
ACCESSIBILITY AND TRANSPORT



ACCESSIBILITY AND TRANSPORT POLICIES

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5. ACCESSIBILITY AND TRANSPORT

INTRODUCTION

- 5.1 The Structure Plan aims to reduce the need to travel and ensure that destinations are readily accessible by a choice of modes of transport.
- 5.2 This chapter of the Plan has been developed to reflect recent government guidance, further integrate strategic land use policy with transport policy; and incorporate the newly adopted Leicester and Central Leicestershire Transport Policy.
- 5.3 Since the publication of PPG13 'Transport' in 1994, the Government has emphasised the contribution that changing travel patterns can make in moving towards sustainable development. There is also growing concern that traffic congestion is adversely affecting the quality of life of people living and working in the Plan Area. This has resulted in increased public support for more controls over car use if coupled with improved public transport, walking and cycling facilities.
- 5.4 Travel demand management is now a key theme nationally, with attention focused on making the best use of existing public transport infrastructure, encouraging walking and cycling, reducing reliance on the private car, and mitigating the impact of the movement of freight, the majority of which will continue to be road based.
- 5.5 The Government's White Paper published in July 1998 states that the way forward to help address the problems of over reliance on the private car is through an integrated transport policy, integrating within and between different types of transport and with land use planning (see paragraph 1.26 of the Introduction to this Plan for further details).
- 5.6 The purpose, therefore, of this chapter is to ensure that by 2011 significant progress can be made towards the implementation of an integrated transport system offering safe, convenient and attractive alternatives to the private car for many trips. At the same time, restraint policies to reduce the use of the private car, for example, flexible parking standards, bus priority measures to make buses more attractive and traffic calming, will be implemented. Locational policies elsewhere in this Plan seek to minimise the need to travel. In combination, these complementary strands of policy aim to achieve a shift away from car use to walking and cycling for short journeys and to public transport for longer trips. The environmental benefits, such as improved air quality, reduced noise and visual intrusion, together with improved accessibility for all to services and facilities, are intended to improve quality of life for all.

PRIORITIES

- 5.7 A key aim of this Consultation Draft Structure Plan is to maximise people's ability to utilise facilities and services and to participate in the local economy, in particular by reducing the need to travel. Accessibility and Transport Policy 1 reflects this aim, and the other policies flow from it.
- 5.8 Strategy Policy 2 aims to guide development to locations which will minimise people's need to travel. This is intended to ensure that a variety of services, facilities and employment opportunities are within easy walking and cycling distance of most people's homes, or are readily accessible by public transport.

- 5.9 Accessibility and Transport Policy 1 complements Strategy Policy 2 by seeking to ensure that existing as well as new development is safely and conveniently accessible by means of travel other than the private car. This will be implemented through measures which give preference to increasing accessibility by non-motorised modes and then to improving accessibility by public transport. The particular requirements of people with restricted mobility will be taken into account when implementing this Policy.
- 5.10 This approach, in particular its emphasis on improving the attractiveness of alternatives to the private car, accords with national planning policy guidance set out in PPG13.
- 5.11 Accessibility and Transport Policy 1 will be implemented by including appropriate schemes in the annual bidding system to Central Government currently known as Transport Policies and Programme (TPP) by negotiating transport infrastructure provision and revenue contributions with potential developers and by further developing quality partnerships with bus and rail operators.

Accessibility and Transport Policy 1: Priorities

Integrated and sustainable transport will be further developed in order to:

- a) improve road safety and the environment and contribute to improving the quality of life;**
- b) minimise the need to travel;**
- c) maximise peoples' accessibility to facilities, services, opportunities and resources; and**
- d) support the local economy.**

The following measures will be taken in order of priority: firstly, providing for, and promoting, walking and cycling; secondly, providing for the development of public transport; and thirdly, providing for other road users.

Travel demand management measures will be introduced in order to help meet the objectives of this Policy.

WALKING

- 5.12 Walking is the most sustainable mode of transport. Although many short journeys are undertaken on foot, many more are undertaken by private car. Providing for walking is fundamental to the concept of social equity, one of the key aims of this Plan. Many of society's least empowered groups, such as elderly people and low income households are particularly reliant on walking as a means of transport.
- 5.13 The Three Councils will encourage pedestrian priority and traffic free zones in central areas and other locations, where appropriate. This will improve safety and convenience

for pedestrians and can increase the attractiveness of an area for shopping, employment and entertainment. Pedestrianisation schemes are often viewed as being the preserve of town centres. Throughout the timespan of this Plan, however, there may be scope for pedestrian priority schemes in existing and new developments elsewhere. Proposals for Car Free Residential Areas (CFRAs) will be considered on their merits provided that they are accessible by other means of transport.

