportunities for scheme replacement (if programmed schemes are withdrawn) or additional schemes to be brought forward (to take advantage of any savings arising from lower scheme costs or for delays / cancellation to programmed schemes).

Further budget information can be found in the Leicestershire County Council Medium Term Financial Strategy, www.leics.gov.uk/medium_term_financial_strategy.

THE 2012/13 INTEGRATED TRANSPORT SCHEMES (ITS) CAPITAL PROGRAMME

Proposed Scheme	Details	Cost Band	Status
Connectivity & Accessibility			
A426, Glen Parva, Leicester Road	Bus corridor improvements - Phase 1.	A	Reserve
A426, Glen Parva, Lutterworth Road	Bus corridor improvements - Phase 2.	A	Reserve
A50, Glenfield, Groby Road (Branting Hill)	Bus Priority	A	Firm
Traffic Phasing Assessment/ Investigation	Network validation and hurry calls	C	Firm
Coalville Bus Routing and Terminal Study		C	Firm
Rural bus partnership	Grant support to local communities for bus shelters	C	Firm
Community Safety Lighting Programme	Street Lighting improvements in vicinity of bus stops	C	Firm
Various	Minor works in support of measure	C	Firm
Various	Real Time Bus stop information Phase 1	A	Firm
Various	Network Study/ Advance Design for Future Programme	C	Firm
Safety			
A50, Leicester to M1 (junction 22)	Route signing and surface improvements	B	Firm
Shepshed, Iveshead Rd/Charley Rd	Surfacing, horizontal/ vertical realignment - completion	B	Firm
A6, Loughborough to Birstall	Route signing and surface improvements	B	Firm
B4114, Narborough, King Edward Rd/ Desford Rd roundabout	Signing and lining and speed limit reduction.	C	Firm
B582, Desford, Leicester Lane (P515)	Bend warning signs and speed limit VAS	C	Firm
B4114 Croft Road junction	Junction improvements	B	Firm
Market Street, Ashby de la Zouch		B	Firm
Eaton - Eastwell Crossroads		B	Firm
Loughborough - King Street, Wharnccliffe Road, Queens Road		B	Reserve
Glenfield - Dominion Road/Tournament Road		B	Reserve
Various	Low cost works in support of measure	C	Firm
Various	Mobile VAS support	C	Reserve
Various	Advance Design for Future Programme	C	Firm

Continued ...

Proposed Scheme	Details	Cost Band	Status
Network Performance & Reliability			
Loughborough, A6/ Shelthorpe Road Junction	Signal alterations	C	Firm
Loughborough, A6/ Bishop Meadow Road Island	Signal/ lining alterations	C	Firm
Loughborough, Ashby Road/ Radmoor Road Junction	Signal alterations - possible 'No Entry' Storer Road?	C	Firm
B4114, Enderby, Asda Rdbts	Junction Improvement - contribution to safety	A	Reserve
Loughborough, Epinal Way	Capacity/ Safety Improvement	A	Reserve
	contribution from AST	C	Firm
Loughborough, Belton Road Corridor	SCOOT Validation	C	Firm
M1, Junction 22	Junction Improvement	A	Firm
Various	Traffic signal management	B	Firm
Various	UTMC system development	C	Firm
Various	Traffic signal MOVA controller development	C	Firm
Various	Network Study/ Advance Design for Future Programme (Loughborough)	C	Firm
Various	Network Study/ Advance Design for Future Programme (Coalville)	C	Firm
Various	Network Study/ Advance Design for future programme (Various)	C	Firm
Active & Sustainable Travel			
Tugby C of E Primary School	Advisory 20	C	Firm
Wigston, Waterleys Primary School	Advisory 20	C	Firm
Braunstone, Kingsway Primary School	Advisory 20	C	Firm
Hinckley, Dorothy Goodman School	Advisory 20	C	Firm
Little Bowden Primary School	Advisory 20	C	Firm
Barwell, Newlands Community Primary School	Advisory 20	C	Firm
Ulesthorpe C of E Primary School	Advisory 20	C	Firm
Arnesby C of E Primary School	Advisory 20	C	Firm
Earl Shilton, Weavers Close Primary School	Advisory 20	C	Firm
Wigston, Thythorn Field Community Primary School	Advisory 20	C	Firm
Earl Shilton, Townlands C of E Primary	Advisory 20	C	Reserve
Desford Community Primary School	Advisory 20	C	Firm

Continued ...

