

Castle Donington and Kegworth Area



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Castle Donington and Kegworth Area



DESCRIPTION OF THE AREA

5d.1 The Strategy Area covers approximately 43 sq km and includes the villages of Castle Donington, Kegworth and Diseworth. Its area lies wholly within the district of North West Leicestershire, and has a population in the region of 10,500.

5d.2 The Area includes Donington Park Racetrack (see paragraph 5d.5) and East Midlands Airport (see paragraph 5d.57), which both have a significant impact on its character and problems.

5d.3 The Area's transport infrastructure is dominated by Junctions 23A, 24 and 24A of the M1, which provide links to a number of strategic roads comprising A50(T), A453(T), A6(T) and the A42(T). The A6(T) is one of the Government's non-core routes, expected to be de-trunked during the LTP period.

5d.4 Due to the influences above, together with the proximity of the area to the three cities of Leicester, Nottingham and Derby, there are significant development pressures, particularly around Junction 24 of the M1. These are considered in 5d.49ff.

Donington Park

5d.5 The Donington Park motor racing circuit is an internationally recognised venue which holds a variety of top class motor races including the Motorcycle Grand Prix, the Truck Grand Prix and pop concerts. Attendances at the Motorcycle Grand Prix have varied between 25,000 and 65,000.

5d.6 The circuit is located about 4 km from Junction 23A of the M1 and is connected to the M1 and the A42 via the A453. At weekends the traffic flows in its vicinity are particularly high due to the combination of visitors attracted to the circuit and East Midlands Airport. When attendances are expected to exceed 10,000, visitors approaching the site on the A50(T) are signed through Castle Donington to avoid delays building up on the motorway at junctions 24 and 23A.

5d.7 In addition to the race circuit there is also a conference/exhibition centre and a motor museum. The site also hosts a weekly Sunday Market which typically attracts in the region of 5,000 visitors.

5d.8 From time to time there have been various traffic, environmental and noise problems associated with the events at the racetrack. In particular, problems of noise and excessive traffic have affected Castle Donington and, on occasions with very high attendance, there has been severe congestion on the wider network including A453 and junctions 24 and 23A on the M1.

ACCESSIBILITY OBJECTIVE

BUS TRANSPORT, INFORMATION AND INTERCHANGE

5d.9 The LTP participation exercise revealed that it was felt necessary for cross border public transport provision to be given more consideration. Cross-border liaison already takes place, and the County Council is committed to improving performance wherever possible.

5d.10 The bus services providing links to East Midlands Airport have been enhanced over recent years. It will be important to maintain and improve these services over the plan period to enhance the sustainability of transport to the location. The Airport Surface Access Strategy (ASAS) is discussed in 5d.64ff.

5d.11 A significant strand of the ASAS, and an important site for public transport interchange, is expected to be the proposed East Midlands Parkway Station (see 5d.15ff). It will in consequence be essential to ensure that, if the station proceeds, there is full integration between rail services and bus links to the airport, and effective information for passengers at both locations.

5d.12 A substantial number of bus services pass through Castle Donington village, and it is intended to investigate the potential for the provision of improved interchange facilities. This will be investigated as part of the wider work on transport infrastructure.

TAXIS

5d.13 Towards the end of the LTP period the District Council is seeking to provide new depot facilities for taxi testing and MOTs.

PASSENGER RAIL

5d.14 The only rail line that passes through the area runs to the north past a redundant power station (see also 5d.74ff) and onto the Trent junction in Derbyshire. This line is currently only used by freight. The Midland Main Line runs to the east of the area but the closest stations are 14 km to the south in Loughborough and 7 km to the north in Long Eaton, Derbyshire.

Parkway Station

5d.15 The National Express Group has submitted a planning application to build and operate a new railway station (East Midlands Parkway Station) on the Midland Mainline. The station would be located adjacent to Ratcliffe on Soar, in Nottinghamshire, approximately 3 km from Junction 24 of the M1. The access to the station would be primarily via a new junction onto the A453(T).

5d.16 The Parkway station would aim to provide a high quality public transport interchange, including shops, booking office, passenger waiting lounge, toilets and a café. There would also be a car park for up to 1,000 vehicles with potential for further expansion. The new station has the potential to bring economic, social and environmental benefits to the area through:

- the creation of new jobs;
- a reduction in road use;
- improved accessibility to public transport and increased mobility for people with special needs;
- journey time savings for people who transfer to rail for longer journeys;
- improved integration between public transport modes.

DISABILITY

5d.17 The County and District Councils, along with the local Council for Voluntary

Services, are actively involved in the local Disability forum, Handstand. The District Council is also a member of a local Multi-Disciplinary Forum.

