

## ISSUES PAPER RESPONSES: A SAFER BOROUGH

### Question 9: How do you consider the LDF can contribute to making Charnwood safer?

| Contributor                                     | Summary of Comments   |
|---|---|
| RN11/8 Anstey Parish Plan Group                 | Anstey-wide traffic calming, avoiding straight runs in built up areas. Good lighting on cycle and walk ways. Encourage cycle and walk ways over road traffic. More cycle priorities, police patrols, CCTV and provision for the youth.  |
| RN16/2 AT Greatorex                             | Not allow development where roads are inadequate.   |
| RN08/2 Loughborough College                     | In reducing flood risk, attention should be given to the risk of flooding on Woodbrook.   |
| RN19/9 Mr Porter                                | Close pubs/bars or at least keep in same area. Speeding in 30mph areas is out of control.   |
| RN24/9 Thorpe Acre 2000                         | Promote road safety for pedestrians, cyclists and especially children in all areas.   |
| RN28/1 Unknown                                  | Pedestrian crossing on junction of A6 – Derby Road/Alan Moss Road/Belton Road.  |
| RN34/9 Birkinshaw                               | 20mph speed limits on housing estates and reduced traffic.  |
| RN41/1 Leicestershire Constabulary – North Area | Need to comment in terms of service areas relating to Anti-Social Behaviour, enforcement issues in relation to traffic schemes and issues around Loughborough's night time environment.   |
| RN54/6 A Kay                                    | Traffic is a major threat to both safety and health, especially for children. All new residential developments need to be designed on Home Zone principles, and every opportunity must be taken to make streets in existing residential areas "people-friendly". Priorities must be: pedestrians first, then cyclists, with motor vehicles last.  |
| RN51/1 British Waterways                        | Notwithstanding need to be vigilant on flooding issues, waterborne freight, leisure, recreation and tourism associated with the use of inland waterways (e.g. boatyards, marinas, mooring) are entirely appropriate development within a recognised floodplain. Prohibition of development in line with PPG25 should not include those forms of leisure, recreation, and tourism activity which may require ancillary development such as modest buildings even in 'high risk' areas.   |
| RN57/1 Environment Agency                       | Floodplains of Soar and Wreake are extensive affecting many local centres. Smaller watercourses such as Wood Brook, Black Brook and Burleigh Brook in Loughborough, Rothley Brook in Anstey and Rothley, and Barkby Brook in Syston are significant sources of flood risk. Future development will need to be sustainable and accord with the principles of flood risk and sustainable drainage as in PPG25. Need a strategic approach rather than ad-hoc to development in and around floodplains. A Strategic Flood Risk Assessment should guide development, and inform the preparation of the LDF. Agency currently undertaking own strategy for River Soar, which information could form the basis of a Strategic Assessment for Charnwood with data at a local level. |
| RN64/5 Ms Humphreys                             | Road safety improved by pedestrianisation of A6 through town centre, introduce more 20mph in residential areas, design road crossings, pavements and junctions with pedestrian safety in mind. Burglaries could be reduced by minimising number of 'let' signs which encourage targeting of homes.  |
| RN70/3 Government Office for the East Midlands  | In terms of development in floodplains, PPG25 indicates that 'in .. functional floodplains ... built development should be wholly exceptional and limited to essential transport and utilities infrastructure that has to be there'.  |
| RN83/6 S Bradwell                               | Ensure new developments design out crime in line with recent advice from the Office of the Deputy Prime Minister and the  |

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|   | Home Office.  |
| RN84/3 EM Hare  | Do something about cyclists on pavements, in Market Place and Queen's Park. Cut back overhanging bushes by the park on Brown's Lane and other places to prevent accident and hazard. Sweep pavements and jettys eg. Forest Road/Langdale Avenue.  |
| RN85/11 Leicestershire County Council                   | Through policies that promote better designed and safer developments. Strategy Policy 10 refers to elements of good design.   |
| RN69/5 Ms Youngs  | <p>Mixed use developments- industrial developments in Loughborough on sites previously factories but now mainly residential is not suitable. Lighter engineering, workshops and starter units in these localities would be suitable. It would promote employment, local shops, and serve to make the community more vibrant, and thus safer. May encourage more frequent bus services.</p> <p>Cycle and footways in new development should be required, promoting health. Walking and cycling is socially inclusive as it is available to most people. Improve pedestrian links to main areas for school, work and shops.</p> <p>Introduce rainwater collectors on new build, particularly industrial, to prevent flooding.</p> |
| RN95/1 Leicestershire Constabulary                      | <p>Look forward to expansion on the subject of safer borough within future discussion papers. Reference is made to ODPM/Home Office publication 'Safer Places- The Planning System and Crime Prevention' March 2004, which basically states that designing out crime, and community safety should be central to new developments, and local authorities should exercise functions to reasonably prevent crime and disorder.</p> <p>Local planning authorities should work with the Architectural Liaison Service within the police to produce SPG, site development guidance, and in determining applications.</p>  |
| RN97/3 Mr Hill  | <p>Much crime is drug related. Need national consensus- is Charnwood making any contribution to national opinion?</p> <p>Development in floodplains makes no sense. Weather is becoming more extreme.</p>   |
| RN104/3 WESSRA  | Within rural and semi-rural communities, bridleways and other off-road access, with improved traffic management, are important.   |
| RN102/8 A Newtown Linford Parish Councillor (anonymous) | Introduce quiet lanes or protected areas and roads with lower speeds, particularly Ulverscroft Lane, Priory Lane, Polly Botts Lane.   |
| RNI 12/6 Wymeswold Parish Council                       | Return to village 'Bobby' as a visible presence. Concerned of policing being centred in urban areas.  |