

# Local Transport Plan 3 Implementation Plan 2011 – 2014

## 2013/14 update



## **Introduction**

Our first LTP3 Implementation Plan (2011-2014) sets out what we will do over a three-year period to deliver our long-term transport strategy for Leicestershire [www.leics.gov.uk/ltp/current\\_transport\\_plans](http://www.leics.gov.uk/ltp/current_transport_plans). This Plan is subject to annual reviews to update the actions, schemes and programmes that we propose to deliver in the coming year. This is the second such update of our first three-year Implementation Plan. It reviews the progress we have made in 2012/13 before setting out our priorities for the coming year and how these will be funded. It also identifies the actions and schemes we will deliver in 2013/14.

## **Progress during 2012/13**

During 2012/13 we have continued to deliver high quality services. The 2012 National Highways and Transport (NHT) survey ranked Leicestershire as the highest County Council for overall satisfaction with highways and transport services for the third year running.

## **Accelerating delivery**

Table 1 demonstrates how we have worked hard with partners throughout 2012/13 to attract additional funding to help accelerate delivery of our two key LTP3 priorities.

<b>LTP3 priority</b>	<b>External funding and what it is being used for</b>
To support the economy and population growth	As part of the Highways Agency's national 'Pinch Point' programme we have worked with the Leicester and Leicestershire Enterprise Partnership (LLEP) to attract funding that will see work carried out at Junction 21 (2013/14) and Junction 24 (2014/15) of the M1. In 2013/14 we will be delivering improvements on the surrounding local road network to complement the HA investment at the M1 Junction 21. These improvements will help to tackle congestion at key points on the county's road network that serve major areas of employment.
	In February 2013, we submitted a bid to the Government's local 'Pinch Point' programme for the delivery of a bridge over the M1 to access the proposed Lubbethorpe development to the west of Leicester.
To encourage active and sustainable travel	We secured £4.5m from the Government's Local Sustainable Transport Fund (LSTF) to deliver sustainable transport improvement programmes for Loughborough and Coalville. The programmes are designed to support economic growth and reduce the carbon emissions from local transport, and will complement similar work that is already being delivered, with the City Council, in central Leicester.
	Working with Leicester City Council and local bus operator, Arriva, we attracted £2.5m from the Government's Better Bus Area Fund (BBAF) to help deliver improvements to the A426 corridor between Glen Parva and Leicester City centre. The scheme will improve bus journey times and reduce congestion on this major route into and out of Leicester and includes a number of measures designed to promote and encourage greater bus use on the corridor. Construction of the improvements began in early 2013 and will be completed by the end of the year.

*Table 1: Accelerating delivery of our key LTP3 priorities*

## **Supporting the economy and population growth**

Work on our Loughborough Town Centre major transport scheme is progressing well and we have already started some preparatory work ready for formal start of works in 2013/14. The scheme, which includes completion of an Inner Relief Road for the town, will provide a number of benefits including supporting the economic regeneration of Loughborough, delivering environmental improvements and

improvements to public transport, and reduced pollution and accidents. Also in Loughborough, following completion of the Loughborough West Parking Study and several years of detailed consultation with local members and residents, we have implemented two new residents parking zones and an extension to one of the existing zones. The area-wide approach used in west Loughborough, to investigate parking problems associated with Loughborough University, has also provided a study methodology that is being refined for use in other areas of the county.

We have progressed with the development of our Network Management Plan (NMP) which is a key document to help us deliver our current LTP. The NMP will set out how our road network will continue to be managed to meet the requirements of the Traffic Management Act 2004. It will link our strategies and provide an overview of how, where and when we are going to do things to help ensure we have an efficient and effective transport network. By helping us to make the most of our existing road network, both now and in the future, it will help us to support the economy and facilitate population growth within Leicestershire.

We have also delivered the first stage of a Study to look into the travel related impacts of dwelling growth in the Leicester Principal Urban Area (PUA) and surrounding districts, and during 2013/14 we will use our transport model to test the strategic effectiveness of policy interventions in reducing the impact of growth as part of Stage 2 of the study.

### **Encouraging active and sustainable travel**

Our first year LSTF programme saw us expand our current Advanced Wheels to Work scheme which now includes an additional 60 vehicles (such as petrol powered scooters and electric bicycles) to serve our targeted areas of Loughborough and Coalville. The Wheels to Work scheme aims to overcome transport barriers that limit people's ability to access work or training. As part of our LSTF programme we have also provided significantly enhanced levels of information provision and marketing support to bus companies and transport providers in our target areas, and have implemented an additional personalised travel planning scheme in Loughborough. Our £2m cycle network in Coalville is also nearing completion. Once finalised, the new network will span a total of nine miles, connecting existing tracks in the town and improving access for cyclists, including to employment areas. Combined with other measures that we will be delivering in the town as part of our LSTF investment, it is intended that this ambitious scheme will help ease congestion by encouraging more people to leave their cars at home.

We have also commenced work to identify localities within the county that offer the most potential to change travel behaviour and improve our understanding of levels of walking and cycling in Loughborough, Coalville and Hinckley.

### **Improving road safety**

We have delivered our programme of local safety schemes. This includes work on the busy B4114, Croft Road junction in Croft where between 2005 and 2010 there were 27 people injured, seven of whom suffered serious injuries. The introduction of traffic signals, costing in the region of £95,000, provides a cost effective way to significantly reduce both the number and severity of accidents. We have also introduced the first new permanent speed camera site in the county since 2002 on the busy A6 Loughborough Road in Quorn. The new speed camera has been responsible for a significant reduction in traffic speeds which should, over time, lead to a substantial reduction in accident numbers.

## Improving the connectivity and accessibility of our transport system

Our Connect 2 project was completed during 2012/13 and now provides a sustainable walking and cycling transport corridor from Cossington to Leicester as well as a route connecting Birstall and Syston.

### What we haven't done

The opportunities that we took during 2012/13 to secure additional funding resulted in us delivering some additional actions. This, in addition to an over-ambitious original programme, has meant that some of our initial 2012/13 programme was not achieved within the timescales we set ourselves. Two major pieces of work that we have been unable to move forward as much as we would have liked in 2012/13 are our supported bus network review and delivery of our research programme. On the former, as part of the County Council's Medium Term Financial Strategy requirements, a Scrutiny Panel considered our existing local bus service support policy and whether it was still fit for purpose and how any new policy might deliver the required savings. A consultation on service proposals and a new support policy was undertaken in early summer 2012, the results of which suggested some further analysis and option development was required. It is presently intended to agree a new policy and recommend service revisions in the summer.

Research projects that we have not progressed as much as we would have liked include efforts to better understand the local influences on people's travel choices and barriers to the use of more sustainable travel modes. Whilst we have undertaken a Congestion Management Study in Loughborough, similar studies planned for Coalville and Hinckley have been delayed. Work to understand the reasons behind the recent reduction in local bus patronage and review key points of the network where buses experience delays has also been delayed due to a lack of resources.

## Going forward - updating our Implementation Plan for 2013/14

### Our priorities

Our long-term transport strategy in LTP3 identifies six overall priorities for transport in Leicestershire. These are shown below along with the outcomes we intend them to deliver for the people of Leicestershire.

The long-term priorities of LTP3	The long-term outcomes we want LTP3 to deliver
To support the economy and population growth	More consistent, predictable and reliable journey times for people and goods
To encourage active and sustainable travel	More people walking, cycling and using public transport as part of their daily journeys
To improve the connectivity and accessibility of our transport system	Efficient, easy and affordable access to key services, particularly by walking, cycling and public transport
To improve road safety	A reduction in the number of road casualties
To manage the condition and resilience of our transport system	An effectively managed and well maintained transport system and assets
	Improved resilience of our transport system to the effects of climate change
To manage the impact of our transport system on quality of life	Reduced impact from the transport system on the environment and individuals

*Table 2: The long-term priorities and outcomes of LTP3*

The programmes that we have put in place so far during our first Implementation Plan have had a strong emphasis on delivering measures to support the economy of Leicester and Leicestershire and encourage more sustainable travel, particularly in urban areas of the county. In 2013/14 we will be placing an even greater emphasis on these two priorities. We are working closely with the LLEP to ensure that the area's transport system plays its part in helping to facilitate economic activity, prosperity and growth. To this end, we remain focused on getting the most out of our existing transport system by improving its performance, reliability, safety and resilience. As part of our low carbon agenda, we are continuing to put significant resources into encouraging Leicestershire's residents to think carefully about their travel behaviour – in particular when they travel, whether they could travel more sustainably, and whether they need to travel in the first place.

In 2013/14 this means that we will be focusing on the delivery of a small number of larger projects in geographical areas where we can achieve the most significant benefit for the local economy and for the increased use of sustainable travel. Targeting our investment in such a way will help us achieve greater value for money, one of the key principles underpinning LTP3.

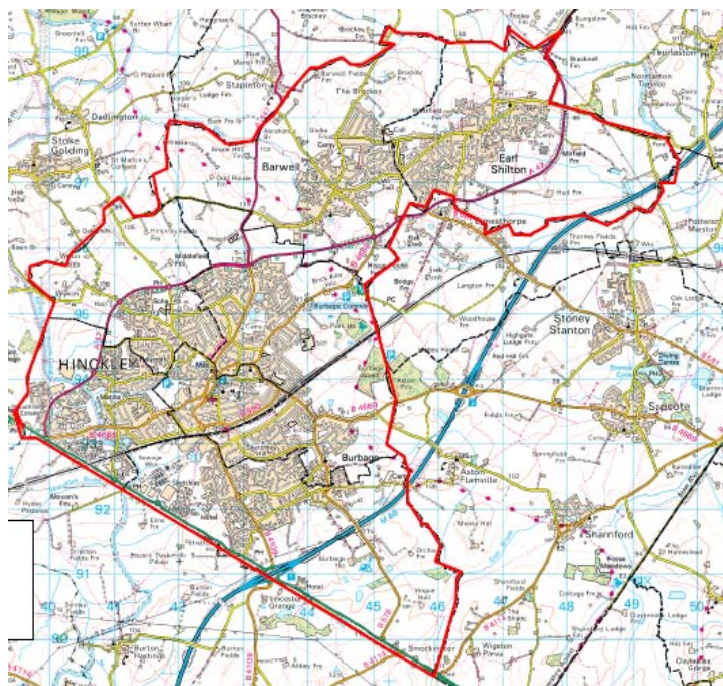
### **Delivering our priorities**

There are a number of factors that have influenced the 2013/14 update of our Implementation Plan. These are discussed briefly below.

