



## **CHARNWOOD BOROUGH COUNCIL**

### **LEICESTERSHIRE LOCAL TRANSPORT PLAN 2000/2005 SUBMISSION**

#### ***General***

##### **Participation in the process**

Close working relationships with the County Council, Leicester City Council and other agencies have facilitated development of an integrated transport strategy for the Borough through the Local Transport Plans (LTP), the Development Plan and other initiatives. A workshop based seminar held in Loughborough in November 1999 involving a wide range of interests produced general consensus in support of the LTP.

##### **Strategy Development**

The vision of the Borough Council's Best Value Performance Plan (BVPP 1999-2003) is for Charnwood to be a place where everyone enjoys the highest achievable quality of life in housing, work, health and environment. There is a commitment to seek the reduction of the adverse impacts of motor traffic, including road safety, on quality of life and business efficiency, while recognising the need for efficient transport. Surveys of wards and a Citizens Jury show particular support for better public transport.

The Agenda 21, "Action for a Better Charnwood" Plan (1999) prepared with extensive participation and adopted by the Borough Council includes targets to reduce car journeys by 5% by 2010 & 12% by 2020, and to halve traffic accidents by 2020. Sustainability criteria are being developed by the Borough Council to monitor Council services and programmes.

##### ***Implementation Programmes***

###### **1995 to 2000**

Transport initiatives have focussed on Loughborough and Shepshed where people and transport issues are concentrated. The Borough Council has agency powers in Loughborough for some highway functions.

Between 1995 and 2000 the Borough Council invested about £1.85 million notably on pedestrian priority measures in Loughborough and Shepshed town centres, environmental improvement schemes, 8.5 km of cycle routes, 100 cycle parking racks and 36 new bus shelters in Loughborough (see Table 1).

**Table 1: Transport related schemes implemented between April 1995 and March 2000**

Measures	Cost (£)					Sub Totals
	95/96	96/97	97/98	98/99	99/00	
Cycling	94,000	131,000	131,350	31,500	45,000	432,850
Pedestrians	-	380,000	393,000	117,000	26,000	916,000
Bus Facilities	-	-	45,000	60,000	28,000	133,000
Traffic Management	-	-	14,000	20,000	6,000	40,000
Car Park Management	-	-	-	-	170,000	170,000
CCTV	-	-	-	17,000	17,500	34,500
Travel Awareness	-	-	-	-	5,000	5,000
Environmental Improvements	-	-	-	-	140,000	140,000
Health	-	-	3,000	3,000	5,000	8,000
Air Quality			10,000	10,000	10,000	30,000
Annual Totals	94,000	511,000	596,350	258,500	452,500	1,912,350

**2000 to 2005**

Table 2 shows a programme for 2000/2001 and an indicative programme to 2005.

The Borough Council wishes to see implementation of the Epinal Way extension and the A6 Inner Relief Road during this period. Both schemes would deliver environmental and economic benefits to Loughborough and will attract significant funding from related developments. Early implementation of the Inner Relief Road is a key element of the Town Centre Strategy. It would enable the creation of a stronger, better integrated and more attractive town centre readily accessible by car whilst allowing priority access within it to pedestrians, buses and cyclists.

**Table 2: Transport related schemes: Programme April 2000 to March 2005.****(Note: Figures marked ‘\*’ are indicative and there is no commitment at present)**

Measures	Cost (£) 2000/01	2001/02	2002/03	2003/04	2004/05
Cycling	42,000	80,000	80,000*	80,000*	80,000*
Pedestrians	67,500	20,000	20,000*	20,000*	20,000*
Bus Facilities	35,000	35,000*	35,000*	35,000*	35,000*
Ratcliffe Road, Lough. relief road	500,000	1,000,000	-	-	-
Traffic Management	60,000	60,000*	60,000*	60,000*	60,000*
Loughborough Town Centre Strategy	25,000*	25,000*	25,000*	25,000*	25,000*
Car Park Management	150,000	-	-	-	-
Travel Awareness	15,500	15,500	15,500	15,500	15,500
Loughborough Transport Study	10,000	-	-	-	-
Environmental Improvements	150,000	70,000	20,000	-	-
Health	10,000*	10,000*	10,000*	10,000*	10,000*
Air Quality	30,000	30,000*	30,000*	30,000*	30,000*
Total	1095,000	1,345,000*	295,500*	275,500*	275,500*

**Beyond 2005.**

The land-use transportation strategy will evolve having regard to new regional and strategic planning guidance, the Local Plan review, the outcome of Multi-Modal Studies for the M1 and A453 and the LTP's performance against targets. New development is expected to be directed to the main urban areas, including Loughborough, adding to pressures on local transport infrastructure. The Borough Council is working with the County Council to establish a longer term strategy for the Loughborough urban system.

