

General Comments

| Contributor | Summary of Comments |
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| RN45/9 CPRE - Charnwood | Integrating transport and development policies will have a number of benefits: more development in urban areas, previously developed land and around transport nodes, more intensive use of space and buildings eg. less land given over to parking, shorter journey lengths, especially the commute and overall less use of the car, less congestion, more affordable public transport, more integration (mixed development) of employment and housing - locating people and their place of work closer together, successful businesses serving local needs. |
| RN64/1 Ms Humphreys | Need a transport interchange in Loughborough. Lack of bus station will hamper attempts to improve bus links to rest of Borough. Baxter Gate hospital site is an opportunity for developing an integrated hub. Need increased pedestrianisation of Loughborough town centre, excluding buses and taxis, providing opportunities for pavement events. |
| RN70/6 Government Office for the East Midlands | Whilst there are appropriate references, may be useful to provide some more specific linkage with the Local Transport Plan process. |
| RN72/1 SRA | <p>SRA should be consulted early on proposals of rail-related facilities/infrastructure. Development should be concentrated where there is potential for realistic public transport usage. In order to realise and enhance the potential, there needs to be planning policies to ensure rail enhancement commensurate with the pressures that additional development will bring. Reference to any new station proposals worked up in detail should be in consultation with SRA. SRA will be publishing its new guidance on new stations summer 2004, which should be included in the local plan review, with explanatory text to meet the SRA requirements for technical, commercial and operational feasibility. SRA has reservations of a new station at East Goscote meeting these requirements.</p> <p>Development should pay a contribution towards improved public transport provision, and a policy should be included which seeks this contribution.</p> <p>Require sufficient parking at stations because if people cannot park then they may use their cars for the entire journey. The local plan review should acknowledge that train operators, network rail and SRA should determine car parking levels in discussion with local planning authorities.</p> <p>An enabling policy to encourage rail freight facilities should be drafted to be supportive of movement of goods by rail rather than road, which is also important in securing potential investment in future rail freight operations (a suggested wording of policy is included).</p> |
| RN76/4 Redrow Homes (Midlands) Ltd | New development must be located in relation to both existing and potential transport networks. Essence of sustainable development is that new development encourages a better relationship between homes and jobs. This means creating easier road access, reliable and frequent public transport links, footpaths and cycle routes between towns and locally based employment. |
| RN17/8 S Mitchell | Plan ahead for a nippy and frequent circular town centre public transport (bus) service, serving park and ride exchanges located at railway station and near the campus. Accompany by severe restriction of vehicles into inner town (with provision for business and supply vehicles, some taxis and disability needs). |
| RN69/12 Ms Youngs | No reference made to a bus station or transport hub. This would provide a safe, accessible and comfortable entrance onto |