ECONOMIC OBJECTIVE

FREIGHT

5d.18 Construction of a major freight handling facility has recently been completed at East Midlands Airport, and opportunities exist to develop rail freight links with the proposed redevelopment of the Castle Donington Power Station site. Both these developments are dealt with in more detail in 5d.72ff.

5d.19 There was much concern during the LTP participation about increasing amounts of freight being generated by new developments.

HEALTH OBJECTIVE

AIR QUALITY

5d.20 The County Council will work in partnership with the District Council to ensure that measures are implemented and specifically targeted at any areas identified as unlikely to meet the national air quality standards.

WALKING

5d.21 The District Council has introduced a local walking programme aimed at social enjoyment and improved fitness with an added benefit of promoting walking as a means of travel and therefore reducing car dependency.

CYCLING

5d.22 As a result of a partnership between the District Council, the County Council, Parish Councils, local cycling groups, community groups and Sustrans, a District Cycle Strategy was approved and adopted by the District Council in 1996. This will feed into the detailed county-wide strategy currently in preparation.

5d.23 A programme of cycle routes has been identified that connect into and complement the Sustrans national cycle network but also

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serve the local needs of the community, for example for school and recreational routes.

5d.24 A particular focus will be the improvement of access to the East Midlands Airport site, in view of the expansion currently underway and expected over the coming years.

5d.25 Work will commence on cycleways in the Castle Donington / Kegworth area in the summer of 2000.

SAFETY OBJECTIVE

SPEED MANAGEMENT

5d.26 As part of the rural speed limit programme, one new speed limit was introduced in 2000.

5d.27 A recent speed management scheme in Castle Donington on Bondgate based on interactive signs has been submitted to the Government for inclusion in the national pilot study of the technique.

PERSONAL SECURITY

5d.28 The Crime and Disorder audit for the North West Leicestershire area has highlighted the theft of vehicles and road safety, particularly related to excessive speed, as being of particular concern.

5d.29 The County Council's programme of local safety schemes and its speed management and road safety education strategies will address the road safety concerns.

5d.30 The District Council is undertaking a review of car park security in 2000/2001 as part of its "Best Value" car parking review, with a view to achieving the 'AA secure standards'.

ENVIRONMENTAL OBJECTIVE

HIGHWAY NETWORK

5d.31 During the LTP participation exercise there was a general view that the existing

road network in the area is inadequate due to over development of the area and its surroundings.

The A6(T) and the Kegworth Bypass

5d.32 The County Council recognises the A6(T) as an important and busy route in the area. The LTP participation exercise confirmed the strong local support for a Kegworth Bypass, and the need to find a solution to the problems caused by high traffic flows through Kegworth is accepted by DETR. A possible scheme was included in the motorway widening proposals proposed by the Department of Transport in 1994. However, those proposals have been put on hold, pending the outcome of the Multi-Modal Study into north south movements on the M1 corridor.

5d.33 This study includes considerations of a bypass for Kegworth as an integral part of its investigations for M1 junction 24.

5d.34 The A6 has been identified as one of the routes within Leicestershire to be de-trunked. The County Council supports the detrunking of non-core routes, but is concerned that a satisfactory solution must be found to the problems in Kegworth prior to the detrunking.

Multi-modal Studies

5d.35 Three multi-modal studies will have a direct impact on this area:

- north south movements on the M1 corridor in the East Midlands (underway);
- the A453 (T) from M1 Junction 24 to Nottingham (underway);
- Birmingham to Nottingham (to start 2000/2001).

5d.36 The overall aim of the studies is to:

- assess the total travel needs of the corridors at present and up to 30 years ahead;
- identify sustainable costed options for future measures to address current and forecast problems;
- recommend a preferred strategy for action and a detailed range of measures necessary to implement the strategy.

5d.37 The results from the first two studies are not expected to be available before the end of 2001. The County Council is represented on the project management groups and has close liaison with the consultants undertaking the studies.

5d.38 The studies will have a major impact on transport developments in the area, and the County Council will work through the project management groups to ensure that local needs and concerns are taken into account.

5d.39 In addition to the existing problems associated with this part of the Trunk Road network, there is a large amount of employment related development committed in the area in and surrounding the airport and Junction 24 of the M1.

SCHOOL TRAVEL

5d.40 In accordance with the county-wide School Travel Strategy, a Safer Routes to Schools programme is planned for Castle Donington over the LTP period.

BUSINESS TRAVEL PLANS

5d.41 The District Council is actively working with the County Council to encourage Business Travel Plans for local employers and is seeking to secure such Travel Plans, through planning agreements and conditions, in association with all new major development proposals within the District.