#### Area-based approach

Since the start of LTP3 we have identified three geographical areas (the Leicester PUA, Loughborough and Coalville) where there is an economic, social and environmental need for us to prioritise transport investment and improvements. In addition to these areas, 2013/14 will see us focus on two further areas of the county (shown below). It is worth re-iterating that, whilst we might be prioritising a number of our investments in specific geographical areas, we will still be delivering measures in other areas of the county and across the county as a whole (where there is an evidence-based need). Examples of countywide initiatives include delivery of our local road safety and capital maintenance programmes.

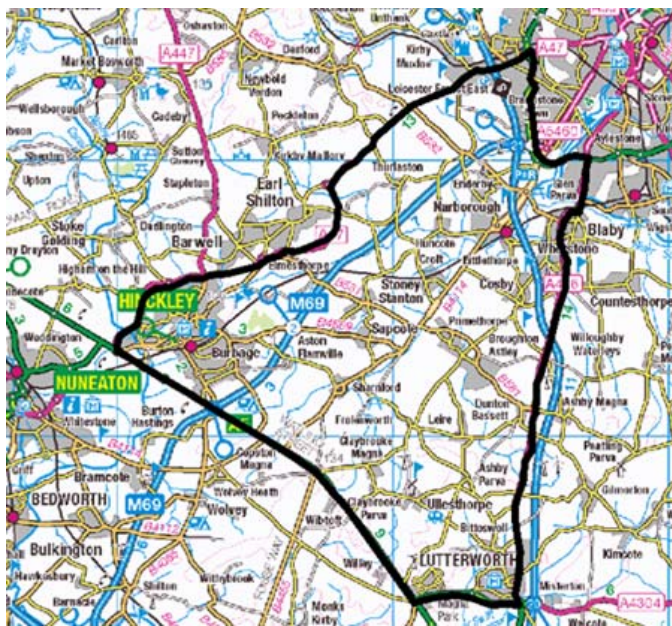
#### *Hinckley and its adjoining settlements*



Available evidence indicates that Hinckley is underperforming economically as a sub-regional centre, is struggling to attract inward investment and is losing business to nearby surrounding centres, such as Nuneaton and Leicester. Some of the reasons being cited for these problems are transport-related. The Hinckley & Bosworth Core Strategy (2009) states that real travel choice in the area

by public transport, cycling and walking is limited, and that congestion on the local road network and incidents on the A5 can impact on the town and lead to problems accessing the M69 and Junction 21 of the M1. In the coming years, the Hinckley urban area is set to change significantly – it will accommodate 4,500 new houses as well as significant retail, commercial and employment development. Work will take place throughout 2013/14 to: a) determine the extent to which transport-related problems are a contributory factor to the economic, social and environmental issues that are affecting Hinckley; and b) (as necessary) identify and plan for the delivery of transport improvements to help tackle these wider issues, particularly those associated with the under-performance of Hinckley town centre. These transport improvements will complement anything that might be done in the future to help facilitate both housing and employment growth.

*South west Leicester and Leicestershire*



The local road network in this area of the county provides vital links between the Leicester PUA and the Strategic Road Network (SRN), particularly via Junction 21 of the M1. The area is already home to a number of locally and nationally significant businesses and is set to accommodate significant housing and employment growth in the next 15-20 years. Transport modelling work shows how the failure of this area to operate effectively in transport terms has impacts on the accessibility of major

employers to the M1 and the PUA, and also highlights the important economic relationships between the PUA and the West Midlands. We have started a ‘South West Leicester and Leicestershire Transport Study’, the primary aim of which is to identify and deliver measures that achieve the most effective and efficient access possible to and from the SRN for the PUA and businesses in the study area, particularly those in the north of Blaby District. In the short-term (i.e. up to 2014) measures will include the work associated with the Highways Agency improvements at the M1 Junction 21 and our own complementary work on the surrounding local road network. These measures are intended to make the best use of the exiting road network but other measures will be required in the medium-to-long-term in order to tackle additional problems associated with growth. Work will progress during 2013/14 to identify what form these measures might take.

Devolution of major transport schemes

Following the Department for Transport’s (DfT) announcement that it will devolve funding for local major transport schemes to Local Transport Bodies from 2015, we are working with the LLEP, Leicester City Council and other partners to establish a Local Transport Body (LTB), which will cover the Leicester and Leicestershire Housing Market Area. The primary role of the LTB will be to decide which transport investments should be prioritised, to review and approve individual business cases for those investments (which will still have to be submitted for approval by the DfT),

and to ensure effective delivery of the programme. Initial tasks for the LTB include submission to DfT of the details for how the LTB will work (February 2013) and developing / agreeing a preliminary list of potential major schemes for submission to the DfT by July 2013.

### Changing the way we deliver services

Our Business Change and Service Review programmes are driving our work to achieve savings by reviewing the way that our services are provided and seeking to make them as efficient as possible. Between 2008/09 and the end of 2012/13 we will have delivered departmental savings of £21m. Between 2013/14 and 2016/17 we intend to make efficiency savings and service reductions totalling a further £8.39m. Details of our Business Change and Service Review programmes are provided in our Action Plan and the Council's Medium Term Financial Strategy [web link to be added](#).

### Funding and budgeting

Table 3 sets out our planned capital investment for 2013/14 and our *indicative* spending for the period 2014 to 2016 (which is subject to revision). The levels of funding for 2013/14 are different to the indicative figures given in previous Implementation Plan updates, reflecting our flexible response to circumstances within the overall strategic framework of our long-term transport strategy.

Reflecting our key priorities, spending in 2013/14 places an even greater emphasis on the delivery of transport infrastructure improvements to support the local economy and its growth, and measures to encourage the use of more sustainable modes of transport. In part, we have been able to do this because of our success in securing additional money made available by Government for infrastructure projects in the last 18 months (something that has changed since the early days of LTP3). However, in order to fund our infrastructure investment we have also had to reduce spending in some other areas.

We have increased the size of our Integrated Transport Schemes (ITS) block in 2013/14 by moving £0.5m from our Asset Management block. ITS spending in 2013/14 will be focused on the delivery of schemes to improve the **performance and reliability of our transport network**. This funding will principally be targeted at delivering measures in the vicinity of the M1 Junction 21 that will complement investment from other sources and support economic growth. In order to facilitate this we have had to reduce the amount of LTP3 funding we are able to put into efforts to improve the **connectivity and accessibility** of our transport system. Much of our block funding in this area will be spent on delivering our Better Bus Area Fund programme, with the majority of the remaining funding spent on implementing a Real Time Information System and bringing forward bus improvement schemes.

A significant proportion of our **active and sustainable travel** block allocation in 2013/14 will go towards helping to deliver our LSTF programmes in Loughborough and Coalville. The remaining funds in this block will be spent on continuing to roll-out our programme of advisory 20mph schemes at schools throughout the county and on delivering small-scale walking and cycling improvement schemes across Leicestershire. **Road safety** funding will remain consistent at £0.74m. We will be spending £11.80m on managing the **condition and resilience of our transport assets** in 2013/14, a figure that includes £2.03m made available by the Department for Transport (DfT) as part of a national initiative to provide more money for the maintenance of local road networks. This has been used to supplement our spending on our non-principal classified roads and our unclassified roads. Details of the

specific capital measures we will be implementing are shown in our Capital Programmes in Appendix A.

#### Revenue investment

Capital funding will be supported by around £48m of revenue-based investment. This will support the delivery of day-to-day activities and services, as well as many of the actions set out in our 2013/14 Action Plan.

This figure is similar to the amount originally budgeted for in 2012/13. This highlights the pressures that local government budgets continue to be under because of wider economic conditions and the Coalition Government's policies for reducing the size of the national debt.

#### Accessing external funding

In addition to the funding detailed above we will continue to try to secure additional funding. This includes money from government initiatives, such as Growing Places Fund and the Local Pinch Point programme, 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.

