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## INTRODUCTION

**5.1** Whilst the Government requires that the objectives of the LTP are consistent with its own transport objectives, it recognises that local authorities are best placed to determine the balance of priorities and the extent to which strategies may need to be tailored to meet local circumstances.

**5.2** The objectives of the LTP are to be achieved through the delivery of a Strategy comprising a number of specific measures and Action Plans, outlined in Chapter 4. Whilst most, if not all, of the measures are applicable across the county, the relative emphasis to be placed on each measure must have regard to the local issues and opportunities prevalent in the different areas throughout the county.

**5.3** Within the overall framework of the countywide measures proposed, a number of Area Strategies have been developed, thereby allowing the differing needs of the local communities and particular problems or pressures to be reflected in the most appropriate way. The Area Strategy approach helps the local communities to be more effectively involved and for there to be wider ownership of the LTP.

**5.4** The areas under consideration for the LTP are detailed in separate sections within this chapter, and are shown in Figure 5.1:

- **Loughborough–Shepshed–Soar Valley Area** - This area is based on the former Loughborough - Shepshed package area, which was a successful package under the previous TPP process and therefore has a well developed transport strategy. The area has been extended south to join the Central Leicestershire area and now includes the villages in the Soar Valley, which have been the focus of development in recent years.
- **Hinckley and Earl Shilton Area** - There are particular issues regarding the pressure for development and the need for improvements to the A5 corridor and for a bypass to Earl Shilton (both in their own right and to allow development to proceed) and a need for complementary strategies with Warwickshire.
- **National Forest Area** - There are particular issues surrounding the old coalfield areas, in and around Coalville, Ashby Woulds and the National Forest. There is a strong cross border attraction between Ashby-de-la-Zouch and South Derbyshire and East Staffordshire, and therefore a need for complementary strategies with Derbyshire and Staffordshire on the A511 corridor. The Ashby Bypass Stage 2, for which funding has now been approved following the 1999-2000 provisional LTP submission, supports the needs of the area, and will overcome the significant concerns relating to the level of traffic currently passing through the centre of Ashby-de-la-Zouch. Measures proposed for the town centre will build on the environmental and economic benefits generated by the Bypass.
- **Castle Donington and Kegworth Area** - There are continuing development pressures in this area. The Examination Draft Regional Planning Guidance specifically highlights the area around East Midlands Airport as having potential for economic growth. There is indeed already significant development growth around the Airport, and the Airport itself is expected to grow significantly over the LTP period. There is a need to ensure sustainable access to the Airport and its surrounding area throughout this period of growth. There are also strong links to Derbyshire, Nottinghamshire and the Trunk Road network.  
  
Major studies into the most appropriate development for the area around Junction 24 of the M1 have recently been carried out, and the Government is carrying out, or is about to start, comprehensive multi-modal studies on traffic movements on the M1, A42(T) and A453 corridors.
- **Rural Areas** - Large parts of Leicestershire are rural in character. This Area Strategy enables strategies and programmes to be developed to address the particular problems facing rural areas and inter-urban travel. For the purposes of the LTP, the rural areas are defined as those areas falling outside the strategy areas noted above and the County Towns noted below. The boundaries between the County Towns and the Rural Areas are not strongly defined.

- **County Towns** - There is a need to develop strategies and programmes specifically tailored to the local circumstances in Melton Mowbray, Market Harborough and Lutterworth, within an overall policy framework.

## STRUCTURE

**5.5** The structure of each Strategy Area reflects the order in which the Action Plans have been developed in Chapter 4, although Action Plan headings are only given for which there is a particular local application. Not all of the Strategy Areas will therefore have entries under all of the Action Plan headings.

## CENTRAL LEICESTERSHIRE AREA

**5.6** The County and City Councils have submitted a joint LTP for the central area of Leicestershire, which includes the City and its hinterland, including those settlements in the county that have an affinity with it in terms of employment and other services. The transport strategies for this area are included in the Central Leicestershire LTP.