5d.42 The District Council has secured a Section 106 Agreement for the preparation of a Travel Plan with Pegasus Business Park, Castle Donington. The proposals for the Travel Plan include:

- the appointment of a travel co-ordinator;
- the promotion of and incentives for car-sharing;
- bus links with East Midland Airport, including a lunchtime shuttle, and an annual review;
- cycle links from the site to Kegworth, and on-site facilities for cyclists;

- encouragement of walking to work for staff living nearby;
- the encouragement of teleworking, and provision of facilities for this in new developments on the site;
- the encouragement of rail travel to meetings;
- an allowance for staff relocating closer to the site;
- a favourable rate for trading in the company car, and a fixed mileage reimbursement rate.

5d.43 East Midlands Airport will introduce staff and passenger travel plans as part of its Surface Access Strategy, which is dealt with in 5d.64ff.

PARKING MANAGEMENT

Public Car Parks

5d.44 The existing public parking policy within North West Leicestershire is to provide free unlimited parking to facilitate the economic vitality of the towns and villages within the district. The District Council does, however, recognise that the management of its parking stock is an essential element of reducing reliance on the private car and will review its public parking policy in 2000/2001.

5d.45 In undertaking the review the District Council will seek to ensure that any proposals are not detrimental to the vitality of its towns and villages and measures are therefore likely to be aimed at shifting the balance of provision from long stay commuter parking to short stay parking.

INTEGRATION OBJECTIVE

LAND-USE PLANNING

5d.46 The East Midlands Draft Regional Planning Guidance sees the East Midlands Airport as a key regional asset and a focus for development. It advocates permission for further operational expansion of the airport for freight and passenger traffic subject to rigorous sustainability assessments.

5d.47 The Deposit Draft Structure Plan recognises the aspirations of the East Midlands Regional Planning Guidance but highlights the County Council's concerns relating to the

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environmental and highway constraints affecting the area.

5d.48 During the LTP participation exercise there was concern regarding developments in the area and the associated traffic and transport implications. There was a strong view that further improvements to local roads and M1 Junction 24 were needed.

Junction 24 Development Study

5d.49 Most of the land within the boundaries of the airport is already committed for airport operational use and employment purposes. In the light of the development pressures in the area, studies have been commissioned, initially by North West Leicestershire District Council, but subsequently also by a partnership of National and Local Government and Agencies led by Leicestershire County Council, to provide advice on the overall development strategy for growth at the airport and to determine the need for, and the advantages and disadvantages of, further major development centred around Junction 24 of the M1.

5d.50 The later study, by DTZ Pieda Consulting, will inform the content of the Regional Planning Guidance, the Regional Economic Strategy, the Leicestershire, Nottinghamshire, and Derbyshire Structure Plans and, subsequently, the relevant Local Plans and LTPs.

5d.51 The study consultants reported in November 1999, and following consideration of the report, the East Midlands Development Agency (emda)-led Junction 24 Steering Group, on which the County Council is represented, included the following in its statement to the East Midlands Regional Planning Guidance Public Examination:

“The J24 Steering Group accepts that development in the immediate vicinity of J24/EMA is potentially inconsistent with sustainable development principles and should only be permitted if there is an overriding need for it to be located there. This overriding need potentially exists for three types of development – airport operational development, development indirectly related to the airport and an

airport-related business park. Further distribution uses in the area...are not supported.”

5d.52 Strategy Policy 17 of the Deposit Draft of the Structure Plan provides for the allocation of land for a business park to be considered, subject to safeguards relating to the operation of East Midlands Airport, urban regeneration, sustainable development, traffic generation, public transport accessibility, protection of local communities and housing requirements. It is also important that development is restricted to that which would not otherwise have come to the region.

5d.53 The DTZ Pieda report identified significant increases in traffic on the M1, the A453 and the A6 between Loughborough and Junction 24. It concluded that additional road capacity would be required to cater for the additional traffic that would be generated by the airport and the other developments. It recognised that the great majority of the problem will be due to the forecast expansion of East Midlands Airport, rather than to any new development permitted, and it suggested that it would therefore be wrong for such new development to bear the entire cost of any infrastructure needed. The report identified, in outline form, some road schemes that it suggested could resolve the problems in the vicinity of Junction 24 but it did not assess the likely cost or feasibility of these schemes. It stated that even the limited improvements that were examined would cost several million pounds.

5d.54 The report did not address the capacity improvements that would be required further afield to cater for the predicted traffic increases on the M1, A453 or A6. The County Council will wish to consider this further as part of the proposals to detrunk the A6.

5d.55 The findings of the study are being taken into account in the M1 and A453 multi-modal studies (see 5d.35ff). The recommendations of the Regional Planning Guidance Public Examination Panel are expected in October 2000, following which the County Council will consider the effects on the Structure Plan and any necessary policy changes.