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| | <p>buses. Would need proper parking enforcement to work properly, currently enforcement of existing bus stops is not provided e.g. Halifax, Argos and the Rushes. A centralised bus hub would make it easier for first time users to get the buses. Current scattered arrangement over a large area of the town does not entice people to catch a bus.</p> <p>QBP only part of solution, does not consider the bus users' view, only operators.</p> <p>Ivanhoe stations, except Syston, do not offer access to disabled, is this social exclusion and amount to discrimination under DDA when it comes into force.</p> <p>Provide in rural areas a wiggly bus service which serves a certain route but subject to demand for where it exactly goes.</p> <p>Useful for communities that have a long way to travel to access a bus to have buses which carry cycles or cycle lockers where the cycle could be stored securely.</p> <p>Does the town centre strategy include a bus transport hub as this is a necessity to the aim of reducing congestion in the town.</p> |
| RN89/8 P Hubbard | Liaise with Highways Agency to cut down on visual clutter of road signs eg. entrance to Loughborough from Quorn. |
| RN96/1 Transport 2000 | <p>Site for East Goscote station should be adjacent level crossing, to rear of large housing estate. If parking to be provided, access will need to be carefully considered because road is busy, narrow and winding.</p> <p>The GCR has a northern section (Rushcliffe area) and facilities for a bridge to cross Midland Mainline, the two GCR sections should be included. Improve lines potential for shopping and commuters.</p> |
| RN94/18 Countryside Agency | <p>'Transport in Tomorrow's Countryside' sets out our vision of how transport should serve rural communities and visitors. We support policies which seek to achieve more sustainable modes of transport. The LDF could be effective in facilitating increased attractiveness for non-motorised modes of transport through safe dedicated routes, combined with reduced levels of parking, and LTP measures, which should seek to lessen reliance on car and promote a healthier lifestyle. Implementing secure and safe dedicated routes could be facilitated through SPG on layout and design for new development. We encourage the use of Green Travel Plans.</p> <p>Wish to see the valuable role of RoW contributing towards a shift towards more sustainable transport modes with the core policies of the plan. Opportunities to extend the existing network should be explored.</p> |
| RN107/6 Mr Keeling | Increase of traffic of between 14-16% over the last two years on A6006. Much of this is heavy traffic making the narrow and twisting road hazardous, and a nuisance for those living along it. LDF should address this sympathetically to the rural nature of the village. |
| RN104/2 WESRRA | The developing Wymeswold Parish Plan indicates significant risk due to growing road traffic. |
| RN112/7 Wymeswold Parish Council | A6006 experienced 16% increase in traffic volume over the last two years, need to alleviate this because of the problems it causes in the village. Development increases car use, need to consider options on improvements fully. |

Question 16: How do you think the LDF can contribute to reducing congestion and car use? What measures should the LDF concentrate on?

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| RN03/14 Andrew Granger & Co | Eastern by-pass. |
| RN04/1 | Parking and traffic control generally. Loughborough roads congested. Introduce traffic ban and park and ride in town. |

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| New Life Financial Planning | Concern of traffic between Epinal Way and town centre (5 RTA's). More patrols of enforcing parking preference. |
| RN09/3 Mr Strachan | Limit car use by encouraging cycling and walking by creating more space on the roads to these uses, especially in urban areas, even if it means streets become one-way. |
| RN06/1 Cllr Smith | The 106 Thurmaston to Loughborough service has stopped. It was essential to access the main town for facilities, including shopping, medical, sports, council offices. Thurmaston has poor bus services, only regular service is East Goscote to Leicester which runs through the centre of Thurmaston every 15 minutes, which provides access to hospital, rail link and other services. Problem of accessing buses from stops due to kerbs. No bus shelters in the village. |
| RN11/13 Anstey Parish Plan Group | Better signposted and new, cycle and walk ways. Subsidised public transport for links to main bus routes. Secure parking for two wheeled transport and cycles to encourage greater use of alternatives. |
| RN07/6 Mr & Mrs Hyde | Ban students from bringing cars into Loughborough, as another university town does, to reduce congestion, car crime and parking problems. Introduce public transport zones as in London and monthly/yearly travel cards that all members of the public can buy. Reduce congestion by making parents take turns to drop off/pick up school children. |
| RN10/2 Charnwood Mental Health Forum | Development of rural public transport disappointing, far more imaginative ideas required. People in isolated areas at most risk, particularly with changes in farming. Lack of good public transport for women and elderly can seriously affect their quality of life and mental health. A taxi-bus service available by telephone calls would be one way of meeting this need. |
| RN22/4 Mr Merrick | Parking needs urgent review. How will people get into Loughborough to work in the new employment sites if they cannot afford to park. Student parking in rented accommodation is a further problem. |
| RN19/16 Mr Porter | Ban all students from bringing their cars. |
| RN24/14 Thorpe Acre 2000 | Better and safer facilities for people to walk, cycle and uses buses. |
| RN34/15 T Birkinshaw | More compact settlements with higher density housing designed for good bus routes. Employment areas close (within walking distance) to housing. Encourage 'live, work and play' in same community. |
| RN37/9 Woodhouse Parish Council | Needs to be a strategic approach to transport working with and influencing transport providers and the County Council. Set and monitor minimum standards for timetables and reliability in rural areas. Not acceptable that some villages have no evening public transport services. Ensure current services meet current needs before considering major expenditure on park and ride. |
| RN45/7 CPRE - Charnwood | Density and type of development, availability of local services, ease by which people can get about by foot and bike are crucial to reducing car dependency. Support for the continuation of the Ivanhoe Line is crucial. Reducing the need to travel is fundamental to improving transport conditions. |
| RN52/3 Loughborough Archaeological and Historical Society | An integrated transport system is greatly desired but first the town centre needs parking provision, including for coaches, at a reasonable price so visitors can appreciate its attractions. Clear signage for the town and its attractions – museums, shopping centre and leisure – railway station and Park and Ride is needed. |
| RN39/2 Leicester City Council | No reference to parking standards as a means of reducing congestion. |

