



CABINET – 1ST APRIL 2014

NETWORK MANAGEMENT PLAN 2014-2026

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of Report

1. The purpose of this report is to seek approval of the Network Management Plan (NMP), which is appended to this report.

Recommendations

2. It is recommended:
 - a) That the second Network Management Plan, attached as the Appendix to this report, be approved subject to (b) below;
 - b) That the Director of Environment and Transport be authorised to make such minor adjustments as he considers necessary, including appropriate changes arising from consideration by the Cabinet, prior to the publication of the Plan in early April 2014.

Reasons for Recommendations

3. The recommendations are made in order to ensure that the County Council is able to publish its Network Management Plan by early April 2014.

Timetable for Decisions (including Scrutiny)

4. The draft NMP was considered by the Environment and Transport Scrutiny Committee on 20th March 2014. The comments of the Scrutiny Committee will be reported to the Cabinet.

Policy Framework and Previous Decisions

5. The current version of the NMP was published in April 2007.
6. The NMP was identified within the Local Transport Plan 3 (LTP3) as a key document to help the Authority deliver its LTP3. As the Local Highway Authority Leicestershire County Council is responsible for managing the traffic using its road network. By effectively managing the transport system the Authority can provide more consistent, predictable and reliable journeys for the movement of people and

goods. This helps to tackle congestion and environmental pollution and improves safety and accessibility for all road users.

Resource Implications

7. Preparation of the Network Management Plan has been funded from the Environment and Transport Department revenue budget.
8. The Director of Corporate Resources has been consulted on the financial implications of this report.

Circulation Under the Local Issues Alert Procedure

9. None.

Officer to Contact

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PART B

Background

10. The current version of the Network Management Plan (NMP) was published in April 2007.
11. Managing the road network, is vital to the future prosperity of Leicestershire. The Economic Assessment for Leicester and Leicestershire concluded that the transport system has a key role to play in helping local economic prosperity and growth. Given the impact of congestion on the economy a strategic approach is required, one which considers the causes of congestion, the impacts, the challenges and the possible solutions.
12. The NMP is a key document in helping to achieve the above. It sets out the strategic approach to managing and developing the highway network. Its implementation will help to ensure that Leicestershire's transport system is fit-for-purpose both now and in the future, helping to deliver both national and local objectives.

The Network Management Plan

13. A copy of the draft NMP is attached as the Appendix to this report.
14. The Leicestershire NMP sets out how the Authority will fulfil the network management duty. It explores:
 - The challenges faced
 - The needs of road users, highway authorities and utility companies
 - The causes of congestion
 - The impacts of congestion (both now and in the future)
 - Policies to deal with congestion
 - The transport services that the Authority will deliver
 - How Leicestershire's transport system (road and bus network) will be managed in order to help tackle congestion
 - What the Authority can do to address congestion.
15. The Leicestershire NMP contains actions that the Authority will be taking to ensure the plan is implemented. The actions are shown throughout the NMP but are also summarised in Appendix A of the draft NMP attached.
16. The policies that have been introduced, or will be introduced, to manage the network are shown at appropriate points throughout the Plan but are also summarised in Appendix B of the NMP.
17. To support the delivery of Leicestershire's LTP3 a robust monitoring framework has been put in place and existing LTP3 performance indicators will be used to measure the impact of the NMP.

Consultations

18. The draft Plan reflects the views of key partners and stakeholders. Further work will continue to refine its content, based on comments received from members and consultees, prior to publication.

Conclusions

19. The NMP is a key element in the delivery of Leicestershire's LTP3. The NMP's main aim is to deliver, at a minimum, goals 1 and 2 of LTP3. The delivery of these will contribute to the delivery of the other LTP3 goals.
20. The NMP will not only contribute to the delivery of local goals but will enable the Authority to meet its network management duty and contribute to delivering national objectives.
21. The NMP is key in helping to manage Leicestershire's road network, which is vital to the future prosperity of Leicestershire.
22. Given the impact of congestion on the economy the NMP will provide a strategic approach to congestion, one which considers the causes of congestion, the impacts, the challenges and the possible solutions.
23. Overall the NMP will help the Authority to have a holistic approach to network management in Leicestershire. This will help to deliver positive outcomes for our local economy and quality of life for the people who live, work and travel through Leicestershire County.
24. The NMP will be reviewed and refreshed on an annual basis. This will ensure that it reflects changes to national legislation and guidance, changes to local policies and new procedures and developments.

Background Papers

25. None.

Appendix

Draft Network Management Plan

Equal Opportunities Implications

26. The County Council has made a range of commitments to promote equality and diversity, and to reduce disadvantages and inequalities of opportunity. The aim of the NMP is to set out the Authority's strategic approach to how the network in Leicestershire is managed, maintained and improved.
27. The NMP supports various LTP3 goals including, an accessible and integrated transport system that helps promote equality of opportunity for all Leicestershire's residents, a transport system that improves the safety, health and security of residents and a transport system that helps to improve the quality of life for residents and makes Leicestershire a more attractive place to live, work and visit.

28. A poorly functioning, congested and/or unsafe transport system will have a negative impact on the economy, health, environment and quality of life. This could affect earning ability, reduce access to life opportunities (such as healthcare, education and training) and could lead to social isolation.
29. The NMP will focus on those areas that are most in need, and will provide the greatest benefits, particularly to the economy. Transport solutions that could help to address issues will help all users of the network, including the 9 protected characteristics.

Crime and Disorder Implications

30. The NMP recognises the importance of seeking to address fear of crime issues and emphasises the importance of managing Leicestershire's transport network to ensure that it provides a safe, high quality environment.

Environmental Implications

31. The NMP reflects the LTP3 long term Strategy. The Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) were consulted on as part of the October-November 2010 LTP3 consultation exercise. The results of this consultation were used to prepare an Environmental Statement, which was published with the LTP3 on 1st April 2011.

Partnership Working and Associated Issues

32. Working with key partners, such as the District and neighbouring Councils and the Highways Agency will be increasingly important in seeking to provide a better transport network in Leicestershire.

Risk Assessment

33. Delivery of the NMP will form an important part of the Department's business planning process. This process includes risk assessments for individual teams, schemes and initiatives, as appropriate.

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