More detailed budget information can be found in the Leicestershire County Council's Medium Term Financial Strategy, [web link to be added](#)



	2012/13 <sup>(1)</sup>	2013/14		2014/15 <sup>(2)</sup>	2015/16 <sup>(2)</sup>
		Original <sup>(1)</sup>	Revised	<i>Indicative only and subject to revision</i>	
<b>Integrated Transport Schemes (ITS)</b>					
Connectivity & Accessibility	£0.74m	£1.23m	£0.60m	£1.14m	£1.35m
Road Safety	£0.74m	£0.74m	£0.74m	£0.81m	<b>£0.81m</b>
Network performance and reliability	£0.58m	£1.56m	£2.65m	£1.72m	£1.72m
Active and sustainable travel	£1.34m	£0.74m	£0.94m <sup>(3)</sup>	£0.81m	<b>£0.81m</b>
LTP3 monitoring	£0.17m	£0.15m	£0.15m	£0.15m	£0.15m
Work to enable development of future programmes	£0.6m <sup>(4)</sup>	£0.10m	£0.35m <sup>(7)</sup>	£0.10m	£0.10m
Completion of 2012/13 commitments	£0.003m	-	-	-	-
<b>TOTAL ITS</b>	<b>£4.17</b>	<b>£4.52m</b>	<b>£5.43m<sup>(3)</sup></b>	<b>£4.73m<sup>(4)</sup></b>	<b>£4.93m</b>
<b>Transport system condition and resilience (asset management)</b>					
Principal road carriageways	£1.30m	£1.31m	£1.51m	£1.20m	£1.20m
Non-Principal classified road c/ways	£3.10m	£3.12m	£2.48m <sup>(5)</sup>	£2.45m	£2.45m
Unclassified road carriageways	£1.70m	£1.71m	£2.63m <sup>(5)</sup>	£2.40m	£2.40m
Category 1&2 footways	£0.07m	£0.07m	£2.02m	£1.56m	£1.56m
Category 3&4 footways	£1.62m	£1.68m			
Rights of Way (excl improvements)	£0.11m	£0.12m	£0m <sup>(6)</sup>	£0m <sup>(6)</sup>	£0m <sup>(6)</sup>
Bridges	£1.53m	£1.58m	£0.76m	£1.50m	£1.50m
Street lighting renewal (part)	£0.64m	£0.50m	£1.0m	£1.00m	£1.00m
Surface dressing	n/a	n/a	£1.2m	TBC	TBC
Traffic signal renewal	£0.17m	£0.17m	£0.20m	£0.20m	£0.20m
One off funds made available by DfT - to be allocated	£0.55m	-	-	£1.06m	-
<b>TOTAL asset management</b>	<b>£10.79m</b>	<b>£10.26m</b>	<b>£11.80m</b>	<b>£11.37m</b>	<b>£10.31m</b>
<b>Total LTP programme</b>	<b>£14.96m</b>	<b>£14.78m</b>	<b>£17.23m</b>	<b>£16.10m<sup>(4)</sup></b>	<b>£15.24m</b>
<b>Government contribution to Loughborough Town Centre Major Transport Scheme</b>	<b>£14.67m</b>				
<b>Leicestershire contribution to delivery of Loughborough Town Centre Major Transport Scheme</b>	<b>£1.60m</b>				

Table 3: Planned LTP3 capital investment 2013/14 – 2015/16

Notes:

(1) Figures as shown in the 2012/13 Implementation Plan.

(2) Figures emerging as part of 2013/14 Implementation Plan preparation, subject to future review.

- (3) Includes £0.28m of LSTF monies to be spent in 2013/14. LSTF monies previously shown as a single overall figure in the 2012/13 Implementation Plan.
- (4) Excludes contribution to Loughborough Town Centre Major Transport Scheme.
- (5) Includes money made available by DfT for ‘essential maintenance of national and local road networks to renew, repair and extend the life of these roads.’
- (6) Work on Rights of Way network to be totally funded using revenue monies (to same funding level as originally envisaged).
- (7) Includes £200k for advance design work from the 2013/14 revenue budget.

**Our 2013/14 Action Plan**

Our three year Implementation Plan (2011-2014) includes the day-to-day work and statutory responsibilities that we undertake on an ongoing basis to help deliver LTP3. Shown in pages 10 to 17 are the specific actions that we will be working on in 2013/14 to deliver our LTP3 long-term strategy. Having reviewed our performance in 2012/13, we feel that we set ourselves an over-ambitious programme. For 2013/14 we have taken steps to ensure that our programme is still challenging, but more realistic in terms of the resources available to us. We have also identified a smaller number of ‘key’ actions than we did in 2012/13 (these are highlighted throughout the Action Plan).

In the table below we have shown the number of actions that will be delivered under each LTP3 priority. There is a clear emphasis on actions to support the economy and population growth, thus reflecting the approach we have said we will take during the first three years of LTP3.

Priority	No. of actions	No. of key actions
Economy & Growth	21	9
Active & Sustainable Travel	7	1
Accessibility & Connectivity	6	3
Road Safety	1	1
Condition & resilience	3	1
Quality of Life	0	0
Service development	10	3
<b>Total</b>	<b>48</b>	<b>18</b>

*Table 4: 2013/14 actions split by LTP3 priority*

Some of these actions in our Action Plan will be completed in 2013/14, whilst some will carry on beyond the end of the financial year. The actions that we intend to carry out are sorted by their contribution to each LTP3 priority. However, many of these actions contribute to the achievement of more than one LTP3 priority.

References in the Action Plan refer to actions that were also in our 2012/13 Action Plan. We have also tried to show the stage that each of our actions is at (i.e. ‘plan’, ‘prepare’ or ‘do’). What we mean by ‘plan’, ‘prepare’ or ‘do’ is shown below.

The action / scheme / project:	LTP3 delivery stage
Will help identify potential future schemes or projects	<b>PLAN</b>
Will involve preparatory work to enable delivery	<b>PREPARE</b>
Is ready to be delivered	<b>DO</b>

Delivery of our actions will be funded from a mixture of revenue and capital investment. They will be complemented and supported by our 2013/14 Integrated Transport Schemes Capital Programme and our 2013/14 Maintenance Capital Programme, both of which are set out in Appendix A. The major risks we face in

delivering our 2013/14 Action Plan and how we intend to manage these are shown in Appendix B.

On an annual basis, we identify the major communication needs that are required to support delivery of our Action Plan. These communication needs are then incorporated into the Corporate Communications plans and priorities and delivered by the Corporate Communications team on behalf of the Highways & Transportation service.

## LTP3 priority: to support the economy and population growth

Supporting the economies of Leicestershire and meeting the needs of key economic sectors

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
14/15	1. By July 2013, finish work to explore the extent to which transport improvements can play a role in addressing economic, social and environmental issues in <b>Hinckley</b> and, as appropriate, develop a preferred programme of transport measures. Where appropriate, undertake design and preparation work to enable delivery of programme to commence from 1 <sup>st</sup> April 2014. <b>KEY ACTION</b>	Yes (Feasibility)	Hinckley	√	√		AY
14/15	2. Engage with developers and relevant partners throughout 2013/14 on proposed transport improvements associated with the <b>Local Enterprise Zone at MIRA</b> .		Hinckley	√	√	√	BE
14/15	3. Further develop a <b>transport strategy to support growth in South West Leicester &amp; Leicestershire</b> . (3) Design work to follow beyond 2014/15 after identification of potential schemes. <b>KEY ACTION</b>	Yes (Feasibility)	SWL&L	√			AY
13/14	4. Throughout 2013/14, provide transportation input into work to take <b>Strategic Rail Freight Interchange (SRFI)</b> through the Nationally Significant Infrastructure Projects (NSIP) process. Further work will be required once SRFI has been through this process. <b>KEY ACTION</b>		Castle Donington	√	√		AY
14/15	5. Continue delivery of <b>Loughborough Town Centre Transport Scheme</b> . In 2013/14: complete the Loughborough Inner Relief Road and transfer traffic from the A6 through the town centre onto the new road by Spring 2014; and start work on the town centre improvements in Spring 2014. Scheme due for completion in 2014/15. (13) <b>KEY ACTION</b>	Yes (but majority is Government monies)	Loughborough			√	BE
13/14	6. Undertake detailed design of <b>capacity improvement schemes resulting from the Loughborough Congestion Study</b> by ##. Implement schemes by ## and undertake post implementation monitoring. (15).	Yes (NP&R)	Loughborough			√	GP
14/15	7. Complete <b>Coalville Congestion &amp; Parking Study</b> to assess traffic conditions in the town by end of July 2013. Prioritise a list of congestion schemes coming out of the study by September 2013. Deliver any quick win schemes by end of March 2014 using money allocated in 2013/14 Capital Programme. Undertake design and preparation work by # to enable delivery of selected congestion schemes as part of 2014/15 Capital Programme. (16)	Yes (NP&R)	Coalville	√	√	√	GP / KN
13/14	8. Complete <b>Hinckley Congestion &amp; Parking Study</b> to assess traffic conditions in the town by end of March 2014. Delivery of any schemes coming out of the Study to be taken forward in 2014/15 and 2015/16.	Yes (Feasibility)	Hinckley	√			GP

13/14	9. As part of the <b>Local Transport Bodies process</b> submit a provisional list of prioritised 'major' schemes for Leicestershire to DfT by July 2013. <b>KEY ACTION</b>	Yes (Feasibility)	County	√	√		BE
13/14	10. Undertake work to ensure that the authority's response to the Government's <b>HS2 proposals</b> is soundly based and submitted within the consultation window. <b>KEY ACTION</b>		County	√			PS
13/14 to 17/18	11. Work with Network Rail, Leicester City Council and others to ensure that the <b>electrification of Midland Mainline</b> is constructed to Network Rail's intended timetable, whilst seeking to minimise the construction impacts on the County's transport system and exploring, as appropriate, opportunities to improve facilities where existing bridges need to be re-built.		County	√	√	√	GP
13/14	12. Subject to the signing by developers of necessary agreements, work with the developers and the Leicester and Leicestershire Economic Partnership to finalise the funding for and the delivery of improvements to <b>A46/A50 junction in Glenfield</b> . Construction to commence in summer 2013 (subject to completion of the agreements). <b>KEY ACTION</b>		PUA		√	√	BE

### Working with the Highways Agency (HA)

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
13/14	13. Input to HA work to deliver improvements to the <b>M1 Junction 21</b> by <b>end of May 2013</b> (as part of Tranche 1 of HA Pinch Point Programme). In order to complement this scheme, undertake design and preparation work for delivery of the ASDA roundabout scheme by end April 2013. Construction of schemes will commence in Summer 2013 (4). <b>KEY ACTION</b>	Yes. ASDA (NP & R)	PUA		√	√	GP
15/16	14. Work with the HA and other partners (i.e. Warwickshire CC and Northamptonshire CC) to progress improvements to the Strategic Road Network at <b>M1 Junction 19</b> . (17)		Lutterworth	√			BE

### Improving the management of our local transport network

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
13/14	15. Take draft <b>Network Management Plan (NMP)</b> through the political approvals process and ensure sign-off by end of June 2013. Start to deliver NMP Action Plan from June 2013 onwards (to timescales in Action Plan). <b>KEY ACTION</b>		County	√	√	√	GP
13/14	16. Develop a new <b>Civil Parking Enforcement Service Level Agreement (SLA)</b> with District Councils. SLA to be in place for start of 2014/15.		County	√			GP

?	17. Work with Leicester City Council to explore options for the future delivery and development of the <b>ATC Service</b> (7).		County	√			KN
13/14	18. Continue to implement new arrangements for the <b>co-ordination and notification of roadworks</b> (9).		County			√	VT

### Working with planning authorities and developers to facilitate growth

We will continue to work closely with planning authorities, developers and other relevant bodies to facilitate growth by inputting to the development and delivery of District Council Core Strategies. In addition, we will also be working with District Councils and developers to take forward major developments emerging from the Core Strategy process.