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| RN44/7 Mr Seager | Control illegal parking more tightly. |
| RN53/8 Smith Stuart Reynolds (George Wimpey East Midlands Ltd) | Welcome the inclusion of new station at East Goscote in Local Transport Plan and welcomes the intention for a specific proposal in the Local Development Framework. |
| RN53/9 Smith Stuart Reynolds (George Wimpey East Midlands Ltd) | Provide new homes on sustainable locations, within easy access of alternative modes of transport – primarily regular bus services but also potential rail services and cycle routes. |
| RN54/12 A Kay | Discourage car use for short journeys especially for taking children to school – comprehensive network of Safe routes to school. Encourage walking and cycling to other destinations through direct walking routes unhindered by traffic and plentiful cycle parking. |
| RN64/9 Ms Humphreys | LDF to give priority to none car transport modes. New developments should have adequate cycle parking and good pedestrian access. Need clear idea of managing HGV traffic by restricting loading hours or having a single controlled HGV unloading point. |
| RN63/19 Action for a Better Charnwood | Argue that walking and cycling offer the best alternative to the car for shorter journeys given the lack of good bus coverage and complete absence evening buses. Give priority to non-car modes. All new development should have adequate cycle parking and pedestrian access. Needs to be clear management of HGV traffic eg. restricting loading hours or a single HGV unloading point. |
| RN65/4 M Johnstone | Increase small frequent bus services and if necessary subsidise them. |
| RN78/4 TR Brown | <ul style="list-style-type: none"> • Keep Ivanhoe Rail line open with connecting bus services from villages; • Re-instate direct bus service from Sileby/Barrow to Syston • Incorporate into new housing development vehicle car parking for owners and visitors – not including cars does not mean people don't have them. |
| RN84/4 EM Hare | A bus station is needed – the present situation on Baxtergate is not ideal. Concerned that the 120 bus service between Loughborough and Leicester is being drastically cut back. The 9 bus service between the town centre and hospital has been terminated. Need to advertise services so people use them. Suggest a bus service from Forest Road along Epinal Way to Ashby Road. |
| RN85/18 Leicestershire County Council | 'Congestion' is likely to be a key issue in the Second Local transport Plan (along with Road Safety, Accessibility, Air Quality and Maintenance issues) but we are still awaiting Government guidance on LTP priorities. The County Council is currently looking at measures to reduce congestion and the major contribution that the Framework could achieve would be to reduce the need to travel through land use policies in Charnwood. |
| RN69/13 Ms Youngs | Congestion of Loughborough is referred to, but until access is made more difficult and expensive for motorists then they |