5d.56 A further study is being carried out by the Highways Agency into signalisation of M1 Junction 24, to address economy problems.

East Midlands Airport

5d.57 In 1993, the Airport was taken over by the National Express Group and since that time passenger and freight throughput has grown considerably, with potential for further growth.

5d.58 The passenger terminal currently serves over 2 million passengers per annum (mppa) and the recent extension of the runway means that the airport now has the third longest runway in the UK after Heathrow and Gatwick.

5d.59 The airport is currently one of the largest cargo airports in the UK, with over 20% of the total UK market. The airport already hosts most of the major freight transport operators such as UPS, Lufthansa Cargo and DHL. The latter company has recently completed construction of a new freight hub, which will provide up to 1,000 new jobs within the airport environs.

5d.60 The airport site, including its associated employment uses, currently employs in the region of 5,000 people, with committed and future development within the site, this is predicted to rise to approximately 8,300 by 2006. Passenger numbers are predicted to grow from their current level of just over 2 mppa to nearly 5 mppa over the same period.

5d.61 The location of the airport means that the vast majority of the passengers and staff rely on the private car to access the site. However, The site is a hub for many national express coach services to many regional and national destinations. In addition there are frequent bus service links to Derby, Nottingham, Loughborough and Leicester.

5d.62 The National Express Group also owns the franchise for the Midland Main Line rail operation and submitted a planning application in June 2000 for a new Parkway Station on the Midland Main Line at Ratcliffe on Soar some 6 km away from the airport. This will offer the opportunity to provide a high frequency shuttle service to the airport.

5d.63 A dedicated rail link to the airport site may only be viable in the longer term.

East Midlands Airport Surface Access Strategy

5d.64 The Government's Transport White Paper on the future of transport indicated that all airports with scheduled services should establish Airport Transport Forums (ATFs) and prepare Airport Surface Access Strategies (ASAS) to feed into the LTP process.

5d.65 The key objective of the ATFs is to increase the proportion of journeys made to airports by public transport and to reduce the proportion of journeys made by private car. In order to achieve these objectives the ASAS will need to set out:

- challenging short and long term targets for increasing the proportion of journeys made to the airport by means other than the car;
- a strategy, including Business Travel Plans for those who work at the airport, to achieve those targets, taking into account projected growth at the airport;
- a system whereby the forum can oversee implementation of the strategy.

5d.66 Targets will be set to reflect a five year time scale, in line with LTPs. Many of the measures and initiatives that can be used to achieve the targets will depend on complementary strategies in the ASAS and the LTPs.

5d.67 The County Council is a member of the East Midlands Airport ATF, and has had a role in the development of the ASAS. This involvement is expected to continue over the life of the ASAS.

5d.68 The ASAS is currently in its second Consultation Draft, and is expected to be finalised by the end of summer 2000.

Midlands Regional Air Services Study

5d.69 The White Paper also announced a series of regional airport studies to assess the needs of, and market for, regional airports. The Midlands Regional Air Services Study covers all of the airports in the East and West Midlands and is to consider the future demand for air

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travel, air space and the surface access requirements to support it.

5d.70 The aim is to maximise the contribution which airports make to local and regional economies, to relieve the pressure on the congested airports in the south east of England and to reduce the need for long surface journeys (particularly by road) to the south east.

5d.71 The study is intended to help local authorities, Regional Planning Conferences and Regional Development Agencies to formulate regional and local transport strategies.

The redevelopment will provide a new link to the A50 Sawley Interchange, involving the replacement of a dangerous level crossing with a bridge on Back Lane. Footway and cycleway links, together with enhanced public transport services, will also be provided. The site lies next to a freight line and provides a rare opportunity for the development of a large warehousing centre with existing direct access to the rail network.

Developer Contributions to Transport Infrastructure

Figures in circles relate to development sites shown on Figure 5d.1 at the start of this chapter.

DHL Freight Handling Facility, East Midlands Airport ①

5d.72 This development, recently completed (July 2000), has provided a new roundabout and a length of cycleway on the A453. The developer has also provided majority funding to a £120,000 safety scheme and will introduce traffic signals at the site access junction with the A453 incorporating full pedestrian and cycle crossing facilities.

Pegasus Business Park, East Midlands Airport ②

5d.73 This 22 ha development is currently under construction and will provide a new roundabout on the A453, with a cycle link along the A453 to Kegworth. Also to be provided is a comprehensive travel plan, see 5d.41.

Castle Donington Power Station ③

5d.74 The redevelopment of the former power station site for a regional distribution centre is a proposal of the Deposit Draft Local Plan. A planning application has recently been submitted on this 60 Ha site.