- 5.14 Existing pedestrian routes will be maintained and new routes promoted where deficiencies exist. If walking is to be made a more attractive option, it is imperative that key day to day destinations such as homes, shops, workplaces, community, education and leisure facilities and access to public transport are linked. Such routes need to be safe, convenient and attractive. Although pedestrians require dedicated footways, they should not be segregated from the highway or other activity as isolated routes are not particularly attractive and can jeopardise personal security.
- 5.15 Proposals for new developments should consider provision for walking at an early stage. A well designed, safe, attractive layout with suitable facilities which seeks to minimise journey distances will make walking a more attractive option.
- 5.16 This Policy deals with non-recreational walking. Leisure Policy 3 deals with Public Rights of Way and access to the countryside.
- 5.17 Local Plans, planning briefs and the development control process should ensure that new development is located and designed so as to give greater priority to pedestrians and encourage more journeys to be undertaken on foot.
- 5.18 Central Government funding and other available resources will be targeted to improve conditions for pedestrians, particularly in terms of improving safety. Such measures include traffic calming to reduce vehicle speeds and the provision of new pedestrian crossings.
- 5.19 A Walking Strategy for the Central Leicestershire Package Area will help to implement this Policy.

Accessibility and Transport Policy 2: Walking

Provision for walking will be made by:

- a) encouraging pedestrian priority and traffic free zones in central areas and other appropriate locations;**
- b) maintaining and enhancing existing pedestrian routes which link day to day activities and by promoting the development of new routes where deficiencies exist;**
- c) ensuring that all development proposals include attractive, convenient and safe pedestrian access and facilities, including those suited to people with mobility impairments.**

CYCLING

- 5.20 After walking, cycling is the most sustainable mode of transport. Cycling has clear advantages over the private car, having little or no adverse impact on air quality, energy consumption and congestion levels. Furthermore, journey times for trips by bicycle and by car within urban areas can be comparable.
- 5.21 Whilst approximately half of all journeys nationally are under 5 miles (8 km), the ideal distance for cycling, the bicycle accounts for only 3% of all journeys in the Plan Area, a slightly higher 3.7% of journeys to work are made by bicycle (1991 Census).
- 5.22 These figures reflect the disincentives to cycle use, including unsuitable infrastructure, inconvenience, security and safety concerns, and the unpleasantness of traffic and pollution. Cycling will become more safe, convenient and attractive as measures to reduce such disincentives are implemented.
- 5.23 Consistent with the National Cycling Strategy, a network of safe, direct and convenient routes will be defined and safeguarded. These will improve access between major journey attractors such as residential areas, workplaces, shops, education, community and leisure facilities, public transport interchanges and the countryside. This route network will comprise, wherever possible, of the existing highway network made safe and convenient for cyclists by measures such as traffic restraint and calming, and redistribution of the carriageway. Dedicated cycleways and tracks will be provided to complement these on-highway routes.
- 5.24 Proposals for new developments should consider the needs of cyclists at an early stage. A well designed layout which seeks to minimise journey distances along with suitable facilities, including safe and secure parking within development schemes will make cycling a more attractive option.
- 5.25 Local Plans, planning briefs and the development control process should ensure that new development is located and designed so as to encourage more journeys to be undertaken by cycle. Local Plans will be encouraged to identify and safeguard a network of cycle routes.
- 5.26 Highway Authorities will consider the needs of cyclists in the design of road schemes at an early stage with cyclist safety being a key concern. Central Government funding will be used to improve conditions for cyclists by measures such as expanding the route network, advanced stop lines at new junctions and bus priority measures which will be available to cyclists.
- 5.27 The National Cycling Strategy published in 1996 sets the target of doubling cycle use from 1996 levels by 2002, and doubling it again by 2012. Leicestershire County Council is reviewing its own cycling strategies to reflect these new targets. In addition, Leicester City Council has a cycling strategy.
- 5.28 The cycling charity Sustrans has embarked on the development of the 6,500 mile National Cycle Network to be completed by 2005. This network will augment existing cycle infrastructure, as branches will link many of the settlements within the Plan Area. This additional capacity will increase opportunities for leisure and tourism, as well as encouraging more people to cycle to work and school.

