

APPENDIX C

Conformity with regional transport strategy

Yes/no	Explanation giving reasons and examples	
Policy 42	Does your LTP support the RTS Core Strategy and its six objectives?	
Yes	The six RTS core strategy and regional transport objectives are fully stated in LTP Chapter 2 and are an important influence on our LTP longer term transport strategy (Chapter 3).	
Policy 43	Where relevant does your LTP support RTS sub-area objectives?	
Yes	<p>Leicestershire is divided between the Eastern sub-area and the Three Cities sub-area. The combined eight sub-area objectives most applicable to Leicestershire (E2/E5/E6/T1/T2/T4/T5/T6), are fully stated in Chapter 2 and are an important influence on our longer-term transport strategy (Chapter 3).</p> <p>Freight modal switch (E2 and T5) away from road based transport - see entry below for Policy 54.</p> <p>Overcoming rural isolation for people without cars (E5) has been a major achievement, with completion of the hourly bus network to within 800m of 76% of rural households since October 2004, providing best in region access to scheduled direct services to main centres. Keeping this high level of access throughout the LTP2 period, which is our key outcome target, will be challenging with bus industry inflation affecting our many contract services. We also plan enhancements for rural areas (Chapter 5).</p> <p>Reducing road accident casualties (E6) is a national priority for LTPs and is extensively featured in our Plan.</p> <p>Reducing car use and promoting better public transport around the three City urban areas (T1) was central to our first LTP for Central Leicestershire and will continue to be pursued around Leicester as evidenced by our proposals (see entry for Policy 44)</p> <p>Improving public transport linkages between the three cities and London, the rest of the region, and other major cities (T2) is very important to the County Council. Concerns regarding rail travel from the three cities to London were expressed in the context of the Milton Keynes and South Midlands Sub-regional Strategy (Chapter 2). The position regarding passenger rail in the LTP is covered by our response below (see entry for Policy 49). We also have proposals to support coach services (Chapter 5). (continued)</p>	

Yes/no	Explanation giving reasons and examples	
<p><u>Policy 43</u> continued</p>	<p>Improving public transport surface access to the airport (T4) is of major importance to us (see entry for Policy 55).</p> <p>Tackling congestion on our highway network (T6) is a national priority for LTPs and is extensively featured in our LTP, including the proposals for reducing traffic growth (see entry for Policy 44). We do not consider an absolute reduction in congestion to be achievable during the LTP period, but we aim to ameliorate the problem, as reflected by our two key outcome targets for congestion in urban Central Leicestershire and also Loughborough (Chapter 12). In addition we expect to use the modelling of these indicators to further assess potential and expected land-use/congestion outcomes.</p>	
<p>Policy 44</p>	<p>Does your LTP include measures that will contribute to regional traffic growth reduction?</p>	
<p>Yes</p>	<p>These are firstly described in Chapter 4 under the following sub-headings:</p> <ul style="list-style-type: none"> • Land-use development • Smarter choices • Walking and Cycling improvements • Demand management • Local travel by train • Park and ride • Improving bus performance • Leicester quality bus corridors <p>Further proposals are described in Chapter 5 under the following sub-headings</p> <ul style="list-style-type: none"> • Bus improvements • Walking improvements • Reducing the fear of crime 	
<p>Policy 45</p>	<p>Does your LTP include measures that will contribute to behavioural change?</p>	
<p>Yes</p>	<p>Such measures are a national requirement for LTPs, and all the measures above (see Policy 44) will contribute to this, but in particular the following:</p> <ul style="list-style-type: none"> • Smarter choices • Demand management 	

Yes/no	Explanation giving reasons and examples	
Policy 46	Where appropriate does your LTP contribute to the regional priorities for parking levies and road user charging?	
Not yet	As explained in Chapter 4, we are investigating seriously the longer-term potential for this, but do not believe that it will be timely to introduce road user charging during the LTP2 period. In accordance with current DfT views we believe road user charging, rather than the workplace parking levy, is most worthy of exploration.	
Policy 49	Where appropriate does your LTP support regional [passenger] heavy rail priorities? (note: see Policy 54 entry for rail freight)	
Yes	<p>The following regional passenger rail priorities proposed in RTS Appendix 8 (Tables 1 and 2) would bring clear transport benefits to Leicestershire:</p> <ul style="list-style-type: none"> • Midland mainline upgrade (2006 to 2021) • Improved services between three cities, and with other major cities including London (2006 to 2021) • Rail station master plan for Leicester (2006 to 2021) • Fixed transport link to airport (2016 to 2021) <p>Current government policies, as set out in the 2004 Future of Rail White paper, suggest that few of these regional priorities are likely to go forward during the LTP period of 2006 to 2011.</p> <p>A number of local passenger rail improvements are proposed in our LTP (see entry under Policy 44 and Chapter 4). These are ambitious in the context of the very limited capacity for growth in the rail industry at the present time.</p>	
Policy 50	Where relevant does your LTP contribute to the regional priorities for bus and light rail?	
Yes	<p>Our LTP includes comprehensive improvements to all aspects of public transport by bus (see bus related entries under Policy 44 and Chapters 4 and 5). These include special public transport services for disabled people, and services in rural areas, together with better public transport information, and integration with heavy rail.</p> <p>The Leicester West transport scheme, including three park and ride sites (RTS Appendix 8), is not now proceeding, but instead there will be two new park and ride sites by the end of the LTP period (see entry under Policy 44). With Leicester City Council, we will keep the scope for light rail under review but we do not believe it timely to bring forward a specific proposal in this LTP.</p>	