Proposed Scheme	Details	Cost Band	Status
Active & Sustainable Travel Contd...			
Loughborough - Our Lady's Convent School	Advisory 20	C	Firm
Great Dalby Primary School	Advisory 20	C	Firm
Coalville, All Saints C of E Primary School	Advisory 20	C	Firm
Thurcaston, Richard Hill C of E Primary School (Aided)	Advisory 20	C	Firm
Birstall, Highcliffe Primary School	Advisory 20	C	Firm
Sileby, Highgate Primary School	Advisory 20	C	Firm
Loughborough - Endowed Schools	Advisory 20	C	Firm
Sileby, Redlands Primary	Advisory 20	C	Reserve
Anstey, Woolden Hill Community Primary School	Advisory 20	C	Reserve
Birstall, Longslade Community College	Advisory 20	C	Reserve
Birstall, The Stonehill High School	Advisory 20	C	Reserve
Kirby Muxloe Primary School	Advisory 20	C	Reserve
Loughborough C of E Primary School	Advisory 20	C	Firm
Scaford C of E Primary School	Advisory 20	C	Reserve
Loughborough, Mountfields Lodge School	Signing improvements	C	Reserve
Loughborough, Robert Bakewell School	Extend zigzag markings and re-align junction to prevent parent u-turning	C	Reserve
Loughborough, Thorpe Acre School	Parent shelter and seating	C	Reserve
Loughborough, Booth Wood School	Relocate bus stops, bus clearways and bollards to prevent parking on verge/ crossing points	C	Reserve
Loughborough, Our Lady's Convent	Signing, zigzags and guardrail	C	Reserve
Loughborough, Francis Drive to Maxwell Drive (AR1)	Cycle link from new housing development to route 7 - Phase 1	C	Firm
Loughborough, Francis Drive to Maxwell Drive (AR1)	Cycle link from new housing development to route 7 - Phase 2	C	Reserve
Loughborough, Park Road to Ashleigh Drive via Outwoods Drive (AR3)	Cycle link linking route 3, route 5 and University	C	Firm
A60, Loughborough, Nottingham Road/ LIRR (AR15)	Cycle Link from Railway Station to town centre	B	Reserve
A6, Loughborough, Derby Road (AR21)	Shared use facility and cycle lane adjustments	C	Firm
Loughborough, Beacon Road to Endowed Schools and Burton Walks (AR23)	Cycle link	C	Firm
A511, Coalville, Stephenson Way/ Thornborough Rd roundabout (1)	Toucan crossing and provision of shared use track	C	Firm

Proposed Scheme	Details	Cost Band	Status
Active & Sustainable Travel Contd...			
Coalville, Comet Way Link - Stephenson Way to Comet Way (2)	Cycle link	C	Firm
A511, Coalville, Morrison's roundabout to Long Lane footbridge (3)	Cycle link	B	Firm
Coalville, Boom Leys Rod to Bardon Close, The Palaces Estate to The Cricketers' Estate (Greenhill) (5)	Cycle link	B	Firm
A511, Coalville, Stephenson Way, Bardon Road to Broom Leys Road (7)	Cycle link - segregated	B	Firm
A511, Coalville, Bardon Close to Birchtree Roundabout including Quarry Entrance (8)	Cycle link	B	Firm
A511, Coalville, Birchtree Roundabout (9)	Cycle links and Toucan	B	Firm
Coalville, Birchtree Roundabout to Bardon 22 (10)	Cycle link	B	Firm
A511, Coalville, Birchtree to New Quarry Entrance (11)	Cycle link	C	Firm
Coalville, Thornborough Road, Lidl to Comet Way (13)	Cycle link	A	Firm
Coalville, Bardon Rd, Bardon CIs to Stephenson Way (14)	Cycle link	B	Firm
Coalville, Long Lane (15)	Signing	C	Firm
Coalville, Castle Rock (including Warren Hills Primary and King Edward VII College) (18)	Cycle/ walking facilities and way markers	B	Firm
Coalville, London Road, Hotel Street to Forest Road junction (21)	Advisory/ virtual cycle lane and signing	B	Firm
NCN52 through town centre Part 1 Phoenix Green to Oliver's Crossing (22a)	Signing	C	Firm
Coalville, NCN52 through town centre Part 2 Jackson Street, Oliver's Crossing to Margaret Street (22b)	Shared use	C	Firm
Coalville, All Saints School, Telford Way to Ashby Road (23)	Cycle improvements	C	Firm
Coalville, Chiswell Drive to Snibston Grange (24)	Cycle improvements	C	Firm
A511, Coalville, Stephenson Way - Thornborough Road to Hoo Ash Island (26)	Cycle improvements	B	Firm
Coalville to Whitwick, Thornborough Road (27)	Continuation of shared use facility	B	Firm
Coalville, Forest Road (28)	Shared use	B	Firm
Coalville, Ashby Road shared use - Ravenstone Turn to Hoo Ash Island inc signing only to town centre (29)	Cycle improvements	B	Firm