Accessibility and Transport Policy 3 : Cycling

Provision for cycling will be made by:

- a) identifying, safeguarding and augmenting a network of safe, direct and convenient cycle routes which facilitate cycle access within and between major journey attractors; and**
- b) ensuring that development proposals provide convenient and safe cycle access and facilities, including parking provision. Links with the existing or proposed network of cycle routes will be made or maintained.**

BUSES

- 5.29 Buses have a vital role to play as an attractive alternative to car use and as transport for people without access to a car. Many features of bus travel can be improved to make them a more attractive option. Some of these are being tackled directly by the bus companies, for example by operating higher quality buses to a better standard and providing better passenger information. In partnership, the Three Councils are investing in bus priorities, improved terminal facilities and further improvements to information provision. These partnerships are intended to produce a significant increase in bus patronage over time.
- 5.30 One significant advantage that the car has over the bus is that it is immediately accessible at the home. Buses will be made as competitive as possible if the distance from homes to bus stops is minimised, which can be done by careful urban design. Provision of direct access for buses, even where considerations of road safety or security require car access to be indirect, can also help reduce bus journey times.
- 5.31 The ability to offer an attractive bus service to a new development can vary markedly for sites only a short distance apart, influenced by topography, road layout and the routes of existing established bus services. For this reason, this Policy places a requirement on Local Planning Authorities not only to locate development within the criteria of Strategy Policy 2 but also, within those criteria, to seek locations which will best facilitate the provision of attractive bus services. This Policy has particular application to larger developments as it is anticipated that the vast majority of small scale developments will be able to meet the criteria.
- 5.32 The Three Councils intend to :
- a) develop existing Quality Bus Partnerships with the bus operators and, where appropriate, the District Councils. The intention will be to ensure continued investment by all parties so that the overall quality of bus services continues to improve. In particular, the Three Councils will work through the current Transport Policies and Programmes system to secure central government funding for continued programmes of bus priorities, terminals improvements and provision of better timetable information; and

- b) work with Local Planning Authorities to ensure that new development fully meets the requirements to support adequate bus access and service levels.

Accessibility and Transport Policy 4: Buses

Development will be acceptable provided that:

- a) access for buses is provided to an average of no more than 200 metres walking distance and will not exceed 400 metres walking distance of all parts of the development; and**
- b) routes for buses through the development, required to provide this level of access, are such as to provide direct links with the highway network, by priority access arrangements if necessary, and to maximise the opportunity for efficient links with other bus services in the area.**

In identifying new sites for development, regard will be given to the siting of development in locations most likely to be able to support commercially operated bus services of adequate frequency to provide an attractive alternative to the use of the private car.

Measures will be taken, in partnership with the bus companies, to assist the efficiency and quality of bus services by investment in bus priorities, information systems and improved bus terminals and stops.

Rutland County Council proposes the following alternative policy for Rutland:

Accessibility and Transport Policy 4: Buses

In considering proposals for development, the Council will aim to ensure that:

- a) access for buses is provided at an average of no more than 200 metres walking distance and not in excess of 400 metres from all parts of the development; and**
- b) routes for buses through the development, required to provide this level of access, are such as to provide direct links with the highway network, by priority access arrangements if necessary, and to maximise the opportunity for efficient links with other bus services in the area.**

In identifying new sites for development, regard will be given to the siting of development in locations which can utilise and be able to support commercially operated bus services of adequate frequency to provide an attractive alternative to the use of the private car.

Measures will be taken, in partnership with the bus companies, to assist the efficiency and quality of bus services by investment in bus priorities, information systems and improved bus terminals and stops.

DEVELOPMENT OF RAIL PASSENGER SERVICES

- 5.33 Trains have proven success in attracting passengers who would otherwise use a car. They therefore have considerable potential, particularly for Central Leicestershire. However, since the Railways Act 1993 came into force, the cost of providing new rail services has increased greatly, to the point where, unless central government policy changes, it will be almost impossible for the Local Authorities to fund new services.
- 5.34 This means that, generally, new stations can only be expected where the franchised train operator will be prepared to stop trains at them. In such circumstances the Local Authorities, with developer contribution if appropriate, would fund the construction of the stations and the train operator would provide the service by stopping existing trains passing that point.
- 5.35 The adopted Structure Plan identifies a number of potential new station locations, over and above those on the Ivanhoe Line. Under present conditions, some of those stations are unlikely to generate sufficient demand. In addition, the 1996 CALTRANS transportation study for Central Leicestershire suggested that stations in and immediately adjacent to the City of Leicester would not be as effective within the overall transportation strategy as would the further development of local bus services. The list of stations below takes into account this more restricted view of the potential for extra local stations.