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
Ongoing through lifetime of LTP3	19. Work with Hinckley & Bosworth Borough Council to provide input to the delivery of <b>Sustainable Urban Extensions at Barwell and Earl Shilton</b> .		Hinckley	√	√		JE
	20. Work with Harborough District Council to provide input to the delivery of a <b>Strategic Development Area to the north-west of Market Harborough</b> . (20)		Market Harborough	√	√		AY
	21. Work with Blaby District Council to provide input to the delivery of a <b>Sustainable Urban Extension at Lubbethorpe</b> . (20)		Lubbethorpe (Blaby)	√	√		JE

### **LTP3 priority: to encourage active & sustainable travel**

#### Delivering our LSTF commitments

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
14/15	22. Continue to work with partners to deliver our <b>LSTF programmes in Loughborough and Coalville</b> (14). A full programme of LSTF activities that will be delivered in 2013/14 is available from Lynne Stinson (LSTF Programme Manager). <b>KEY ACTION</b>	Yes (A & ST)	Loughborough Coalville		√	√	LS
14/15	23. Continue to work with Leicester City Council to deliver the <b>City's LSTF programme</b> . (5). This will incorporate delivery of our non-motorised vehicle signing strategy in the City, the roll-out of Leicester Car Share and a Travel Portal to businesses in the City's LSTF area, and the introduction of smart ticketing on bus routes across the area. Timescales dictated by City.		PUA		√	√	IV

Improving public transport services in the City and the PUA

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
13/14	24. Deliver <b>smart-card enabled ticket machines</b> on buses in Leicester & Leicestershire. Concessionary 'smart' ticket to be available from May 2013; 'smart' tickets to be available for all passengers by end of March 2014. To be rolled-out initially on the A426 corridor (as part of our BBAF commitments). (23).		County			√	TK
13/14	25. Work with bus operators to deliver a new <b>Real Time Passenger Information System</b> for bus routes across Leicestershire. 'Live' system to be developed by December 2013 and tested between December 2013 and March 2014. Fully operational system to be in place by end of March 2014. To be rolled-out initially on the A426 corridor (as part of our BBAF commitments). (25)	Yes (A & C)	County			√	TK

Reducing the need to travel and improving the quality of walking and cycling services and facilities

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
13/14	26. Review <b>levels of walking and cycling in Hinckley</b> by October 2013.		Hinckley	√			IV
15/16	27. Between 2013/14 and 2015/16 continue to work with Network Rail to deliver a programme of <b>Rights of Way rail crossing assessments</b> and associated works to enable Network Rail line speed improvements.		County	√	√	√	IV / KN
13/14	28. Following the successful procurement of a new contract, launch and publicise the new <b>Leicester Share car sharing initiative</b> by July 2013.		County	√	√	√	IV

## LTP3 priority: to improve the accessibility and connectivity of our transport system

Improving bus reliability on key corridors

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
14/15	29. Continue to work with partners to deliver our <b>BBAF programme</b> of improvements on the <b>A426 corridor</b> into Leicester. A full programme of BBAF activities that will be delivered in 2013/14 is available from Lynne Stinson (BBAF Programme Manager). <b>KEY ACTION</b>	Yes (A & C)	PUA		√	√	LS
14/15	30. Work with the City Council to develop proposals for the delivery of <b>bus, cycle and pedestrian improvements on the A50 and A5199 corridors</b> . Plan and prepare work to be complete by end of December 2013 to enable the delivery of improvements to one of these corridors as part of 2014/15 Capital Programme.	Yes (Feasibility)	PUA	√	√		TK
Ongoing	31. Continue to develop a prioritised list of corridors where we would like to investigate the provision of <b>improvements for bus, cycle and pedestrian movements</b> .		County	√			TK

Improving the overall accessibility and connectivity of our transport system

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
14/15	32. Consult on service proposals emerging from our <b>supported bus network review</b> in Summer 2013. Implementation of new supported bus network to follow (30). <b>KEY ACTION</b>		County		√	√	TK
15/16	33. Consider revisions to our <b>home-to-school transport policy</b> in light of the Academy agenda and possible budget savings requirements. Once budget savings requirements have been finalised, a timeline for implementation will be considered. <b>KEY ACTION</b>		County	√	√		TK
13/14	34. Undertake pilot initiatives with Loughborough College and / or other interested schools to develop and implement an improved approach to <b>independent travel</b> in Leicestershire. (33) Loughborough College pilot to begin by September 2013.		County	√			TK



**LTP3 priority: to improve road safety**Delivering a safer road environment for all users

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
13/14	35. By July 2013 produce the annual <b>'Road Safety in Leicestershire'</b> report to assist in the identification and delivery of an evidence-led programme of road safety education, training and publicity, engineering and enforcement (35). This annual report is used to inform the development of our programme of local safety schemes (see 2013/14 Capital Programme). The report is informed by the use of various evaluation techniques to assess the effectiveness of our road safety interventions. <b>KEY ACTION</b>	Yes (Road safety)	County	√			SK

**LTP3 priority: to manage the condition and resilience of our transport system**Responding to the challenges posed by climate change and traffic growth

Forecast completion	Action	In 13/14 Capital Programme (block)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
				PL	PR	DO	
14/15	36. Develop a new system for <b>processing and adopting Sustainable Urban Drainage Systems</b> (SUDS) proposals. For implementation in Spring 2014. <b>KEY ACTION</b>		County	√	√		BE
14/15	37. During 2012/13 – 2014/15 implement a low carbon strategy (completion deadline March 2015). This will include: revision of our Highway Maintenance Policy and Strategy; revision of our contract specifications (40). <i>Action to be confirmed.</i>		County			√	DR?
?	38. Implement actions and policy revisions arising from review of 3 CAP climate change adaptation actions (41). <i>Action to be confirmed</i>		County			√	DR?

## LTP3 priority: to manage the impact of our transport system on quality of life

As part of the delivery of our new Network Management Plan we will be undertaking work to better understand the impact that levels of traffic have on both air quality and noise. This will include a look at how other authorities are dealing with noise and air quality issues and how we can better understand the impact that different traffic interventions have on noise and air quality. As part of our core business, we will also be continuing to work with District Council's on an ongoing basis to provide input to reviews of Air Quality Management Areas and associated Air Quality Action Plans throughout the county.

### Service development

#### Business Change Programme

Forecast completion	Action (12/13 action ref)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
			PL	PR	DO	
13/14	39. Continue to progress the <b>Future Highways Provision Programme</b> by starting a procurement process to commission a new model for highways services delivery to commence in 2014; and undertaking development of our internal client function to ensure efficient delivery and effective contract management of the new service delivery model. <b>KEY ACTION</b>	County	√			CL
14/15	40. <b>Service Assessments</b> . Continue to develop our approach to challenging the value for money of the services we provide by delivering an internal programme of service assessments. Implement the findings of our 2012/13 service assessments. <b>KEY ACTION</b>	County	√		√	CL
13/14	41. Develop our approach to <b>service planning</b> to enable improved forward programming and ensure this encompasses the way that we will commission services in the future.	County	√			CL

#### Developing and improving the way we deliver our services

Forecast completion	Action (12/13 action ref)	Area	Plan (PL) / Prepare (PR) / Do			Lead Officer
			PL	PR	DO	
13/14	42. Undertake a review of our <b>long-term transport strategy</b> (and new sources of evidence) to ensure this remains fit for purpose. In light of review, make any necessary updates to our long-term transport strategy and develop our 2 <sup>nd</sup> LTP3 Implementation Plan (2014-17) by 1 <sup>st</sup> April 2014.	County	√			AY

13/14	43. Complete project to deliver programme of short-term updates to the <b>Leicester &amp; Leicestershire Integrated Transport Model (LLITM)</b> by July 2013. Commence work to enable re-base of the model to 2014 (to incorporate Census 2011 results). This work will carry on beyond the end of 2013/14 (project timescales yet to be defined). <b>KEY ACTION</b>	County	√	√	√	ST
13/14	44. Undertake Stage 2 of the <b>Leicester PUA Transportation Study</b> (48) by using LLITM to test the effectiveness of various transport policy interventions in reducing the travel-related impact of dwelling growth in the Leicester PUA. Study to be complete by end of March 2014.	PUA (County)	√			AY
Ongoing	45. Provide input to work of LLEP Research Partnership and as appropriate continue to deliver <b>LTP3 Research Programme</b> . (47)	County	√			AY
13/14	46. Continue to implement Highways Depot Review Strategy. Key activities in 2013/14 are: <ul style="list-style-type: none"> <li>○ Refurbish office and welfare facilities at Mountsorrel</li> <li>○ Demolish life-expired buildings at Market Harborough, Melton and Mountsorrel</li> <li>○ Establish secure, controlled stores at Mountsorrel</li> <li>○ Replace non-compliant fuel stores</li> <li>○ Where feasible, improve energy efficiency of yard lighting</li> <li>○ Re-locate STG fleet and CFM workshops to improved depots</li> <li>○ Sell-off redundant former depots</li> </ul> Project to be complete by end of March 2014.	County			√	CW
Ongoing	47. Continue to undertake our programme of Equalities Impact Assessments, including the review and refresh of existing assessments (to timescales in programme).	County	√	√	√	MS
13/14	48. Deliver the 2013/14 departmental Equality Impact Assessment Action Plan.	County			√	MS

### **Looking beyond 2013/14**

2013/14 will be the third and final year of our first LTP3 Implementation Plan. During the year we will be undertaking a light-touch review of our long-term transport strategy and the evidence base that underpins this. This review will ensure that our long-term strategy remains fit for purpose in light of how things have changed since it was published. It will take into account new sources of evidence, such as:

- The release of the transport-related Census 2011 results.
- Work to update the base year of our transport model.
- The refresh of the Leicester and Leicestershire Economic Assessment.
- Our high-level, strategic work to test the predicted effectiveness of various transport policy instruments in mitigating the impacts of population and housing growth through the Leicester PUA Transportation Study.