At this early stage there are no pre-conceptions of how the strategy will evolve but an integrated and sustainable solution could include some, or all, of the following options:

- Enhanced public transport provision and interchange;
- Further routes and facilities for cyclists and pedestrians;
- Park and ride facilities tailored to local needs;
- Effective highway management allied to selective highway improvements. This would address provision of any further measures to reduce through traffic along the A6 corridor which might be needed in the light of the Multi-Modal Studies;
- Travel management measures for educational and other significant trip generators;
- Extensive travel awareness campaigns.

Measures would be funded by public and private sectors including development contributions.

## Contributions from new development

Applications are audited to ensure developments are safe and contribute appropriate sustainable transport infrastructure. Main examples include:

- *Redevelopment of Loughborough town centre opportunity site including the bus station for mixed use development of retail (7,250m<sup>2</sup>) and leisure/restaurants(8,000m<sup>2</sup>) plus 27 housing units:* off-street car parking restricted to 470 spaces; provision of part of the Inner Relief Road; enhanced central on-street bus interchange; extensive pedestrianised areas; secure, covered cycle parking, Staff Travel Plans.
- *6,800 sq m of retail warehousing/leisure/restaurant and 24 flats Broad St./Regent St., Loughborough:* off-street car parking restricted to 250 spaces; bus stop and pedestrian facilities, including along roads into the town centre.
- *Extension to Tesco, Park Road, Loughborough by 1778sq.m to a total of 6634sqm and car park extension:* off-street car parking restricted to 517 spaces; £10,000 contribution to two new bus shelters; Tesco are providing on-site, segregated cycle route.
- *Major expansion at AstraZeneca, Bakewell Road, Loughborough:* up to £25,000 towards the Blackbrook cycleway; up to £75,000 for local junction improvements to relieve congestion. The company are preparing a Travel Plan.
- *90 dwellings at Kendall Road, Sileby:* £34,000 for off-site traffic calming on village roads.

## Integration

### Land Use Planning

The Borough of Charnwood Local Plan for the period to 2006 has sustainable development at the heart of its strategy. Allocations emerged from a rigorous assessment of options with transport and accessibility representing key factors. Sites need to conform with strategic guidance to concentrate development in transport choice locations. Subject to endorsement of the Plan by the Inspector, who is due to report in June 2000, better integrated access will be sought by:

- Main employment allocations at Dishley Grange, Loughborough and at Rothley Lodge, Rothley will be developed using Travel Plans to reduce the traffic impact on the road network and better access for non-car modes. The Dishley Grange scheme includes a distributor road from the A6 enabling enhanced bus penetration;
- Major housing allocation south of Loughborough will fund the Epinal Way extension to help relieve congestion along the A6 towards the town centre, provide better bus links into the urban area, cycle links plus traffic management on neighbouring roads;
- Mixed use redevelopment proposed on land adjacent to Loughborough rail station will include a relief road around traffic-degraded housing, scope for rail based freight/industry and an enhanced transport interchange;
- Housing allocations at Barrow and Sileby utilising good bus and rail access will provide improved cycle and walking links to village centres. The Barrow allocation includes a relief road allowing safer movement through the village centre;

Implementation of the Loughborough Town Centre Strategy will provide a high quality environment, particularly for pedestrians, in an integrated central area. The A6 through the heart of the town is a barrier to achieving these aims. The Plan safeguards an A6 Inner Relief

Road to distribute traffic around the centre whilst releasing the former A6 corridor for buses, cycling and walking. The DETR plan to detrunk the A6 in April 2002 subject to outcome of the M1 Multi Modal Study.