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| | will not consider other means to get into town. There is a lot of free on street parking, why not introduce parking metres. Motorists park anywhere including red bus bays. To reduce congestion need people to think of true cost of motoring and charge more for parking, introduce road tolls, not provide more roads which only leads to more traffic. Difficult to see where more roads can be built in town so only solution is to restrict entry. |
| RN88/2 Mr Kilbride | Town centre bypass: upgrade Epinal Way to direct through traffic away from town centre, could be achieved by road widening using the extensive verges on Epinal Way and Warwick Way. Need to accelerate the station approach relief scheme. The chaos on Burder Street at peak times is unacceptable and dangerous. Station traffic also adds to the congestion at the Nottingham Road/Ratcliffe Road junctions. |
| RN91/4 AstraZeneca | Many ways the Framework can enhance the ability to encourage use of alternative transport. A number of key themes were identified at a recent Loughborough Transport Issues initiative: <ul style="list-style-type: none"> • Poor standard of cycle network – uneven surfaces, narrow sections, tight curves, cycle tracks lack separation from road. Specifically condition of canal path – a potential major cycle path into Bishop Meadow industrial estate; • Lack of cycle routes through centre of Loughborough; • Buses - run as a series of routes rather than as a network, poor service frequency for many villages, through journeys (north-south) from villages require change in town centre. Require better integration and publication of timetables/network map and through ticketing. |
| RN93/1 Network Rail | Local Plan should offer support for passengers and freight to be moved by rail, in line with PPG13 'Transport' as well as support for development of railway infrastructure, services and facilities. Promote high trip generating uses in close proximity to public transport hubs and nodes such as rail stations. |
| RN96/2 Transport 2000 | Better public transport to GCR stations, particularly at weekends, to reduce transport volume. Suitable intermodal freight transport exchange sites would be feasible at two sites on MML- near Loughborough Station and at Syson. |
| RN96/8 Transport 2000 | Bring workplaces and homes close together. Having them on separate sides to each other causes congestion. Existing employers should be encourage to stagger opening times to reduce congestion, and bus operators funded to provided off and on peak services to businesses. |
| RN97/9 Mr Hill | Reduce congestion and pollution by changing traffic lights to green for traffic going out and red for those coming in. Obviously, better public transport, but problem is deciding where and when. If only provide where there should be demand then it will only work if everyone who should use it knows about it. |
| RN63/8 Action for a Better Charnwood | Travel facilities for those travelling into Loughborough requires the issue of a bus station, travel interchange and use and development of the Ivanhoe line to be addressed. |
| RN92/6 Mr Pickford | Presently most Wolds residents use cars to get to work. Few buses from Wymeswold and Burton. A science park at Wymeswold airfield could reduce use of car, many could walk or cycle from villages, and new housing development. New development would encourage more buses and new routes, could result in park and ride scheme on the airfield that acts as a transport hub for small villages with connections to Loughborough and rail station. Reducing traffic along A60. The development would bring forward new road schemes, such as a bypass for Hoton and Burton, and a new road crossing |

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| | of the rail, river and canal at Loughborough. |
| RN102/11 A Newtown Linford Parish Councillor (anonymous) | Better traffic management, enforcement of parking restrictions, and more off-street parking. |
| RN112/3 Wymeswold Parish Council | Poor bus services, particularly at evenings and weekends, makes access to cultural, education and training facilities difficult. Lack of these facilities also increases car dependency. Should extend rural transport perhaps through subsidies on transport schemes to ensure equal access to public transport. |

Question 17: What contribution could park and ride, light rail or other measures make to local transport needs? Are there any specific schemes you would wish to see considered? Where?