Continued ...

Proposed Scheme	Details	Cost Band	Status
Active & Sustainable Travel Contd...			
Coalville, Swannington to Stephenson College (30)	BOTAT Cycle Link	C	Firm
Coalville, Stephenson Way to London Road (32)	Cycle improvements	C	Firm
Coalville, Hugglescote Park Links (33)	Cycle improvements	C	Firm
A607, Thurmaston, Newark Road	Cycle link on Elizabeth Park	C	Firm
Barrow Upon Soar/ Quorn, The Slabs	Cycling and walking improvements	B	Firm
Barrow Upon Soar/ Quorn, The Slabs	Contribution	B	Firm
Oadby, Howden Rd - Ridgeway	Cycleway	B	Firm
Oadby, Howden Rd - Ridgeway	Developer contribution	B	Firm
Braunstone, Watergate Lane	Footpath	B	Firm
Central Leicestershire, various	Cycle network signing/promotion in conjunction with Leicester City (Ph.1)	B	Reserve
Central Leicestershire, various	Network signing and promotion in conjunction with Leicester city – Ph' 2	B	Reserve
B582, Whetstone, Enderby Road, Railway Bridge to Victoria Road	Off road cycle track	B	Reserve
Braunstone, Thorpe Astley to Meynells Gorse	Cycleway	C	Firm
Oadby, The Parade	Pedestrian Crossing	C	Firm
Syston, Melton Road - Roundhill Community College	Cycling and walking improvements - Ph2 Completion	B	Firm
Ibstock, Leicester Road	RIOT scheme completion - postponed lining to tie in with s'face dressing	C	Firm
Coalville, Belvoir Dale PS	Advisory School 20mph	C	Firm
Coalville, Belvoir Dale PS	Waymarking/ Tactiles	C	Firm
Anstey, Link Road	Developer funded traffic calming	B	Firm
Anstey, Link Road	Developer contribution	B	Firm
Accessibility Action Plan	Programme	B	Firm
Various	For promotion and marketing of individual schemes	C	Firm
Various	Cycle/ pedestrian user campaign	C	Firm
Various	Cycle parking	A	Firm
Various	Footway improvements to schools under 3miles	A	Firm
Various	Grants to businesses	C	Firm
Various	Low cost works in support of measure	C	Firm

Continued ...

Proposed Scheme	Details	Cost Band	Status
Active & Sustainable Travel Contd...			
Various	Rights of way network improvements	B	Firm
Various	Discretionary Footway Improvements - Countywide	B	Firm
Various	Network Study/ Advance Design for Future Programme (Loughborough)	C	Firm
Various	Network Study/ Advance Design for Future Programme (Coalville)	C	Firm
2010/11 Carry overs & commitments (old LTP Blocks)			
Ashby, Leicester Road	Zebra crossing completion	C	Firm
Long Whatton, Main Street, The Green and West End	Surface Dressing	B	Firm
Equipment	Safety Camera Sites - Whole County	B	Firm
LTP3			
Programme or research		B	Firm
Programme monitoring		B	Firm
Major scheme preparation for LTP3			
Programme		B	Firm
LIRR	Contribution	A	Firm