Other Plan policies aim to gradually reduce car dependency, alleviate congestion and mitigate environmental problems.

### **Economic development, including social inclusion**

Cheaper forms of travel are vital to link pockets of deprivation with jobs and facilities. A 1999 survey of a sample of Loughborough employers identified complex shift patterns often incompatible with public transport access.

The Borough Council is the leading body for the Loughborough SRB Partnership which has part funded development of Loughborough Community Council's community transport scheme. The Council's current SRB submission for the Loughborough Outreach Partnership aims to reduce isolation and enhance the sustainability of village communities, improve community transport links, support rural communities and remote learning etc. A major objective will be "joined up services" from public and voluntary agencies with a central contact point for relevant agencies.

### **Crime and Disorder**

Crime prevention is given high priority in the BVPP. The Borough Council is a partner in the Charnwood Community Safety Partnership's 'Crime and Disorder Reduction Strategy 1999-2002' which aims to reduce thefts of, and from, vehicles by 9% over 3 years. The target is for one Loughborough town centre car park with a history of high auto crime to achieve the AA Secure Standard by 2002.

A Boroughwide CCTV strategy is being developed in consultation with town and parish councils.

### **Climate change & air quality**

Green transport technology is being developed at Loughborough through research by CREST at the University (electric cars, fuel cell technology etc for the automotive industry), the BG Technology Research Centre (gas powered vehicles) and the MRETT (clean energy).

The Borough Council operates four dual fuel vehicles. More are planned, including perhaps staff pool vehicles.

The Borough Council is represented on the County Air Quality Forum. This acts to ensure a consistent approach to air quality reviews, share expertise and good practice and co-ordinate the public presentation of complex data.

The Charnwood Air Quality Review and Assessment is nearing completion. Current evidence suggests Air Quality Management Orders may be needed along the A6 corridor through Loughborough. A major review of air pollution monitoring activities in mid-1999 following the Stage 1 Air Quality Review increased to 29 the number of sites in the Borough being monitored for traffic derived emissions with particular emphasis on identified hot spots.

During 1999 £50,000 was invested in new real time air pollution monitoring equipment. About £30,000 is spent annually on collecting air pollution data. A 'Don't Choke Britain' day is held each year.

## **Noise**

Planning applications reports are audited where traffic noise could impact on a new development. Historical data from these exercises is retained.

## **Health**

Initiatives include:

- The Charnwood Health Forum bringing agencies together to generate an agreed programme to promote positive health;
- The Active Lifestyle GP Referral Scheme, a multi-agency initiative for referred patients giving 6 months participation in gentle activities with others of similar ability.
- Self Guided Walks leaflets encouraging people to become more socially and physically active. Walking is available to all regardless of income, age or location;
- Part of a consortium bid to the British Heart Foundation to increase numbers in Leicestershire walking regularly in the countryside.
- Promoting walking and cycling to school and work;

## ***Public Transport***

### **Bus travel and community transport**

The Borough Council will press for significant improvements to local bus provision through the Loughborough Quality Bus Partnership with the County Council, operators and users. Ongoing contributions include bus shelters and part funding the timetable booklet, market research and real time information.

A 'QBP Strategy' will be prepared in consultation with users and potential users establishing aims, objectives and targets to support the LTP. This would also address spending priorities, service development and training.

### **Public Transport Information and Interchange**

The Loughborough integrated timetable booklet raising awareness is on web sites of operators and some local businesses/organisations. The Charnwood On-Line web site is expected to provide this information for the public during 2000.

A central on-street bus interchange will be created during 2000/01 in Loughborough town centre following redevelopment of the existing bus station site. A study will be undertaken into the provision of improved bus facilities as part of the implementation of the overall town centre strategy embracing the Inner Relief Road and de-trunking of the A6. Funding will be sought for any necessary improvements that result.

Loughborough rail station is a key transport node in an edge of town location not currently well related to its potential catchment area. The priorities are to seek upgrading of facilities at the station and to improve accessibility by all modes, especially bus and cycle. Funding will be sought from related developments.

### **Passenger Rail Development**

The Borough Council supports rail development especially electrification of the Midland Main Line railway and the opening of local stations. The Council is a member of LANRAC,

the East Midlands and Sheffield Rail Forum and the Midland Main Line and Channel Tunnel Co-ordinating Committee.