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| RN02/5 Association of Charnwood Tenants | Edge of town car parking would help to solve the car problem on all routes into Loughborough eg. Leicester Road, Ashby Road, Nottingham Road. Underground parking with retail/residential above could improve the town. |
| RN03/15 Andrew Granger & Co. | Park and ride on A60 but this must be secure - possibly Wymeswold Airfield. |
| RN16/4 AT Greatorax | Establish Parry People Mover in Syston instead of polluting buses. |
| RN07/5 Mr & Mrs Hyde | <ul style="list-style-type: none"> • Permit parking should be enforced – more permits are issued than spaces, people without permits park all year round and too few traffic wardens. • Park and ride is needed but where? |
| RN19/17 Mr Porter | Tram and route. |
| RN24/15 Thorpe Acre 2000 | Possibly from Syston through Thurmaston to the City. |
| RN34/16 T Birkinshaw | Park and ride sites at Brush/Loughborough station serving A60 and Meadow Lane, at British Gas/J23 and at Bishop Meadow. Use less polluting trolley buses for park and ride. |
| RN37/10 Woodhouse Parish Council | Needs to be a strategic approach to transport working with and influencing transport providers and the County Council. Set and monitor minimum standards for timetables and reliability in rural areas. Not acceptable that some villages have no evening public transport services. Ensure current services meet current needs before considering major expenditure on park and ride. |
| RN44/8 Mr Seager | Light rail links may have a place. Ideally these could be placed on disused railway lines. Could Great Central be helped to provide a commuter service? |
| RN50/2 Highway Agency | Opportunities for park and ride in Loughborough should be investigated further. |
| RN54/13 A Kay | Doubt population of Loughborough justifies the expense of a light rail scheme or to support a park and ride. Suggest light rail line along Shepshed – proposed Science Park – University – town centre – railway station. I |

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| | If light rail proposed for Leicester then should go as far as Birstall/Syston. Park and ride for Leicester could use Syston rail station (requiring increased rail frequency supported by buses) and a site in or near Birstall. Definite need for a railway station at East Goscote and Thurmaston. |
| RN64/10 Ms Humphreys | Current rail routes should be protected from development for any future tram, light transport scheme. Protect and extend parking at train station would encourage use of train, currently there is significant overspill into residential streets. |
| RN63/12 Action for a Better Charnwood | Need for a transport interchange in centre of Loughborough. Lack of a bus station will hamper attempts to improve transport links to rest of Borough. Baxtergate hospital site is an opportunity to develop an integrated hub. |
| RN63/13 Action for a Better Charnwood | A priority to increase pedestrianisation, excluding buses and taxis, in Loughborough. Framework can give priority to pedestrians and cyclists in new developments. |
| RN63/14 Action for a Better Charnwood | Need a Borough strategy for management of car parking – piecemeal introduction of residents permit zones has problem of displacing the problem to adjacent streets. |
| RN63/20 Action for a Better Charnwood | Protect current rail routes from development so they remain available for future tram or light transport scheme. Protect and extend parking at railway station to encourage use of the train and prevent overspill into neighbouring streets. |
| RN65/3 M Johnstone | Increased parking provision is required at Loughborough station – make use of existing adjacent vacant land. Great Central Railway with a connecting bus to Leicester is an option. |
| RN66/2 C Dyer | A new bus station is needed. |
| RN75/2 N Hodgett | Great Central Railway link from Nottingham to Leicester for commuter and leisure use. |
| RN75/3 N Hodgett | Encourage use of bus lanes by motorcycles to alleviate congestion and keep bikes safe (other local authorities do this). |
| RN68/2 Sibley Parish Council | Provide a well appointed bus terminal with any new development in Loughborough to encourage use of public transport. Must be continuing improvements to bus and train services. |
| RN83/8 S Bradwell | Park and ride/light rail need economies of scale of mass population larger than Loughborough provides. Unfortunate that rail station is remote from key employment, residential and retail areas so it is important to provide a link to these various destinations. |
| RN85/19 Leicestershire County Council | County Council currently assessing the possibility of Park and Ride in Loughborough area and expect to make recommendations later in the year – interested in the public's response to this issue. |
| RN69/14 Ms Youngs | Park and ride would seem a bit much for the size of Loughborough. As there is a shortage of bus drivers would this mean less buses for other residents in the Borough, those who rely on buses and have no other option. Bus operators cannot be forced to serve new development so need to reduce travel by developing mixed use developments where there is housing, work and shopping. |