Notwithstanding the outcomes of this review, we feel that three years into LTP3 the crucial question remains: how far can we reasonably go in seeking to manage travel demand through measures to promote and encourage reductions in travel by car, as opposed to by more active means of demand management?

The review will be used to develop our second LTP3 Implementation Plan which will run from 2014-17. It is thought that during this period our focus will remain on the delivery of measures to support the economy of Leicester and Leicestershire and to promote more sustainable travel. During this period we will complete delivery of our Loughborough Town Centre Improvement Scheme, our LSTF programmes in Loughborough and Coalville, and our BBAF programme of measures to improve and promote bus services on the A426 corridor. We also plan to embark on the delivery of a programme of local transport improvements in Hinckley (subject to the outcomes of the investigations that we will be carrying out in 2013/14) and deliver a programme of bus reliability improvements schemes, focusing initially on the A50 and A5199.

In terms of facilitating growth, the outcomes of our South West Leicester and Leicestershire Transport Study and work to inform local development plan documents (e.g. Charnwood, North West Leicestershire and Melton Core Strategies), will help us identify the specific measures required to enable future housing and economic growth. Such measures will need to be developed in detail, land may need to be purchased to enable them to be built, and funding will need to be secured. As such, many of these measures may take at least 5 to 10 years to deliver, so it is important that we prioritise study and development work early enough so that measures can be implemented in a timely fashion as the area's population grows.

Whilst the Coalition Government has made some further capital monies available to fund new schemes and maintenance work, securing the funding to deliver the necessary transportation measures is likely to remain challenging for some time to come given the national economic picture. We will need to continue to work closely with planning authorities and developers to seek to ensure that appropriate private sector contributions are secured. We will also need to continue to work closely with the LLEP, the Local Transport Body and other parties to seek to secure funding from the Government. In all cases, it is crucial that we continue to have the resources and tools available to provide us with the necessary evidence to help us to secure funding.

Looking beyond what we are responsible for delivering, we will need to make available resources to work closely with other parties as they seek to deliver major

projects that affect the area's transport system. Examples include High Speed 2, the Highways Agency schemes on our motorways and trunk roads, and Network Rail's proposals to improve and electrify the Midland Main Line railway, which will require many bridges in the area to be modified.

## Appendix A: 2013/14 Capital Programme

### 2013/14 Integrated Transport Schemes (ITS) Capital Programme

Proposed scheme	Details	Cost band	Status
<b>Block: Active and sustainable travel</b>			
Anstey, Woolden Hill Community College	Advisory 20	C	Firm
Birstall, Longslade Community College	Advisory 20	C	Firm
Birstall, The Stonehill High School	Advisory 20	C	Firm
Kirby Muxloe Primary School	Advisory 20	C	Firm
Scalford C of E Primary School	Advisory 20	C	Firm
Loughborough, Browns Lane	Cycle link	C	Firm
Loughborough, Epinal Way - West of Beacon Road	Toucan crossing	B	Firm
A60, Loughborough, Nottingham Road/Baxter Gate (AR15)	Cycle link from Railway Station to town centre	B	Firm
Loughborough, Beacon Road to Endowed Schools and Burton Walks	Cycle link	C	Firm
Coalville, Cricketer's Estate to Harker Drive (6)	Cycle link	B	Firm
Coalville, Bardon Close to Bradgate Drive (12)	Cycle link	C	Firm
Coalville, London Road, Hotel Street to Forest Road Junction	Cycle link	C	Firm
Coalville, Holly Hayes to Hall Lane (Whitwick) and City of Dan to the Hockley (NCN 52 link) (25)	Cycle link	B	Firm
Coalville, Holly Hayes to Castle Rock	Cycle link	B	Firm
Coalville, Hoo Ash Roundabout	Cycle improvements	C	Firm
Coalville, Mantle Lane	Cycle improvements at railway bridge	C	Firm
Coalville, Stephenson Way to Green Lane	Cycle link	C	Firm
Coalville, Stephenson Way to Torrington Avenue	Cycle link	C	Firm
Wigston, Aylestone Lane	Shared use footbridge	C	Firm
Central Leicestershire, various	Cycle network signing and promotion in conjunction with Leicester City - Phase 1	C	Firm
B582, Whetstone, Enderby Road, Railway Bridge to Victoria Road	Off road cycle track	C	Firm
Various - Prioritised on LSTF Package Areas	Cycle / pedestrian user campaign	C	Firm
Various - Prioritised on LSTF Package Areas	Cycle parking	C	Firm
Various - Prioritised on LSTF Package Areas	Grants to businesses	C	Firm
Various - Prioritised on LSTF Package Areas	Low cost sustainable travel improvements	C	Firm
Various - Prioritised on LSTF Package Areas	Rights of way network improvements	C	Firm
Various - Prioritised on LSTF Package Areas	Discretionary footway improvements - countywide	C	Firm

Proposed scheme	Details	Cost band	Status
<b>Block: Accessibility and connectivity</b>			
A426- contribution - toucanising Grange Drive pelican as part of A426 corridor	BBAF	C	Firm
A426 bus corridor, committed contribution towards A426 Bus Corridor Project	BBAF	B	Firm
Real Time Information (RTI) development		A	Firm
Charnwood, Shepshed, Leicester Road	Leicester Road and Kirkhill - review parking restrictions/ investigation of narrowing caused by parking	C	Firm
Charnwood, Loughborough	Ashby Road (A512) / Epinal Way Yellow boxes at RAB/ signal improvements	C	Firm
Various bus stop improvements	Bus stop improvements	C	Firm
Rural Bus Partnership	Grant support to local communities for bus shelters	C	Firm
A426 – County Arms Junction – investigation of slip lane into Little Glen Road	BBAF	C	Reserve
Melton, Gaddesby, Ashby Road		C	Reserve
<b>Block: Network performance and reliability</b>			
M1 J21 improvements to ASDA roundabout and the link road to the M1	Network improvements	A	Firm
A6 Derby Road/Bishop Meadow Road, Loughborough. Dedicated left turn lane on the A6 outbound approach to improve the capacity in the PM peak period	Network improvements	B	Firm
Ashby Road/ Fredrick Street, Loughborough. Junction modification to allow for a short bus lane with pre-signals on Ashby Square.	Network improvements	C	Firm
Coalville Congestion and Parking study - minor schemes	Network improvements	C	Firm
Hinckley urban area (including Earl Shilton and Barwell)	Advanced Design for future programme	Subject to outcomes of investigatory work (see feasibility)	

Proposed scheme	Details	Cost band	Status
<b>Block: Road safety</b>			
Miscellaneous carry over (from 12/13)		C	Firm
Wistow, Newton Lane, between Wigston and Wistow	Route signing and lining improvements	B	Firm
Ashby de la Zouch, Market Street	Refuges, carriageway markings, coloured surfacing	B	Firm
A60 Loughborough, King St, Wharncliffe Road and Queens Road	Pedestrian refuges with lining improvements	B	Firm
A426 Lutterworth to Whetstone	Route signing and lining improvements	B	
Various	Signing, lining and surface improvements	B	
Syston, Melton Road, junction with High Street	Double mini-roundabout and refuges	B	
B676 Burton on the Wolds, Loughborough Road junction with Prestwold Lane	Visibility improvements, signing	C	
A607 Thurmaston, Newark Road junction with Leicester Road and Oadby Road	Gap closure and signing	C	
A5199 Wigston, Bull Head Street junction with Leicester Road and Oadby Road	Signalisation of roundabout	B	
Loughborough, Contribution to Inner Relief Road	LIRR	B	
<b>Block: Feasibility</b>			
South-west Leicester and Leicestershire Study	Network study / development work to inform future programmes	C	Firm
A50 Bus corridor - bus corridor into City	Undertake study / plan / design work in liaison with the City Council for corridor improvements into the City		
Hinckley urban area (including Earl Shilton and Barwell)	Network study / development work to inform future programmes	B	Firm
A5199 bus corridor - Wigston	Undertake study / plan / design work for corridor improvements, including review of bus lane hours and better road configuration between Wigston and Leicester	B	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		