### ***Walking and Cycling***

Loughborough Pedestrian and Cyclist Consultative Groups bring together a wide range of interests to progress schemes and develop policy issues. The 1997 Pedestrian Strategy for Loughborough will be reviewed and extended Boroughwide. A leaflet will be prepared to publicise the strategy and the pedestrian route network.

Pedestrians will benefit from extensions to the major Pedestrianisation schemes already implemented in Loughborough and Shepshed Town Centres, other environmental improvement schemes, and lighting improvements along walking and cycling routes.

The Borough has funded significant sections of on-road and off-road cycle routes in Loughborough including contributions to the National Cycle Network Route 6. The future programme is expected to focus on safer routes to schools, workplaces and other key destinations, improved access in and around the town centre, secure cycle parking and monitoring useage.

### ***Disability improvements***

An Access Group established in early 2000 brings together a wide range of interests. A programme of access audits will be undertaken for open spaces and central areas.

### ***Safety***

#### **Reduction of Speed and Road Casualties**

A review of potential traffic calming and speed reduction schemes Loughborough during 2000/01 will produce a prioritised programme of schemes. The intention is to implement one scheme per year.

### ***Freight***

The Borough Council will work with the Freight Quality Partnership for Leicester & Leicestershire, local authorities, operators and other interests to seek implementation of best practice in the delivery and distribution of goods by road. The aims will be to tackle problems caused by heavy commercial vehicles in environmentally sensitive locations in towns, villages and the countryside, and to press for opportunities to be taken which switch freight from road to rail and waterways.

### ***Travel Management***

#### **Parking Management**

The Borough Council supports the formation of a Countywide Parking Forum to develop a consistent approach to parking management which reduces competitive pressures between urban centres. The Loughborough Town Centre Car Parking Strategy' aims to change travel habits and reduce currently high levels of car commuting by:

- Setting public car park charges to favour short term and deter long term users;
- Discontinuing contract parking for commuters;

- A programme of residents parking schemes complementary to central area pedestrianisation, encouraging greater use of central car parks and wider use of non-car modes;
- Raising central area public off-street car parking charges. In December 1999 charges increased from £3.00 to £3.50 per day as part of the ongoing review;
- Managing changes so they do not disadvantage this area's economic position relative to competitors;
- Using flexible charging to encourage mixed mode travel and discourage car reliance;
- Ensuring highest standards of security, signage, lighting and access for all users of Council car parks;

During 1999/2000 £150,000 was spent on new ticket machines in principal public car parks to facilitate monitoring and customer use. Smart card ticketing is being introduced during 2000/2001. Ongoing development of the strategy will consider the potential for park and ride.

Outside Loughborough future requests for car parking to serve central areas will be assessed using accessibility profiles which aim to improve access across all modes.

### **Travel Plans and Awareness**

Initiatives include:

- An ongoing programme of Travel Awareness initiatives to heighten public awareness of policies and initiatives (£10,000 pa from 2000/2001);
- The Borough Council's Staff Travel Plan. Measures achieved include a Travel Pack, discounted bus travel, car share register and secure cycle parking. Further projects include better facilities for cyclists, home and flexible working and pool cars;
- The Loughborough Travel Plans Forum set up in October 1999 involves the 7 largest employers with in total about 5,000 staff. Initial successes have been Astra Zeneca's 'Travel' web site, and business funding of pilot peak hour bus services from the rail station to the main employment area. The Forum will be extended to encompass medium sized companies and groups of smaller businesses;
- Working with the County Council and schools to develop initiatives to reduce the contribution of school related traffic to congestion, particularly on roads into Loughborough. A number of local schools have bid to operate pilot schemes;
- Exploring opportunities to extend intranet shopping and home/workplace delivery amongst local retailers.

### ***Network Management***

#### **Highway Network Improvements**

The Borough Council has supported the Highway Agency's proposals for bus lanes along the A6 into Loughborough from the north and south and the improvement measures and roadspace allocation in the town centre and elsewhere along the route in the town. The scope to implement similar schemes along key routes elsewhere in the Submission area will be kept under review.