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| RN87/4 Charnwood CVS | Tram line alongside Graet Central Railway would help traffic queues along A6 and school traffic to Loughborough and Quorn. |
| RN88/1 Mr Kilbride | Is there spare land in Bishop Meadow or Belton Road industrial areas that could be utilised for park and ride. Alternatively, an agreement with one or more industrial companies to use their car parks on a Saturday. Park and Ride should include drop off points at the station as well a town centre. |
| RN96/9 Transport 2000 | Bus based park and ride unlikely to make any significant improvements. Rail (i.e. Ivanhoe) could, but only if car parking facilities provided at Syston, Sileby and Barrow on Soar. Could be a role for light rail on weekdays operated by rail based People Movers. These would however need extra maintenance facilities on GCR. |
| RN98/11 Charnwood & North Wes Leicestershire Primary Care Trust | Consider as a priority access to healthcare facilities by public transport. |
| RN108/6 Cllr Edwards | Should GCR plc go bust then line could be used as a tram link. No part of the line should be built on to retain this option. |
| RN110/9 Hoton Parish Council | Assistance for rural public transport. Hoton has no direct service to health centres, libraries, etc. This could easily be resolved, i.e. divert No.1 South Notts service. |

Question 18: What improvements are needed to local provision for walking and cycling? Are there any routes that need to be created or improved?

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| RN03/16 Andrew Granger & Co | A60 walking and cycling. |
| RN04/5 New Life Financial Planning | Require more cycle parking, cycle lanes. |
| RN11/4 Anstey Parish Plan Group | Strong support for development of sustainable transport (cycleways) in Anstey. |
| RN16/5 AT Greatorex | Syston has adopted a cycle route plan which is totally ignored by Borough Council planners. |
| RN11/14 Anstey Parish Plan Group | Create cycle route between Millennium Field, on Leicester Road, and Thurcaston Lane, Anstey. Better sign posting on the walk and cycle ways. |
| RN19/18 Mr Porter | Cycling is too dangerous because of car speeds. |
| RN24/16 Thorpe Acre 2000 | From main estates, like Thorpe Acre, to the town centre, railway station, university and other employment centres. |
| RN34/17 T Birkinshaw | Quality of provision must be improved through the use of minimum standards for width, radii etc, training and enforcement, direct routes and easy crossing points. Emphasis on safety. |
| RN37/11 Woodhouse Parish Council | Good quality cycle route to Loughborough is required. Proposed route from Old Woodhouse via the track from Beaumanor Hall into south Loughborough is encouraged. The path alongside Forest Road from Woodhouse to Old Woodhouse and from Old Woodhouse to Quorn could be upgraded to cycle track. |