5.36 In the longer term, passenger rail services may be most effective if their frequency can be increased to the level of one train every 15 minutes on each of the five lines into Leicester, a proposal endorsed by the CALTRANS study. This would almost certainly require extra track work and signalling. Protecting the full width of existing railway alignments from development will help to guarantee that such an expansion of infrastructure could take place for these local passenger services, and possibly also for longer distance passenger and freight services.

5.37 The Three Councils intend to:

a) complete the Ivanhoe scheme, providing a full hourly train service between Leicester and Burton on Trent, with the following stations:

- Bede Island
- Leicester Forest East/Meynell's Gorse
- Kirby Muxloe
- Desford
- Bagworth
- Coalville
- Swannington
- Ashby de la Zouch
- Moira

The scheme will be completed as soon as difficulties with revenue funding are overcome and capital funding is available from central government;

b) provide further new stations on the existing network and served by existing train services, as listed below:

- Kibworth
- Blaby
- East Goscote
- Ketton

Timing of this work will depend on when the appropriate train operating companies are able to offer a train service and when capital funds are available from central government. It is however intended to complete the programme during the Plan period;

c) work with District Councils, as appropriate, to identify sites for these stations through the Local Plan process, recognising that alternative or additional sites may be revealed by this;

d) work with District Councils to ensure that Local Plans provide for the safeguarding of existing, but currently unused, railway trackbeds; and

5.38 In addition, Rutland County Council advocates developing the usage of the existing railway link with Corby and Kettering from Rutland.

Accessibility and Transport Policy 5: Development of Rail Passenger Services

Land for stations and infrastructure for local rail passenger services, including extra track along existing trackbeds, will be safeguarded from other development.

FREIGHT

- 5.39 The Three Councils recognise the environmental benefits of moving freight by rail and will continue to encourage a shift from road to rail based operations by requiring Local Planning Authorities to consider rail linked sites wherever possible. Nevertheless, the majority of freight movements will continue to be road based and will need to be planned for accordingly. Although such HGV movements are essential to the well-being of the local economy, they continue to cause environmental concern. Appropriate provision for HGV movements therefore needs to be balanced with control of their use of inappropriate highways.
- 5.40 In exceptional circumstances, rail based development proposals not strictly in accordance with the locational criteria in Strategy Policy 2 may be permitted provided that it can be demonstrated that the development is driven by the need for rail access.
- 5.41 The Three Councils will continue to promote the movement of freight by rail as opposed to road. In order to mitigate the adverse environmental effects of HGV movements, Highway Authorities will invoke powers under the Road Traffic Regulation Act 1984 to make traffic regulation orders and other management measures to prevent the use of certain roads by unsuitable traffic.

Accessibility and Transport Policy 6: Freight

The possibility of rail connection will be fully explored for any development which generates significant freight movements. If rail movement is not possible, provision for this development should be made in locations well served by the strategic road network. Development will not be permitted where either the development itself or its activities adversely affect:

- a) residential amenity; or**
- b) the character of the open countryside and rural areas.**

Rail based proposals not in accordance with the above may, under exceptional circumstances, be permitted provided that the development is driven by the need for rail access for the movement of goods.