KEY:**Cost Band**

A: Over £200,000

B: £50,000 to £200,000

C: Under £50,000

Status**Firm** - currently proposed for delivery in 2012/13**Reserve** – may be delivered in 2012/13 subject to opportunity arising, for example due to cost savings on other schemes or slippage of other schemes

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR BLABY

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A563 Lubbethorpe Way, Braunstone	Surface Dress	C	Firm
A426 Leicester Road, Glen Parva	Surface Dress	C	Firm
A47Hinckley Road, Leicester Forest East	Surface Dress	C	Reserve
A5460 Narborough Road South, Braunstone	Resurfacing	B	Reserve
Non principal road network (B & C roads)			
B4669 Hinckley Road, Sapcote	Resurfacing	B	Firm
C5702 Forest Road, Huncote	Resurfacing	B	Firm
B581 Station Road, Elmesthorpe	Resurfacing	B	Reserve
B4114 Leicester Road, Enderby	Resurfacing	B	Reserve
C3103 The Square, Glenfield	Resurfacing	C	Reserve
C4701 Coventry Road, Narborough	Resurfacing	C	Reserve
C4706 Warwick Road, Whetstone	Resurfacing	C	Reserve
Unclassified road network			
Stanton Road, Sapcote	Resurfacing	C	Firm
Lubbethorpe Road, Braunstone	Reconstruct concrete carriageway	B	Firm
Buckingham Road, Countesthorpe	Resurfacing	C	Reserve
Watergate Lane, Braunstone	Resurfacing	C	Reserve
Earl Shilton Road, Thurlaston	Haunching	B	Reserve
Hill Lane, Countesthorpe	Resurfacing	C	Reserve
Footway network (category 1 and 2)			
C4701 Mill Lane, Enderby	Resurfacing	C	Firm
Footway network (category 3 and 4)			
Stanton Road, Sapcote 1	Resurfacing	C	Firm
Linden Farm Drive, Countesthorpe	Resurfacing	C	Firm
Countesthorpe Road, Blaby	Replace Elevated Footway	C	Firm
B582 Little Glen Road, Glen Parva	Resurfacing	B	Firm
Gwendolin Drive, Countesthorpe	Resurfacing	B	Reserve
Buckingham Road, Countesthorpe	Resurfacing	C	Reserve
Stanton Road, Sapcote 2	Resurfacing	C	Reserve

Cost band key: A above £200,000; B £50,000 to £200,000; C below £50,000

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR CHARNWOOD

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A6006 Wymeswold East Road	Carriageway Resurfacing and Haunch	B	Firm
A60 Loughborough Nottingham Road	Carriageway Resurfacing and Haunch	B	Firm
A6006 Wymeswold Wide Lane	Surface Dressing	C	Firm
A6 Quorn Mountsorrel Bypass	Surface Dressing	C	Firm
A5630/A46 Anstey Roundabout	Carriageway Resurfacing	B	Reserve
Non principal road network (B & C roads)			
B5350 Loughborough Forest Road	Carriageway Resurfacing	B	Firm
C6212 Wymeswold Hades Lane	Carriageway Resurfacing	C	Firm
C5214 Rothley Loughborough Road	Carriageway Resurfacing	C	Firm
C3213 Quorn Barrow Road	Carriageway Resurfacing	B	Firm
C3207 Cossington Syston Road	Carriageway Resurfacing	B	Reserve
C3213 Walton on the Wolds Loughborough Road	Carriageway Resurfacing	B	Reserve
C4304 Queniborough South Croxton Road	Carriageway Resurfacing	B	Reserve
Unclassified road network			
Thurmaston Barkby Thopre Lane	Carriageway Haunch and Overlay	C	Firm
Loughborough Browns Lane	Carriageway Resurfacing	C	Firm
Shepshed Hall Croft	Carriageway Resurfacing	C	Firm
Rothley Fowke Street	Carriageway Resurfacing	B	Firm
Wanlip Fillingate	Carriageway Resurfacing	C	Reserve
Wymeswold Narrow Lane	Carriageway Overlay	B	Reserve
Loughborough Park Road	Carriageway Resurfacing	C	Reserve
Loughborough Beacon Road	Carriageway Resurfacing	C	Reserve
Loughborough Swingbridge Road	Carriageway Resurfacing	B	Reserve
Footway network (category 1 and 2)			
Loughborough Market Place	Reconstruction	C	Firm
Loughborough Market Place Ph 2	Reconstruction	C	Reserve
Loughborough Ashby Road	Footway Reconstruction	C	Reserve
Footway network (category 3 and 4)			
Syston Mostyn Avenue Ph 2	Reconstruction	B	Firm
Syston Barkby Lane	Reconstruction	B	Firm
Birstall Station Road	Reconstruction	C	Firm
Rothley Loughborough Road	Reconstruction	C	Firm
Loughborough Valley Road	Reconstruction	B	Firm
Loughborough Broadway	Reconstruction	B	Reserve
Shepshed Holt Rise	Reconstruction	C	Reserve
Loughborough Old Ashby Road	Reconstruction	C	Reserve
Loughborough Willow Road	Reconstruction	B	Reserve
Loughborough Pinfold Gate	Reconstruction	C	Reserve