## 2013/14 Programme of Capital Maintenance Schemes

## Blaby

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A47 Hinckley Road, LFE - Desford Road to LFE	Surface dress	C	Firm
A563 Soar Valley Way, Enderby - approach to Everards Island	Resurface	B	Firm
A563 Soar Valley Way, Enderby - eastbound between Everards and city boundary island	Resurface	A	Reserve
A563 Everards Island, Enderby - entire island	Resurface	A	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
B581 Station Road, Elmesthorpe - Wilkinson Lane - Burbage Common	Resurface	B	Firm
B582 Little Glen Road, Glen Parva - Bayswater to railway bridge	Resurface	B	Firm
C3103 The Square, Glenfield - The Square and approaches	Resurface	B	Firm
C6706 Hinckley Road, Stoney Stanton - urban section	Resurface	B	Firm
B4114 Coventry Road, Cosby / Croft - Marion's Way to railway bridge	Resurface	B	Reserve
<b>Unclassified road network</b>			
Watergate Lane, Braunstone - between Meridian East and Lubbesthorpe Way bridges	Resurface	C	Firm
Hill Lane, Countesthorpe - Lutterworth Road to Cosby Road	Resurface	C	Firm
Hill Lane, Countesthorpe - disused railway line to Willoughby Road	Resurface	C	Firm
Hill Lane, Countesthorpe - Cosby Road to disused railway	Resurface	B	Firm
Lubbesthorpe Road, Braunstone - phase 2	Repair concrete carriageway	B	Firm
Earl Shilton Road, Thurlaston - Church Street - Thurlaston Lane Phase 1 of 3	Haunch	B	Reserve
Stanton Road, Sapcote - Spa Drive - Sapcote Road	Resurface	C	Reserve
Frith Close, Glenfield - entire length	Resurface	C	Reserve
Dog and Gun Lane, Whetstone - throughout	Resurface	B	Reserve
<b>Footway network</b>			
Gwendolin Drive, Countesthorpe - Laurel Drive - Station Road	Resurface footway	B	Firm
Countesthorpe Road, Blaby - elevated footway near Crow Mill bridge	Resurface footway	B	Firm
Bradshaw Avenue, Glen Parva - Grange Drive - road end	Resurface footway	B	Firm

Proposed scheme	Details	Cost band	Status
<b>Footway network (continued)</b>			
Gillam Butts, Countesthorpe - entire length	Resurface footway	C	Firm
Tophall Drive, Countesthorpe - entire length	Resurface footway	C	Firm
Marston Crescent, Countesthorpe - entire length	Resurface footway	C	Reserve
Milton Street, Narborough - entire length	Resurface footway	C	Reserve
Mill Lane, Enderby - John Street - King Street	Resurface footway	C	Reserve
Steyning Crescent, Glenfield - entire length	Resurface footway	B	Reserve
Boswell Street, Narborough - entire length	Resurface footway	C	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		

## Charnwood

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A5630 Leicester Road, Anstey - A5630/A46 island	Resurfacing	B	Firm
A6 Derby Road, Loughborough - Dishley Grange - Hathern Drive	Resurfacing	B	Firm
A6004 Belton Road, Loughborough - Jubilee Drive - Belton Road West	Resurfacing	B	Reserve
A6006 Paddys Lane, Wymeswold - Hades Lane - District boundary	Resurfacing	B	Reserve
A60 Nottingham Road, Cotes - Railway bridge - river bridge	Overlay	C	Reserve
A512 Ashby Road, Loughborough - Schofield Road - Holywell Way	Resurfacing	B	Reserve
A512 Ashby Road, Loughborough - Greenclose Lane - Radmoor Road	Resurfacing	B	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
C3208 Shepshed Road, Ulverscroft - Beacon Crossroads	Resurfacing	C	Firm
B591 Nanpantan Road, Charley - Whittle Hill Crossroads	Resurfacing	C	Firm
C3212 Belton Street, Shepshed - Market Place - Britannia Street	Resurfacing	C	Firm
C4303 Twyford Road, South Croxton - B6047 to Main Street	Overlay	A	Firm
C6204 Meadow Lane, Loughborough - Clarence Street to Belton Road	Resurfacing	C	Reserve
C3207 Syston Road, Cossington - A607 roundabout - Main Street	Overlay	B	Reserve
C7204 Charley Road, Ulverscroft - B591 to Beacon Road	Overlay	B	Reserve
B5350 Forest Road, Loughborough - Kingfisher Road to Royland Road	Resurfacing	B	Reserve
<b>Unclassified road network</b>			
Narrow Lane, Wymeswold - Wolds Farm - village	Haunch and overlay	B	Firm
Fowke Street, Rothley - entire length	Resurfacing	B	Firm
New Street/ Wards End, Loughborough - joint to joint and all New Street	Resurfacing	C	Firm
Halstead Road, Mountsorrel - surface dress joint to surface dress joint	Resurfacing	C	Firm
Blount Road, Thurmaston - entire length	Resurfacing	B	Firm
Ridgeway Drive, Thurmaston - entire length	Resurfacing	C	Firm
Ferndale Road, Thurmaston - entire length (concrete carriageway)	Resurfacing	B	Firm
George Yard, Loughborough - all	Resurfacing	C	Reserve
Weldon Road, Loughborough - entire length	Resurfacing	C	Reserve
Swingbridge Road, Loughborough - entire length	Resurfacing	B	Reserve
Festival Drive, Loughborough - entire length	Resurfacing	C	Reserve
Sullivan Way, Loughborough - entire length	Resurfacing	C	Reserve
The Warren, East Goscote - entire length	Resurfacing	C	Reserve
Moira Street, Loughborough - entire length	Resurfacing	B	Reserve

Proposed scheme	Details	Cost band	Status
<b>Footway network</b>			
Bradgate Road, Anstey - Hollow Road - the church	Resurfacing	C	Firm
New Ashby Road, Loughborough - replace slabs with bituminous	Resurfacing	B	Firm
Garendon Green, Loughborough - replace slabs with bituminous	Resurfacing	B	Firm
Broadgate Close, Birstall - entire length	Resurfacing	C	Firm
Belton Street, Shepshed - Market Place to mini roundabout one side	Resurfacing	C	Firm
Sunny Hill Road, Loughborough - entire length	Resurfacing	C	Firm
Hill Top Road, Loughborough - entire length	Resurfacing	C	Firm
Barkby Lane, Syston - railway bridge	Resurfacing	C	Firm
Atherstone Road, Loughborough - replace slabs with bituminous - one side	Resurfacing	B	Firm
Farndale Road, Loughborough - replace slabs with bituminous - one side	Resurfacing	B	Firm
Holt Rise, Shepshed - entire length	Resurfacing	C	Firm
Garendon Green, Loughborough - Alan Moss Road - Garendon Green	Resurfacing	C	Reserve
Gracedieu Road, Loughborough - replace slabs with bituminous - one side	Resurfacing	B	Reserve
Willow Road, Loughborough - replace slabs with bituminous one side	Resurfacing	B	Reserve
Broadway, Loughborough - replace slabs with bituminous - one side	Resurfacing	B	Reserve
Sullivan Way, Loughborough - entire length	Resurfacing	C	Reserve
Swingbridge Road, Loughborough - entire length	Resurfacing	C	Reserve
Nottingham Road, Loughborough - Broomhead Street - Morley Street	Resurfacing	B	Reserve
Woodthorpe Avenue, Loughborough - north side of Shelthorpe Road	Resurfacing	C	Reserve
Shelthorpe Avenue, Loughborough - south side of Shelthorpe Road	Resurfacing	C	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		

## Harborough

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A4304 Coventry Road, Fairfield Road to Fardon Road	Repair failed areas	C	Firm
A4304 Coventry Road, Fardon Road to Fairfield Road	Resurface	B	Firm
A4303 Lutterworth Road, M1 Junction 20 Roundabout	Repair failed areas and resurface part	B	Firm
A6, Leicester Road, Foxton, Roundabout A6 junction B6047	Resurface	B	Reserve
A4304, Rockingham Road , Market Harborough, Kettering Road / St Mary's Road Junction	Resurface	B	Reserve
A426, Leicester Road, Lutterworth, Hall Lane to Cauldwell Lane	Resurface	B	Reserve
A5199, Welford Road, Arnesby, Blaby Dist boundary to Arnesby Village	Retexture	C	Reserve
A5199, Welford Road, Welford, Glebe Farm to County boundary	Drainage, kerbing and overlay	B	Reserve
A47, Uppingham Road, East Norton, County boundary to Rickstead Farm	Resurface	B	Reserve
A47, Uppingham Road, East Norton, Rickstead Farm to Keythorpe Grange	Resurface	B	Reserve
A426, Lutterworth Road , Dunton Bassett, lay-by opposite Slip Inn Quarry	Reconstruction	C	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
C9412 Fairfield Road, Abbey Street to Leicester Road	Resurface	B	Firm
B6047 Melton Road, Railway Bridge to crossroads	Resurface	B	Firm
C5305 Oakham Road, Main Street to Hyde Lodge Road	Resurface	B	Firm
B6047 Leicester Road, Tilton Lane to Leicester Road	Footways, kerb and resurface c/way	B	Firm
C9410 Welland Park Road, Welland Park Road Roundabout	Resurface	B	Reserve
C7405, Slawston Road, Welham, Welham Lane to Brook Bridge	Haunching	B	Reserve
C9408, Kettering Road, Market Harborough, Cherry Tree Public House to Gorses Lane	Resurface	B	Reserve
C3404, Main street, Great Glen, London Road to Church Road	Resurface	C	Reserve
C6607, Main Street, Gilmorton, Ashby Road to Mill Lane	Resurface	B	Reserve
C5307, Skeghill Road, Lowesby, Cold Newton to Lowesby	Resurface	B	Reserve
C6403, East Norton Road, Hallonton, Allexton Road to Crackbottle Road	Haunch	B	Reserve
C4306, Keyham Lane East, Keyham, Beeby Road to Keyham Lane	Haunch and kerb bends	C	Reserve
B6047, Melton Road, Bilesdon, first lay-by south of A47 junction	Reconstruct lay-by carriageway	C	Reserve
C7610, George Street, Lutterworth, Market Street to Church Street	Resurface	C	Reserve
B664, Main Street, Medbourne, Paynes Lane to Uppingham Road	Resurface	B	Reserve