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| RN38/5 Syston Town Council | Syston has adopted a 'cycleway' but this has yet to be implemented and the planning authority seems unaware of its existence. No development should be permitted on the alignment of this cycleway. |
| RN45/8 CPRE – Charnwood | <ul style="list-style-type: none"> • All new development must have pedestrian friendly environments. • Introduce more 20mph (home zones) in residential areas. • Develop quiet lanes in rural areas where pedestrians, horse riders and cyclists take precedence over motorised vehicles. • Make sure there are safe areas for children to play away from the hazards of traffic. |
| RN44/9 Mr Seager | Provide more cycle parking in centre of Loughborough. Cycle paths that lead to popular destinations. The Woodbrook path into Loughborough ends in a car park! It should have a crossing point on Valley Road as crossing, particularly with children, is scary. It puts people off. Pelican and Toucan crossings should be programmed to stop traffic more quickly. Make road crossings safe. Crossing A6 in Hathern as the cycle path requires is dangerous without some traffic control. Crossing Forest Road after Epinal Way into town on the Woodbrook path is not safe either. |
| RN51/5 British Waterways | Potential for waterways to be used for walking and cycling should be emphasised, such routes should be created that include the waterway environment. |
| RN54/14 A Kay | <p>Pursue further <input type="checkbox"/> edestrianisation in Loughborough town centre – High Street to Swan Street and Devonshire Square, Wards End, Granby Street.</p> <p>Ensure north east side of town not cut-off by Inner Relief Road through use of pedestrian crossings.</p> <p>Need for new safe cycle routes/facilities – from Loughborough station, link Nottingham Road/Meadow Lane, Belton Road, along A60 from Cotes, Kirkstone Drive to Holywell Park, better penetration into and through Loughborough including extending Woodbrook Way, Blackbrook Way towards Astra Zeneca, continuous cycle path along A6 in Hathern and a route Loughborough to Woodhouse towards Swithland Reservoir, Swithland Woods and Bradgate Park.</p> |
| RN64/11 Ms Humphreys | Cycle lanes through Quorn and Loughborough should be made mandatory- stop people parking on them. All pavements should be adequate for at least two people to pass. Safe walking routes along the canal banks should be protected from development. Improve access to footbridge and tunnel from Garendon Estate to Shepshed as they provide a car free alternative of crossing the M1 (a major barrier for walking and cycling). |
| RN63/18 Action for a Better Charnwood | Improve road safety by pedestrianising the A6 through centre of Loughborough, introducing more 20mph zones in residential areas and designing road crossings, pavement and junctions with pedestrian safety in mind. |
| RN63/21 Action for a Better Charnwood | <p>Improve walking and cycling routes:</p> <ul style="list-style-type: none"> • Make cycle lanes through Quorn, Alan Moss Road and Ashby Road, Loughborough mandatory – stop people parking on them. • Make all pavements should be wide enough for at least two people to pass. • Protect safe walking routes along canal banks and jetty network from development. • Improve access to footbridge and tunnel from Garendon estate to Shepshed to provide a car free alternative to crossing the M1. • Tarmac pedestrian/cycle route between Epinal Way and tennis centre. |
| RN65/6 | Separate pedestrians and traffic. Extend 'no parking zone' at school gates or arrange a walking bus system of dropping off |

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| M Johnstone | points. |
| RN83/7 S Bradwell | Integrate good cycling and pedestrian routes to promote cycling and walking and help to create a healthy borough. |
| RN84/5 EM Hare | Pedestrianise Granby Street to allow peaceful access to the park, library and museum. |
| RN85/20 Leicestershire County Council | A map showing existing cycle routes in Charnwood is currently being prepared. Other routes are being considered – the response of the public is important in this respect. |
| RN69/15 Ms Youngs | Cycling relatively well provided for, but little has been provided for pedestrians. Need directness to encourage walking, new crossings detract from this. Sheep pen crossings, as on the Rushes, make it longer and slower to cross roads. Diagonal crossings, as in Balham, would be useful at Baxter Gate, Ashby Square and Alan Moss/Derby Road intersection. Many pavements are in a bad state of repair, badly cambered patchy repairs and narrow width. More benches and bins are needed on routes. Routes should be more attractive with planting, and safeguarded from the encroachment of the car. Quick convenient routes away from main roads are needed. An example could be from the end of Market Street, across Ashby Road, down Brookside, across Swan Street, then up the alley by the former Co-op to Biggin Street and Metrobrook. It would avoid Ashby Road with narrow and badly cambered pavements, and avoid the busy market on market days. |
| RN87/5 Charnwood CVS | Make cycle routes continuous. Loughborough and other areas of Charnwood are ideal cycling terrain if encouraged with more cycling lanes. |
| RN91/5 AstraZeneca | Many ways the Framework can enhance the ability to encourage use of alternative transport. A number of key themes were identified at a recent Loughborough Transport Issues initiative: <ul style="list-style-type: none"> • Poor standard of cycle network – uneven surfaces, narrow sections, tight curves, cycle tracks lack separation from road. • Condition of canal path – a potential major cycle path into Bishop Meadow industrial estate; • Lack of cycle routes through centre of Loughborough. |
| RN96/10 Transport 2000 | See comments on healthy borough. Routes have been suggested by ABC and pedestrian and cycle groups. |
| RN98/12 Charnwood & North Wes Leicestershire Primary Care Trust | As many lifestyle habits are created early in life it is important that the ability to walk to school in a safe environment is considered as a priority in improving current walking and cycling routes. |
| RN92/5 Mr Pickford | Need a cycle route from Wolds to Loughborough and footpaths are overgrown, the development of the airfield could bring this. Such development would assist other social needs creating growth of shops, businesses and a health centre, which also creates more employment opportunities. Turn dormitory Wolds villages to thriving and self sufficient community. |
| RN102/12 A Newtown Linford Parish Councillor (anonymous) | Improved and better maintained public footpaths and bridleways, i.e. stiles, bridges and route signing. |
| RN112/10 Wymeswold Parish Council | Hope for interest in Quiet Lane initiative, which is lacking in the County Council at present. |