Cost band key: A above £200,000, B £50,000 to £200,000, C below £50,000

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR HARBOROUGH

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A47 Uppingham Road, Tugby	Resurface	B	Firm
A4304 Lutterworth Road, North Kilworth	Resurface	B	Firm
A47 Uppingham Road, Houghton on the Hill	Surface Dress	B	Firm
A4304 Coventry Road, Market Harborough	Repair failed areas	C	Firm
A4304 High Street, Market Harborough	Reconstruct carriageway	B	Firm
A508 Northampton Road, Market Harborough	Surface Dress	C	Firm
A426 Rugby Road, Cotesbach	Surface Dress	B	Reserve
A4304 Coventry Road, Market Harborough	Resurface	A	Reserve
A4304 Rockingham Road, Market Harborough	Resurface	B	Reserve
A4304 Rockingham Road, Market Harborough	Resurface	C	Reserve
A508 Northampton Road, Market Harborough	Resurface	B	Reserve
A6003 Rockingham Road, Caldecott	Overlay	B	Reserve
Non principal road network (B & C roads)			
C3303 Station Lane, Scraftoft	Reconstruct carriageway	C	Firm
C5504 Shearsby Road, Saddington	Haunch	B	Firm
C5501 Kibworth Road, Kibworth Beauchamp	Haunch	B	Firm
C5501 Kibworth Road, Saddington	Haunch	B	Firm
C8404 Drayton Road, Medbourne	Haunch and Overlay	B	Firm
B6047 Leicester Road, Market Harborough	Resurface	B	Firm
B6047 High Street, Market Harborough	Reconstruct carriageway	B	Firm
C7401 Horninghold Road, Hallaton	Resurface	B	Reserve
C7405 Slawston Road, Welham	Haunch	B	Reserve
C9408 Kettering Road, Market Harborough	Resurface	B	Reserve
C6404 Foxton Lane, West Langton	Haunch	B	Reserve
C6604 Bruntingthorpe Road, Shearsby	Overlay	B	Reserve
C6702 Sharnford Road, Frolesworth	Haunch	B	Reserve
C5504 Shearsby Road, Saddington	Resurface	B	Reserve
C6607 Ullesthorpe Road, Gilmorton	Haunch	B	Reserve
C9412 Fairfield Road, Market Harborough	Resurface	B	Reserve
B581 Dunton Road, Broughton Astley	Resurface	B	Reserve
B581 Broughton Road, Dunton Basset	Resurface	B	Reserve
Unclassified road network			
Scotland Road, Market Harborough	Resurface	C	Firm
Arnesby Road, Fleckney	Haunch	C	Firm
Somerby Road, Owston	Haunch	B	Firm
Old Forge Road, Ashby Magna	Resurface	C	Firm
Washdyke Road, Owston	Haunch and Overlay	C	Reserve
Mere Road, Upper Bruntingthorpe	Haunch	C	Reserve
Footway network (category 1 and 2)			
Footway network (category 3 and 4)			
C6402 Main Stree, Cranoe	Footway Reconstruction	C	Firm
Madeline Close, Great Bowden	Footway Reconstruction	C	Firm
C7610 Church Street, Lutterworth	Footway Reconstruction	C	Firm
Dunslade Road, Market Harborough	Footway Reconstruction	B	Firm
A47 Uppingham Road, Skeffington	Footway Reconstruction	C	Reserve
Ireton Road, Market Harborough	Footway Reconstruction	C	Reserve