Proposed scheme	Details	Cost band	Status
<b>Unclassified road network</b>			
Barkby Lane, Scraftoft, City boundary to Main Street	Resurface	C	Firm
Burnmill Road, Great Bowden, Alvington Road to Main Street	Haunch, kerb, drainage and resurface	B	Firm
Holt Road, Nevill Holt, Uppingham Road to Nevill Holt	Haunch and overlay sections	C	Firm
Newbold Road, Owston, Owston to Newbold	Resurface	C	Firm
Various, Harborough area	Cattle grid removal	B	Firm
Various, Harborough area	Cattle grid replacement	B	Firm
Gaulby Lane, Gaulby, Palace Hill to Billesdon Road	Resurface	B	Firm
Back Lane, Tilton on the Hill, Leicester Road to Village	Reconstruction	B	Firm
Allextion Road, Hallaton, East Norton Road to Fearn Farm Entrance	Haunch and overlay sections	B	Reserve
Ingersby Lane, Houghton-on-the-Hill, Uppingham Road to Tilton Lane	Resurface	B	Reserve
Moorebarns Lane, Lutterworth, bypass bridge to end	Haunch and overlay	B	Reserve
<b>Footway network</b>			
Newstead Avenue and Bennion Road Thurnby	Footway reconstruction	C	Firm
Ireton Road, Market Harborough, Burford Close to Fairfax Road	Footway reconstruction	B	Firm
Pride Place, Market Harborough, Stuart Road to Ireton Road	Footway reconstruction	C	Firm
Rupert Road, Market Harborough, Fairfax Road to Rochester Gardens	Footway reconstruction	C	Firm
Crescent Road, Lutterworth, Central Avenue to Lower Leicester Road	Footway reconstruction	B	Firm
Cromwell Road, Great Glen – Rupert Way to Naseby Way	Footway reconstruction	C	Reserve
Stuart Road, Market Harborough – Western Avenue to Newcombe Street	Footway reconstruction	B	Reserve
Dunley Way, Lutterworth – Crescent Road to Sherrier Way	Footway reconstruction	C	Reserve
Fairfax Road, Market Harborough – Stuart Road to Western Avenue	Footway reconstruction	C	Reserve
Cromwell Crescent, Market Harborough – Rowan Avenue to Bath Street	Footway reconstruction	B	Reserve
Central Avenue, Lutterworth – Leicester Road to Crescent Road	Footway reconstruction	C	Reserve
Sherrier Way, Lutterworth – Dudley Way to Swift Way	Footway reconstruction	C	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		

## Hinckley and Bosworth

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A50 Roundabout at A50 / A46, Groby	Resurfacing	B	Firm
A50 Field Head Roundabout, Markfield	Resurfacing	B	Firm
A50 Bradgate Hill, Groby	Surface dressing	C	Firm
A444 Atherstone Road / Burton Road, Twycross	Surface dressing	C	Firm
A511 Shaw Lane, Markfield	Resurfacing	A	Reserve
A447 Hinckley Road / Ashby Road, Nailstone / Osbaston	Surface dressing	C	Reserve
A444 Main Road, Twycross	Resurfacing	B	Reserve
A447 Instock Road, Nailstone	Surface dressing	C	Reserve
A50 Markfield Road, Groby	Surface dressing	C	Reserve
A447 Ashby Road, Osbaston	Surface dressing	C	Reserve
A47 Dodwells Road, Hinckley	Resurfacing	B	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
B4116 Sheepy Road, Twycross	Resurfacing	C	Firm
C7705 Station Road, Hinckley	Resurfacing	C	Firm
B4669 Sapcote Road, Burbage	Resurfacing	B	Firm
C4106 Leicester Road, Groby	Resurfacing	C	Firm
C5108 Leicester Road, Markfield	Resurfacing	C	Firm
C4107 Groby Road, Ratby	Resurfacing	B	Firm
C6118 Park Street, Market Bosworth	Resurfacing	B	Firm
B4667 Lower & Upper Bond Street, Hinckley	Resurfacing	B	Firm
C7708 Westfield Road, Hinckley	Resurfacing	B	Firm
C5116 Stapleton Lane, Barwell	Resurfacing	B	Reserve
B590 Hawley Road, Hinckley	Resurfacing	B	Reserve
C5114 Mill Street & High Street, Barwell	Resurfacing	B	Reserve
<b>Unclassified road network</b>			
Coton Bridge Lane, Market Bosworth	Resurfacing	B	Firm
Tinsel Lane, Sheepy	Resurfacing	C	Firm
Newton Road, Hinckley	Large patches	C	Firm
Whittle Road, Hinckley	Large patches	C	Firm
Flemming Road, Hinckley	Large patches	C	Firm
Old School Lane, Bagworth	Resurfacing	C	Firm
John Street, Hinckley	Resurfacing	B	Firm
Castle Street, Hinckley	Resurfacing	C	Firm
Market Place, Hinckley	Resurfacing	C	Firm
<b>Footway network</b>			
A447 Ashby Road, Hinckley (Phase 1)	Resurfacing	C	Firm
Woodbank Road, Groby	Resurface	B	Firm
B4669 Sapcote Road, Burbage	Resurface	B	Firm
A447 Ashby Road, Osbaston	Resurface	C	Firm
B578 Hinckley Road, Burbage	Resurface	B	Firm
C5116 Stapleton Lane, Barwell	Resurface	C	Reserve

Proposed scheme	Details	Cost band	Status
<b>Footway network (continued)</b>			
B4666 Coventry Road, Hinckley 1	Resurface	B	Reserve
B4666 Coventry Road, Hinckley 2	Resurface	B	Reserve
Grove Road, Burbage	Resurface	B	Reserve
Elmesthorpe Lane, Earl Shilton	Resurface	B	Reserve
St Martins Drive, Desford	Resurface	C	Reserve
Jacqueline Road, Markfield	Resurface	B	Reserve
A447 Ashby Road, Hinckley (Phase 2)	Resurfacing	C	Reserve
Wood Street / The Hollow, Earl Shilton	Resurfacing	B	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		



## Melton

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A606 Burton Street, Sherrard Street – Ankle Hill	Carriageway resurfacing	B	Firm
A607 Melton Road, Goadby Road – Mere Road	Carriageway resurfacing	C	Firm
A607 Waltham Road, Lag Lane – Lodge Farm	Carriageway resurfacing	B	Firm
A607 Leicester Road, Roundabouts (Edendale / Lake Terrace)	Carriageway resurfacing	C	Reserve
A607, Grantham Road, Croxton Kerrial, Saltby Road Crossroads	Carriageway resurfacing	C	Reserve
A607, Melton Road, Waltham On The Wolds, Lings Hill (Between Surfacing Joints)	Carriageway resurfacing	B	Reserve
A6006, Main Road, Asfordby Valley, Roundabout - Welby Road	Carriageway haunching and Resurfacing	B	Reserve
A6006, Paddys Lane, Old Dalby, All	Carriageway haunching and Resurfacing	B	Reserve
A606, Oakham Road, Leesthorpe, Burton Bridge - Whissendine Road (Phase 1)	Surface dressing	C	Reserve
A607, Thorpe Road, Melton Mowbray, Stafford Avenue - Norman Way	Carriageway resurfacing	B	Reserve
A607, Norman Way, Melton Mowbray, St Mary's Street - Snow Hill	Carriageway resurfacing	B	Reserve
A606, Melton Road, Asfordby Hill, Halfway House - Sysonby Grange Lane	Surface dressing	C	Reserve
A606, Melton Road, Little Dalby, Whissendine Road - Burton Bridge (Phase 2)	Surface dressing	C	Reserve
A607, Melton Road, Waltham On The Wolds, Freeby Lane - Fairfield	Surface dressing	C	Reserve
A6006, Asfordby Road, Melton Mowbray, Quorn Avenue - Wilton Road	Carriageway resurfacing	C	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
C7309 King Street, Manor House - Church Street	Carriageway resurfacing	B	Firm
C5304 Somerby Road, Main Street – High Street	Carriageway haunching and Overlay	B	Firm
C6302 Station Lane, Approaches to Railway (x2)	Carriageway resurfacing	C	Firm
C8304 Belvoir Road, Castle View Road – Muston Gorse Farm	Carriageway haunching and overlay	B	Firm
B676 Coston Road, Village Centre (including Saxby Village)	Carriageway resurfacing	B	Firm
C7312 Wymondham Drift, Main Street – Sewstern Road	Carriageway resurfacing	C	Firm
C8308 Sutton Road, adjacent overbridge	Carriageway strengthening and overlay	B	Firm
B6047, Dalby Road, Melton Mowbray, Aerodrome Farm - Crown Hill	Carriageway haunching and overlay	B	Reserve
B676, Saxby Road, Garthorpe, north of Garthorpe	Carriageway haunching	B	Reserve
C7310, St Bartholomews Way, Melton Mowbray, Horseguards Way - Nottingham Road	Carriageway haunching and resurfacing	B	Reserve
C8309, Orston Lane, Bottseford, Railway - Longhedge Lane Industrial Estate	Carriageway resurfacing	B	Reserve
C7302, Lawn Lane, Old Dalby, Wood Hill - Six Hills Lane	Carriageway resurfacing	B	Reserve
C8304, Stathern Lane, Harby, Harby Lane - Pinfold Place	Carriageway resurfacing	A	Reserve