PARKING PROVISION IN NEW DEVELOPMENT

- 5.42 The 1997 Transport Green Paper 'Transport the Way Forward' stresses that controls on parking are at present perhaps the most important tool to regulate and restrain car use. Structure Plan policy should reflect this need for a more active approach to the management of parking.
- 5.43 In the past it has been the practice to require that development provides on-site car parking adequate to cope with the demand from all those wishing to access the development by car. This has been done in order to avoid on-street parking in the vicinity. However, the provision of unrestrained free parking makes travel by car more attractive, increasing car dependency and bringing more traffic onto congested roads.
- 5.44 Setting maximum standards for parking provision at new developments, appropriate to the type, scale and location of the development, will enable a flexible approach to be taken, which is consistent with the strategic aim of reducing reliance on the private car. It will provide a starting point for negotiation whereby lower levels of parking can be considered provided that the Highway Authority is satisfied that there will be no detrimental effects on road safety or local amenity.
- 5.45 This Policy requires maximum standards to be determined. These will depend on the type of development and its location and will be developed by the Highway Authorities in consultation with the Local Planning Authorities. They will be expected to change through time as more becomes known about the circumstances surrounding modal choice in different locations and experience is gained in the implementation of new lower standards. It is anticipated that the degree of restraint imposed by the maximum standard will therefore increase over time.
- 5.46 The maximum standards defined jointly by the Highway Authorities and Local Planning Authorities, and any reduced standards imposed by the Local Planning Authority in particular circumstances will reflect as far as practicable the transport strategy for that area. Lower provision would be appropriate where access by other more sustainable modes is greatest. It is therefore anticipated that the higher priority locations for development defined in Strategy Policy 2B will have lower parking provision for new development. Account will be taken of the parking policies of competing centres both within the Plan Area and elsewhere in the East Midlands region. The Highway Authorities will seek to harmonise parking standards in the East Midlands Region to avoid undue competition. Where a site is being developed with a variety of different users a considerable saving in land could be achieved by providing one or more communal car parks. Individual developments will still need some parking for operational needs.
- 5.47 When parking restraint is applied as a demand management measure, the Local Planning Authority will usually seek commuted sums toward the cost of alternatives with the preferred order being pedestrian and cycle facilities, public transport services, park and ride and, as a last resort, increased or improved public car parking.
- 5.48 The level of provision of secure cycle parking facilities will be at least the minimum needed to meet the anticipated demand. The Highway Authorities and Local Planning Authorities should set minimum standards for different types, scale and location of developments. The higher priority locations for development defined in Strategy Policy 2B would have higher minimum standards. The level of security provided will depend on

the particular circumstances of the development but in general a higher level of security should be provided for longer stay cycle parking.

Accessibility and Transport Policy 7: Parking Provision in New Development

In identifying the appropriate level of car parking provision for development proposals:

- a) levels which exceed defined maximum parking standards will not be permitted;**
- b) a lower level of parking than the maximum parking standard will be permitted at the request of the developer; and**
- c) whether the level of parking should be restricted further to impose restraint on car travel to the development will be considered in particular local circumstances, provided that in no circumstances the provision of parking will be so low that on street parking associated with the development would create a highway safety or amenity problem.**

In most instances, commuted sums will be negotiated towards the cost of alternatives to the provision of on-site parking to meet the unrestrained demand. The alternatives are in the following priority order: firstly, pedestrian and cycle facilities; secondly, public transport services; thirdly, park and ride facilities; and fourthly, public car park improvements and provision.

Committed sums may also be negotiated to implement traffic management measures to overcome the undesirable consequences of on-street parking when parking provision within a new development does not meet the unrestrained demand.

Sufficient secure cycle parking will be provided to accommodate the anticipated demand.

PUBLIC CAR PARKS

- 5.49 Limiting car park provision at new developments is an essential part of reducing reliance on the private car but, it will take time before the full impact of the Policy is felt. The stock of public car parking also needs to be controlled.
- 5.50 This Policy refers to dedicated car parks and their management. Car parking as part of a development or redevelopment proposal will be permitted in accordance with the provisions outlined in Accessibility and Transport Policy 7.
- 5.51 Local authorities should manage the existing parking stock so as not to favour commuters. Such an approach helps to discourage car use in peak periods when the problems of congestion are greatest. Before granting planning permission for further public car parking, Local Planning Authorities should be satisfied that the demand for short stay parking could not be met by the management and pricing of the existing parking stock to release existing long stay parking, particularly commuter parking, for short stay use.
- 5.52 In centres where some of the existing stock of public car parks is in private ownership, a partnership approach to the management and provision of car parking should be established.
- 5.53 Prior to granting permission for new car parks to overcome on-street parking problems, the Local Planning Authority should be satisfied that on-street parking control could not be implemented without detracting from the vitality and viability of the centre.