Cost band key: A above £200,000, B £50,000 to £200,000, C below £50,000

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR HINCKLEY & BOSWORTH

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A444 Atherstone Road, Twycross	Surface Dress	C	Firm
A447 Main Street / Ashby Road, Stapleton	Surface Dress	C	Firm
A444 Atherstone Road, Sibson	Surface Dress	C	Firm
A447 Ashby Road, Osbaston	Surface Dress	B	Firm
A50 Bradgate Hill, Groby (Eastbound)	Large Patches	B	Firm
A511 Shaw Lane, Markfield	Resurfacing	A	Reserve
A50 Bradgate Hill, Groby (Westbound)	Resurfacing	B	Reserve
A50 Bradgate Hill, Groby (Eastbound) 1	Surface Dress	C	Reserve
A50 Bradgate Hill, Groby (Eastbound) 2	Surface Dress	C	Reserve
Non principal road network (B & C roads)			
C7705 Station Road, Hinckley	Resurfacing	C	Firm
C8101 The Green, Orton on the Hill	Resurfacing	C	Firm
C7103 Mythe Lane, Witherley	Resurfacing	B	Firm
C5110 Lindridge Lane, Desford	Resurfacing	B	Firm
C5101 Main Street, Kirkby Mallory	Resurfacing	B	Firm
C6101 Main Street / Station Road, S Golding	Resurfacing	C	Firm
B4669 Sapcote Road, Burbage	Resurfacing	B	Reserve
B585 Wellsborough Road, Sheepy	Resurfacing	B	Reserve
Old A47 Wood Street, Earl Shilton	Resurfacing	B	Reserve
C4106 Leicester Road, Groby 1	Resurfacing	C	Reserve
C4106 Leicester Road, Groby 2	Resurfacing	C	Reserve
Unclassified road network			
Mill Lane, Sutton Cheney	Resurfacing	B	Firm
Back Lane, Market Bosworth	Resurfacing	C	Firm
Harrowbrook Road, Hinckley	Large Patches	C	Firm
Nuffield Road, Hinckley	Large Patches	C	Firm
Newton Road, Hinckley	Large Patches	C	Reserve
Whittle Road, Hinckley	Large Patches	C	Reserve
Flemming Road, Hinckley	Large Patches	C	Reserve
Brindley Road, Hinckley	Resurfacing	B	Reserve
Footway network (category 1 and 2)			
None			
Footway network (category 3 and 4)			
B582 Barleston Road, Newbold Verdon	Resurface Footway as part of drainage works	C	Firm
Frederick Avenue, Hinckley	Resurface	C	Firm
Myrtle Close, Barwell	Resurface	C	Firm
Main Street, Kirkby Mallory	Resurface	B	Firm
Stapleton Lane, Barwell	Resurface	B	Firm
James Street, Earl Shilton	Resurface	B	Firm
B4666 Coventry Road, Hinckley 1	Resurface	B	Reserve
B4666 Coventry Road, Hinckley 2	Resurface	B	Reserve
Hastings Drive, Barwell	Resurface	B	Reserve
Mount Avenue, Barwell	Resurface	B	Reserve
Metcalfe Street, Earl Shilton	Resurface	C	Reserve
Woodbank Road, Groby	Resurface	B	Reserve
B4669 Sapcote Road, Burbage	Resurface	B	Reserve