Yes/no	Explanation giving reasons and examples	
Policy 51	Does your LTP contain measures which contribute to the regional priorities for integrating public transport?	
Yes	<p>These are described extensively, and with integration being the underlying theme, as follows in Chapter 4:</p> <ul style="list-style-type: none"> • Land-use development • Smarter choices • Local travel by train • Park and ride • Improving bus performance • Leicester quality bus corridors <p>and in Chapter 5:</p> <ul style="list-style-type: none"> • Our hourly bus services network • Improving access in Central Leicestershire • Accessibility and the planning process • Accessibility planning partnerships • Bus improvements • Walking improvements <p>This list of LTP references inevitably repeats the entries under the other policies, because of the overlap between the policies.</p>	
Policy 52	Where appropriate does your LTP support regional trunk road investment priorities?	
Yes	<p>RTS Appendix 8 has the following major trunk highway investment priorities in Leicestershire:</p> <ul style="list-style-type: none"> • M1 (Junction 21 to 30) improvement (2006 to 2016) • A6 Kegworth Bypass (2011 to 2016) • M1 Junction 19 improvement (2006 to 2011) • A14 (M1 to Kettering) widening (2016 to 2021) • A453 (M1 to Nottingham) improvement (2006 to 2011) • A46/A607 free-flowing junction, Syston (2016 to 2021) • A5 improvements past Hinckley (no timescale) <p>We welcome all the above proposed trunk schemes, and the effect they will have on concentrating longer-distance traffic growth on the most safe and suitable roads. In particular, the three proposals during the LTP period will do much to prevent drivers from diverting onto local roads to avoid motorway and trunk road congestion routinely, or in response to incidents.</p> <p>The proposed scheme for the A6 Kegworth Bypass (see Chapter 8) is now to be part of the M1 improvements in the vicinity and will be taken forward by the Highways Agency. It can only be constructed at the same time as the M1 Junction 23A major works, and by forming a connection to the south of Kegworth will provide an excellent new route for public transport to the airport.</p>	

Policy 53	Where appropriate does your LTP support regional major highway investment priorities	
Yes	<p>RTS Appendix 8 has the following major non-trunk highway investment priorities in Leicestershire as included in the LTP:</p> <ul style="list-style-type: none"> • A47 Earl Shilton Bypass (Chapter 8) • A6 Kibworth Bypass (Chapter 8) • Loughborough Inner relief Road (Chapter 11) <p>Any other bypass proposals, for example at Melton Mowbray, developed during the LTP period, will be consistent with the regional objectives, including the transport implications of land development. However, the overriding LTP objectives will be to reduce the impact of traffic and reduce road casualties, rather than freeing up traffic.</p>	
Policy 54	Does your LTP contribute to the implementation of the regional freight [including rail freight] strategy?	
Yes	<p>The following regional rail freight priorities, proposed in RTS Appendix 8 (Tables 1 and 2), would bring clear transport benefits to Leicestershire:</p> <ul style="list-style-type: none"> • Increased capacity for E-W rail freight (2006 to 2021) • Development of major inter-modal freight terminal for the three cities and the airport (2006 to 2011) <p>We welcome these proposals for rail freight, and will use our best endeavours to achieve progress. (Chapter 3)</p> <p>Our longer-term strategy (Chapter 3) also envisages an increased volume of aggregates being carried by rail from stone quarry rail terminals in the County.</p>	

Yes/no	Explanation giving reasons and examples	
Policy 55	Where relevant does your LTP contribute to the regional priorities for air transport?	
Yes	<p>Flight patterns at the airport, and their full range of impacts, are outside the scope of the LTP, although this aspect of Policy 55 is of major importance in Leicestershire.</p> <p>Improving public transport surface access to the airport is of major importance to us, particularly the question of how new services to serve this rapidly expanding travel interchange and workplace can be funded during their initial growth period. We mention this briefly in our longer-term transport strategy (Chapter 3), and expect that short and longer-term proposals will come forward with the airport-related studies now underway. In the meantime our kick-start funding (Chapter 5), joint with the airport, bus companies and other local authorities, will bring comprehensive improvements to bus services to the airport from Leicester and Loughborough.</p> <p>Through our accessibility planning work (Chapter 5), we also identify the airport as a potential workplace for job-seekers in less prosperous areas of the north of the County, who have neither the use of a car, nor the public transport to get there. In our full accessibility strategy for the final LTP we will consider this further.</p> <p>The emerging Three Cities Sub-regional Strategy (Chapter 2) and airport Master Plan will fully address Policy 55 regarding the surface access needs of the airport. We will participate fully in this, including the formulation of targets for public transport to the airport.</p>	