Accessibility and Transport Policy 8: Public Car Parks

In the central areas of Leicester, the main towns and district centres, further public car parking not associated with new development will be permitted only if it can be clearly demonstrated that:

- a) a shortage of short stay parking is detracting from the vitality and viability of the centre and that shortage cannot be met in any other way; or**
- b) excessive on-street parking is having an adverse effect on highway safety and visual amenity which cannot reasonably be resolved by any other means.**

PARK AND RIDE

- 5.54 If central area parking controls are to work, it is imperative that people have other means of transport. In general, for those whose journey origin is within the built up area, conventional public transport services, cycling and walking are the most suitable options. For those approaching from outside the urban area, park and ride services may be the most appropriate.
- 5.55 To be successful, park and ride facilities should be:
- a) close to where traffic congestion becomes apparent;
 - b) close to major radial routes; and
 - c) neither located so close to the destination that the incentive to switch from the car will be limited, nor so far away that it is excessively costly to provide a high quality, high frequency bus service.
- 5.56 The following park and ride sites should be implemented by 2011, together with other sites identified over the Plan period:
- A6 North (bus based)
 - Fosse Park Area (bus based)
 - Meynell's Gorse/Leicester Forest East (bus and rail based)
 - Blaby (bus and rail based)
- 5.57 In addition, Rutland County Council are of the view that a bus based park and ride site should be implemented on the A47 to the east of Leicester. However, Leicestershire County Council and Leicester City Council do not share this view.

Accessibility and Transport Policy 9: Park and Ride

Provision will be made and land safeguarded for bus and rail based park and ride sites at locations within and adjoining Leicester and adjoining settlements and within and adjoining the main towns.

ROAD IMPROVEMENTS AND THE MANAGEMENT OF TRAFFIC

- 5.58 It is no longer practicable to accommodate ever increasing traffic growth by new road construction. This policy outlines the main objectives of the Three Councils in relation to road investment and traffic management. Whilst improving road safety and the encouragement of walking and cycling are given a high priority by the Three Councils, it will not generally be cost effective to achieve these aims by major road construction. Whilst developers will be expected to fund improvements to accommodate the unavoidable generation of traffic from those developments (see Strategy Policy 4), it is considered neither desirable nor practicable to relieve existing congestion problems, or congestion problems caused by general traffic growth, by new road construction.
- 5.59 All road proposals will be evaluated against the criteria in this Policy to determine whether they should be included within the overall transport programme and their relative priority within it. It is anticipated that the following new roads costing over £2

million will be constructed during the plan period:

- A511 (A50) Ashby bypass Stage 2
- A47 Earl Shilton bypass
- A6004 Epinal Way Extension, Loughborough
- A606 Oakham bypass

5.60 Although these schemes are justified in their own right, they may be funded either in whole or in part by developer funding. Those which are not fully funded by developers will require Government funds, currently allocated through the TPP system.

Accessibility and Transport Policy 10: Road Improvements and the Management of Traffic

Bypasses and other new roads will only be constructed where the environmental and road safety benefits to the locality bypassed exceed the environmental disbenefits of road construction to a degree which justifies the expenditure.

Alterations to existing roads and traffic management schemes will be carried out to:

- a) improve the local environment;**
- b) encourage walking and cycling;**
- c) provide better operating conditions for public transport; and**
- d) improve road safety.**

TRANSPORT ROUTES

5.61 Increasingly, Local Plans will be expected to define networks of walking and cycling routes, particularly in urban areas, which will not necessarily follow existing highway alignments. Routes for new sections of busway or, on occasion, for new stretches of railway, may also be required. There will also remain a number of alignments for new highways. All these routes will need to be safeguarded from other development.

5.62 There are other potential transport routes, mostly former railway alignments, which have such potential as future walking, cycling or public transport routes that their continuity should be safeguarded even though they are not identified for development during the life of the Structure Plan. With these routes, even a small local development can interrupt the continuity and so undermine the potential of the whole route.

5.63 Initial feasibility studies into the potential for a light rapid transit (LRT) system in Leicester in the early 1990s were followed by an investigation as part of the CALTRANS study. CALTRANS concluded that a mass transit public transport system could play a significantly beneficial role in the long term transport strategy for Central Leicestershire. The Leicester and Central Leicestershire Transport Policy states that, although LRT is

too costly to be afforded without new sources of funding , it is hoped that these might become available in the near future. CALTRANS focused on four lines in Central Leicestershire:

- City Centre - Narborough
- City Centre - Syston
- City Centre - Blaby
- City Centre - Wigston.