Cost band key: A above £200,000, B £50,000 to £200,000, C below £50,000

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR MELTON

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A6006, Loughborough Road, Shoby	Haunching / Resurfacing	B	Firm
A606, Nottingham Road, Melton Mowbray	Surface Dressing	C	Firm
A607, Melton Road, Waltham on the Wolds	Surface Dressing	C	Firm
A606, Nottingham Road, Melton Mowbray	Surface Dressing	C	Firm
A607, Wilton Road, Melton Mowbray	Resurfacing	B	Reserve
A607, Melton Road, Waltham on the Wolds	Resurfacing	B	Reserve
Non principal road network (B & C roads)			
C8308, Sutton Road, Redmile	Haunching / Overlay	B	Firm
C7306, Melton Road, Long Clawson	Resurfacing	B	Firm
C7310, Welby Road, Asfordby	Haunching / Overlay	B	Firm
B676, Saxby Road, Melton Mowbray	Resurfacing	B	Firm
C7304, Broughton Lane, Long Clawson	Haunching / Overlay	B	Firm
C7309, King Street, Scalford	Resurfacing	B	Reserve
C7308, Clawosn Lane, Eaton	Overlay	B	Reserve
C8309, Bottesford Lane, Orston	Haunching / Overlay	C	Reserve
C5304, Somerby Road, Pickwell	Haunching / Overlay	B	Reserve
Unclassified road network			
UC, Buckminster Road, Sproxton	Haunching / Overlay	B	Firm
UC, Canal Lane, Long Clawson	Haunching / Overlay	C	Firm
UC, Burrough Road, Little Dalby	Overlay	C	Firm
UC, Landyke Lane, Scalford	Haunching / Overlay	B	Firm
UC, Green Bank, Melton Mowbray	Resurfacing	C	Reserve
UC, Eaton Lane, Stathern	Overlay	B	Reserve
UC, Owston Road, Somerby	Haunching / Overlay	B	Reserve
UC, Gibsons Lane, Old Dalby	Haunching / Overlay	B	Reserve
Footway network (category 1 and 2)			
Footway network (category 3 and 4)			
UC, Main Street, Kirby Bellars	Footway Reconstruction	C	Firm
UC, Market Place, Melton Mowbray	Footway Reconstruction	C	Firm
UC, Windsor Street, Melton Mowbray	Footway Reconstruction	C	Firm
A607, Leicester Road, Melton Mowbray	Footway Reconstruction	C	Firm
UC, Sysonby Street, Melton Mowbray	Footway Reconstruction	B	Reserve
UC, Roseberry Avenue, Asfordby	Footway Reconstruction	C	Reserve

Cost band key: A above £200,000, B £50,000 to £200,000, C below £50,000

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR NORTH WEST LEICS.

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A511 Boundary	Surface Dressing	C	Firm
A453 Ashby Road, Castle Donington	Surface Dressing	C	Firm
A447 Melbourne Rd / Ibstock Rd, Ravenstone	Surface Dressing	C	Firm
A447 Wash Lane, Ravenstone	Surface Dressing	C	Firm
A447 Swannington Road, Ravenstone	Surface Dressing	C	Firm
A453 Moor Lane, Breedon on the Hill	Surface Dressing	C	Firm
A6 London Road, Kegworth	Resurface	B	Firm
A444 Overbridge to A42 Appleby Magna	Resurface	B	Reserve
A511 Bardon Road / Beveridge Lane Bardon	Resurface	B	Reserve
A447 Melbourne Road, Ibstock	Resurface	B	Reserve
A453 Ashby Road, Castle Donington	Resurface	C	Reserve
Non principal road network (B & C roads)			
Gallows Lane / Ashby Road, Measham	Resurface	C	Firm
Measham Road, Ashby de la Zouch	Resurface	B	Firm
London Road / Bardon Road, Coalville	Resurface	B	Firm
Loughborough Road, Thringstone	Resurface	C	Firm
Heather Lane, Normanton le Heath	Resurface	C	Firm
Beveridge Lane, Battleflat (Reg's Way)	Resurface	B	Firm
Rempstone Road, Coleorton	Resurface	C	Reserve
Derby Road, Ashby de la Zouch	Resurface	C	Reserve
Measham Road, Appleby Magna	Haunch	C	Reserve
Broom Leys Road, Coalville	Resurface	C	Reserve
Church Street, Donisthorpe	Resurface	C	Reserve
Lower Packington Road, Ashby de la Zouch	Resurface	C	Reserve
Unclassified road network			
Rectory Lane, Stretton en le Field	Resurface	C	Firm
Greenhill Road, Coalville	Resurface	C	Firm
Manning Terrace, Measham	Resurface	C	Firm
Briton Lodge Close, Moira	Resurface	C	Reserve
Footway network (category 1 and 2)			
Market Street Coalville	Resurface	C	Reserve
High Street, Coalville	Re-pave	C	Reserve
Footway network (category 3 and 4)			
Field Close, Thringstone	Resurface	C	Firm
Glebe Road, Thringstone	Resurface	C	Firm
Rumsey Close, Thringstone	Resurface	C	Firm
Tithe Close, Thringstone	Resurface	C	Firm
Stephenson Way, Coalville	Resurface	C	Firm
Roslyn Road, Whitwick	Resurface	C	Firm
Pennine Way, Ashby de la Zouch	Resurface	C	Firm
Garendon Road, Coalville	Resurface	C	Reserve
Breach Road, Coalville	Resurface	C	Reserve
Melbourne Street, Coalville	Resurface	C	Reserve
Martin Close, Whitwick	Resurface	C	Reserve