Proposed scheme	Details	Cost band	Status
<b>Non principal road network (B &amp; C roads) (continued)</b>			
C6301, Asfordby Road, Hoby, Washstones Lane - Loughborough Road	Carriageway haunching and resurfacing	B	Reserve
<b>Unclassified road network</b>			
Woodfold Lane – All	Carriageway resurfacing	B	Firm
Little Dalby Road, All – various sections	Carriageway resurfacing	B	Firm
Gibsons Lane, Paddys Lane – Lower Grange Farm	Carriageway resurfacing	B	Firm
Ironstone Lane - All	Carriageway resurfacing	B	Firm
King Street, St Mary's Way – Windsor Street	Carriageway resurfacing	C	Firm
Beler Way, A607 – Pate Road	Carriageway resurfacing	C	Firm
Fernley Crescent, New development – existing road	Carriageway resurfacing	C	Firm
Longcliff Hill, Nottingham Lane – Main Road	Carriageway resurfacing	B	Firm
The Glebe – All	Carriageway resurfacing	B	Firm
Buckminster Road, Sproxtun, Royces Plantation - Coston Lodge West	Carriageway haunching and overlay	B	Reserve
Croxton Lane, Hartson, Knipton Road - Track	Carriageway haunching and overlay	B	Reserve
Main Steet, Freeby, Grange Farm - Main Street	Carriageway haunching and Resurfacing	B	Reserve
Melton Lane, Burrough On The Hill, All	Carriageway haunching and resurfacing	B	Reserve
Whissendine Lane, Cold Overton, Main Street - County boundary	Carriageway resurfacing	B	Reserve
Glebe Road, Wymondham, Main Street - Railway crossing	Carriageway resurfacing	B	Reserve
Landyke Lane, Scalford, Grange Farm - Melton Road	Carriageway haunching and resurfacing	B	Reserve
Nottingham Lane, Old Dalby, Wood Hill - County Boundary	Carriageway resurfacing	B	Reserve
Muston Gorse Road, Redmile, Belvoir Farm - Woolsthorpe Road	Carriageway resurfacing	B	Reserve
<b>Footway network</b>			
A607 Wilton Road, Leicester Road – Dalby Road	Footway works	C	Firm
A607 Leicester Road, Lady Wilton Bridge	Footway works	C	Firm
A606 Sherrard Street, Outside Museum and Morrisons	Footway works	C	Firm
West Avenue, Arden Drive – Charnwood Drive	Footway works	C	Firm
Windsor Street, All	Footway works	C	Firm
Nottingham Street, All (including High Street)	Footway works	C	Firm
Dieppe Way (Estate), Melton Mowbray, All (various link footpaths)	Footway works	B	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		

## North West Leicestershire

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A511 Beveridge Lane junction	Resurfacing	B	Firm
A511, Roundabout at Flagstaff, Ashby-de-la-Zouch, Flagstaff	Resurfacing carriageway	B	Reserve
A444, Roundabout at Appleby Magna	Resurface carriageway	B	Reserve
A511, Stephenson Way, Coalville NCP, Thornborough Road junction	Resurface carriageway + HFS	C	Reserve
A511, Ashby Road, Ashby-de-la-Zouch, boundary island	Resurfacing carriageway	C	Reserve
A453, Ashby Road, Castle Donington, Duck's Nest island	Resurfacing carriageway	C	Reserve
A453, Moor Lane, Breedon on the Hill, A42 island and north of same	Resurfacing carriageway	B	Reserve
A447, Melbourne Road, Ibstock, Ashby Road junction	Resurfacing carriageway	B	Reserve
A511, A511, Coleorton and Ravenstone with Snibstone, Sinope	Resurfacing carriageway	B	Reserve
A453, A453, Breedon on the Hill, Bouncing Hill	Resurfacing carriageway	B	Reserve
A511, Bardon Road, Coalville NCP, Quarry to Grange Road	Resurfacing carriageway	B	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
B4116 Measham Road	Resurfacing carriageway	B	Firm
C7207 Broom Leys Road	Resurfacing carriageway	C	Firm
C8113, C7117 High Street	Resurfacing carriageway	B	Firm
C7112 Snarestone Road	Resurfacing carriageway	C	Firm
B585 Ellistown Terrace and Station Road	Resurfacing carriageway	B	Reserve
B5324, Rempstone Road, Worthington, Elder Lane to Top Road	Resurfacing carriageway	C	Reserve
C7130, Reg's Way, Ellistown and Battleflat, Beveridge Lane for 300m	Resurfacing carriageway	B	Reserve
C8214, Hilltop, Castle Donington, roundabout	Resurfacing carriageway	C	Reserve
C7120, Derby Road, Ashby-de-la-Zouch, Market Street to Burton Road	Resurfacing carriageway	B	Reserve
C7115, Beveridge Lane, Ellistown and Battleflat, Rushby Road island	Resurfacing carriageway	C	Reserve
C7119, Main Street, Ashby Woulds, Occupation Lane to County boundary	Resurfacing carriageway	B	Reserve
<b>Unclassified road network</b>			
Beaumont Avenue, Ashby	Resurfacing carriageway	C	Firm
James Street, Coalville	Resurfacing carriageway	C	Firm
Corkscrew Lane, Coleorton	Haunch	C	Firm
Whatton Road, Kegworth	Resurfacing carriageway	C	Firm
Market Place, Kegworth	Resurfacing carriageway	C	Firm
Gelscoe Lane to Mill Lane, Breedon on the Hill	Haunch	C	Firm
Peterfield Road, Whitwick	Resurfacing carriageway	C	Firm
Avenue Road, Belvoir Road to Forest Road	Resurfacing carriageway	B	Firm
Loughborough Road, Coalville, service road	Resurfacing carriageway	C	Reserve
Market Street, Coalville NCP, Memorial Square to end	Resurfacing carriageway	C	Reserve
Scotlands Drive, Coalville NCP, Forest Road to end	Drainage / footway	C	Reserve

Proposed scheme	Details	Cost band	Status
<b>Unclassified road network (continued)</b>			
Scotlands Drive, Coalville NCP, Forest Road to end	Drainage/ Footway	B	Reserve
Scotlands Drive, Coalville, Forest Road to end	Resurface carriageway	C	Reserve
Highfield Street, Coalville, Gutteridge Street to No. 46	Resurfacing carriageway	C	Reserve
Briton Lodge Close, Ashby Wolds, Ashby Road to end	Resurfacing carriageway	C	Reserve
<b>Footway network</b>			
C5112 Belvoir Road	Resurface footway	C	Firm
C7210 High Street	Resurface footway	C	Firm
Melbourne Road	Resurface footway	C	Firm
Garendon Road	Resurface footway	C	Firm
St Micheal's Drive	Resurface footway	C	Firm
Rosslyn Road	Resurface footway	B	Firm
Bonchurch Close	Resurface footway	C	Firm
Melbourne Street	Resurface footway	C	Firm
Fenton Close	Resurface footway	C	Firm
Hill Street	Barrier works	C	Firm
Dryden Close, Measham, Fenton Crescent to end	Resurface footway	B	Reserve
Forest Road, Coalville, junction London Road	Resurface footway	C	Reserve
Holly Hayes Road, Whitwick, Old City of Dan to end	Resurface footway	C	Reserve
Martin Close, Whitwick, School Lane to end	Resurface footway	C	Reserve
Bonchurch Road, Whitwick, Castle Street to end	Resurface footway	C	Reserve
Henson's Lane, Coalville NCP, Loughborough Road to Main Street	Resurface footway	C	Reserve
Station Drive, Ashby Wolds, Ashby Road to end	Resurface footway	C	Reserve

**KEY:**

Cost band		Status	
A	Over £200,000	Firm	Currently proposed for delivery in 2013/14
B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		

## Oadby &amp; Wigston

Proposed scheme	Details	Cost band	Status
<b>Principal road network (A roads)</b>			
A6 Glen Road, Ash Tree Road junction both sides	Resurface	B	Firm
A6 Glen Road, Oadby - Waldron Drive to Hunters Way countybound	Resurface / Surface dress	B	Reserve
A6 Glen Road, Oadby - Hunters Way to Waldron Drive citybound	Resurface / Surface dress	B	Reserve
A6 Harborough Road, Oadby - Stoughton Road to Waldron Drive countybound	Resurface / Surface dress	B	Reserve
A6 Harborough Road, Oadby - Waldron Drive to Stoughton Road citybound	Resurface / Surface dress	B	Reserve
A6 Glenn Road, Oadby (District Boundary to Florence Wragg to roundabout)	Overlay and kerbs	A	Reserve
A5199 Leicester Road, Wigston - parts of dual carriageway - citybound	Resurface	B	Reserve
A5199 Leicester Road, Wigston - parts of dual carriageway - countybound	Resurface	B	Reserve
A5119 Bull Head Street roundabout	Retexture	C	Reserve
A6 Glen Road, Oadby (Florence Wragg to roundabout)	Resurface	B	Reserve
<b>Non principal road network (B &amp; C roads)</b>			
B5366 Saffron Road, Wigston - Railway bridge to St Thomas' Church	Resurface	B	Firm
B582 Bushloe End / Moat Street, Wigston - throughout	Resurface	B	Reserve
B582 Blaby Road, Wigston - St Thomas' Church to Tesco island	Resurface	B	Reserve
<b>Unclassified road network</b>			
Stoughton Drive South (Leics Road to Manor Road)	Resurface	B	Firm
Stoughton Drive South ( Manor Road to Gartree Road)	Resurface	B	Firm
Coombe Rise (part)	Resurface	B	Firm
Ash Tree Road (part)	Resurface	B	Firm
<b>Footway network</b>			
Coombe Rise, Oadby (parts)	Resurface	B	Firm
Homestead Drive, Wigston	Reconstruct footway	B	Firm
Cottage Road, Wigston	Reconstruct footway	C	Firm
Kirkdale Road, Wigston	Reconstruct footway	C	Firm
Mere Road, Wigston	Reconstruct footway	C	Firm
Shipston Hill, Oadby	Reconstruct footway	B	Reserve
Highleys Drive, Oadby	Reconstruct footway	B	Reserve

Proposed scheme	Details	Cost band	Status
<b>Footway network (continued)</b>			
Gartree Road, Oadby	Reconstruct footway	C	Reserve
Clifford Street, Wigston	Reconstruct footway	C	Reserve
Leicester Road, Oadby (parts)	Resurface	B	Reserve
Horsewell Lane, Wigston	Reconstruct footway	C	Reserve

**KEY:**

Cost band		Status	
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B	£50,000 - £200,000	Reserve	May be delivered in 2013/14 subject to opportunity arising (for example due to cost savings on other schemes or slippage of other schemes)
C	Under £50,000		

**Appendix B: 2013/14 Risk Register**

*Risk assessment undertaken. Risk register in process of being developed.*

**Appendix C: Delivery of 2011/12 LTP3 Performance Indicators**

*Progress table on delivery of 11/12 PI targets to be added.*