A detailed study will be carried out before the year 2000.

5.64 The following former railway routes with potential for walking, cycling, buses or railways have been identified and should be safeguarded in Local Plans. Other routes may also offer such potential.

- Shawell - Leicester;
- Willey to South Wigston;
- Hinckley to east of Shenton, and west of Higham-on-the-Hill to east of Shenton;
- Shackerstone to Measham;
- Shackerstone to Coalville;
- East of Measham to Moira;
- Thringstone to South Loughborough;
- North Kilworth to Market Harborough.

5.65 Land for the following highway schemes which were included in the adopted Structure Plan will be safeguarded. This is to retain the option of either implementing the road scheme beyond the Plan period or using the corridor for walking, cycling, buses or light rapid transport type systems.

- A512 Ashby Road Dualling, Loughborough
- A6 Loughborough Inner Relief Road
- A607 Rearsby Bypass
- A563 Eastern District Distributor Road, Leicester
- Abbey Lane - Loughborough Road Link, Leicester

Accessibility and Transport Policy 11: Transport Routes

Land reserved for routes for walking, cycling, buses, railways, light rapid transit or highways will be identified and safeguarded from other development.

Development will not be acceptable if it is likely to impair the continuity of disused railway lines which have potential for re-use as routes for walking, cycling, buses, railways or light rapid transit.

ROAD RELATED SERVICE FACILITIES

- 5.66 The need to provide service facilities for motorists is acknowledged but the unco-ordinated provision of service facilities can have a severely detrimental effect on the appearance of the countryside. The Three Councils therefore propose to concentrate such development at “key sites”, at appropriately spaced locations, in accordance with Government guidelines, currently contained in PPG13 and Department of Transport Circular 4/88.
- 5.67 The appropriate level of service provision for a given stretch of road will correlate closely to the type of route served. At smaller sites the range of services would normally be expected to include parking, refreshments, toilets and rest areas for motorists and lorry drivers. Larger sites would be expected to offer additional facilities according to demand. These could include fuel, telephones, overnight accommodation, picnic areas, provision for coach parking and 24 hour opening. Service provision should be concentrated at selected locations rather than dispersed along stretches of road. All such developments would be expected to incorporate access for people with disabilities.
- 5.68 Key sites should be identified and allocated in Local Plans, and facilities should be designed, located and landscaped to minimise their impact on the countryside. Green Wedges and areas of separation are not suitable locations for road related service development.

Accessibility and Transport Policy 12: Road Related Service Facilities

Road related service facilities will only be acceptable to achieve an appropriate level of provision at selected key sites which minimise the impact on the environment and local amenity.

AIRPORTS AND GENERAL AVIATION

- 5.69 The East Midlands Airport has grown substantially in the first half of the 1990s and its freight throughput has increased dramatically. The strong performance of the airport is widely seen as a significant factor in the attractiveness of the East Midlands Region to inward investment, and the airport and its immediately related activities are a major source of employment. Further expansion is likely to improve that situation further.
- 5.70 On the other hand, surface traffic to and from an ever-expanding airport is likely to become increasingly difficult to cope with, without severe environmental degradation. Furthermore, the noise and exhaust pollution from aircraft using the airport is a cause of growing concern.
- 5.71 Any further expansion of the airport therefore needs assessing by balancing the economic advantages of expansion against the environmental disadvantages. Any future planning application to facilitate the expansion of the airport will therefore require a comprehensive economic and environmental appraisal to be carried out by the developer.

- 5.72 There is no evidence that the establishment or physical expansion of any other commercial airports would contribute to either the economy or the facilities of the Region, given the accessibility of both East Midlands and Birmingham Airports. Any such proposals will therefore be resisted.
- 5.73 It is the intention of the Three Councils to work with others to develop improved appraisal systems to assess any future development proposals for the East Midlands Airport in terms of their economic benefits against their environmental disbenefits.

Accessibility and Transport Policy 13: Airports and General Aviation

Provision will be made for the operational needs of the East Midlands Airport, subject to an evaluation of the potential benefits of any such development to the Leicestershire and East Midlands economy against the environmental disbenefits brought about by the expansion of air transport.

The establishment or physical expansion of other commercial airports will not be acceptable.

Proposals for expanded facilities for general aviation, including leisure and small scale business flying, will be judged against their impact on the local environment, including in particular, aircraft noise, access traffic and visual intrusion.