Cost band key: A above £200,000, B £50,000 to £200,000, C below £50,000

2012/13 PROGRAMME OF CAPITAL MAINTENANCE SCHEMES FOR OADBY & WIGSTON

Scheme	Details	Cost Band	Status
Principal road network (A roads)			
A5199 Welford Road, Wigston	Resurface	B	Firm
A5199 BullHead St/ Leicester Road, Wigston	Retexture	C	Reserve
A6 Glen Road, Oadby	Resurface	B	Reserve
Non principal road network (B & C roads)			
B582 London Road, Oadby	Resurface	B	Firm
C3406 The Parade, Oadby	Resurface	B	Reserve
C3406 The Parade, Oadby	Resurface	B	Reserve
C3406 Leicester Road, Oadby	Resurface	B	Reserve
B5366 Saffron Road, South Wigston	Resurface	C	Reserve
Unclassified road network			
Stoughton Road, Oadby	Resurface	C	Firm
Stoughton Drive South, Oadby	Resurface	B	Reserve
Stoughton Drive South, Oadby	Resurface	B	Reserve
Rolleston Road, Wigston	Reconstruct carriageway	B	Reserve
Footway network (category 1 and 2)			
C3406 The Parade (phase 2), Oadby	Footway Reconstruction	C	Reserve
C3406 The Parade (phase 1), Oadby	Footway Reconstruction	C	Reserve
Footway network (category 3 and 4)			
Canal Street, South Wigston	Footway Reconstruction	C	Firm
Parkland Drive, Oadby	Footway Reconstruction	C	Firm
Long Street, Wigston	Footway Reconstruction	C	Firm
Davenport Avenue, Oadby	Footway Reconstruction	C	Firm
Clifford Street, South Wigston	Footway Reconstruction	C	Firm
Kilburn Avenue, Oadby	Footway Reconstruction	C	Firm
B582 Stoughton Road, Oadby	Footway Reconstruction	C	Firm
Ash Tree Close, Oadby	Footway Reconstruction	C	Firm
Highleys Drive, Oadby	Footway Reconstruction	C	Reserve
Manor Road (parts), Oadby	Footway Reconstruction	C	Reserve
Hidcote Road, Oadby	Footway Reconstruction	C	Reserve

Cost band key: A above £200,000; B £50,000 to £200,000; C below £50,000

**2012/13 PROGRAMME OF CAPITAL RENEWAL SCHEMES FOR
SIGNALLED INSTALLATIONS**

Scheme	Details	Cost Band	Status
A 5199/A4304/ High Street, Husbands Bosworth	Pelican Renewal	C	Firm
Ashby Road/ Normandy Way, Hinckley	Junction Renewal	C	Firm
Meadow Lane/ Toothill Road, Loughborough	Junction Renewal	C	Firm
High Street/ Belvoir Road, Coalville	Junction Renewal and Modifications	C	Firm
Fosse Park Avenue, Enderby	Pelican Renewal	C	Firm
A426/ Church Street, Lutterworth	Pelican Renewal	C	Firm
A5199/ Leicester Road/ Sandown Road, Wigston	Pelican Renewal	C	Firm
Market Street/ Derby Road, Ashby	Pelican Renewal	C	Reserve
Market Street/ Brook Street, Ashby	Pelican Renewal	C	Reserve

Cost band key: A above £200,000, B £50,000 to £200,000, C below £50,000