Question 19: Are there any new road schemes you feel should be considered for inclusion in the LDF as part of a safe, effective and sustainable transport system?

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| RN03/17 Andrew Granger & Co. | Eastern by-pass for Loughborough. |
| RN04/6 New Life Financial Planning | Additional traffic control measures required at Storer/Radmoor/Ashby Roads junction, and Cumberland/Ashby Roads where a mini roundabout may be advised. |
| RN16/5 AT Greatorex | Syston eastern by-pass. |
| RN11/15 Anstey Parish Plan Group | The Nook, Anstey, should provide wider footways for safety and convenience. Better appearance of the Nook, and less pedestrian/vehicular conflict. |
| RN07/7 Mr & Mrs Hyde | New road safety measures have been needed for years at the junction in Hathern to Long Whatton and Sutton Bonington. |
| RN19/19 Porter | A road to go from Ashby Road, near M1, across Garendon to Derby Road would ease congestion. |
| RN24/17 Thorpe Acre 2000 | Thorpe Hill could be considered for closure if the surrounding network is improved. Rupert Brooke Road is unsafe due to parked cars. |
| RN34/17 T Birkinshaw | None. |
| RN38/5 Syston Town Council | Urgent need for a Syston 'eastern by-pass' to cater for the traffic generated by the 340 houses on Barkby Road. |
| RN52/4 Loughborough Archaeological and Historical Society | Re-routing of A6 is urgent. If any change follows the scheme set out in 1988 plans then the access to the Old Rectory and All Saints area should form an integral part of the scheme so that the area forms a natural part of the 'walkable core'. |
| RN44/10 Mr Seager | Generally new road schemes should be avoided unless compelling reasons for them. Traffic congestion, allied with better bus services and cycling facilities, could persuade drivers to look for another mode of transport. |
| RN54/15 A Kay | Loughborough Inner Relief Road and link between Nottingham Road and Meadow Lane through the railway sidings area. |
| RN64/12 Ms Humphreys | De-trunk A6 and provide alternative road around east of town centre. This would allow <input type="checkbox"/> pedestrianisation of The Rushes to a point past Argos. |

ISSUES PAPER RESPONSES: AN ACCESSIBLE BOROUGH

| Contributor | Summary of Comments |
|--|---|
| RN71/7 William Davis Ltd | Proposed scheme for land east of Mountsorrel Lane, Rothley (see Q.11) provides a road link from A6 Loughborough Road to Walton Way as previously proposed. Much local support for this to relieve less appropriate links to A6 through existing residential areas in Mountsorrel. |
| RN63/21 Action for a Better Charnwood | De-trunking A6, and providing an alternative around the east of the town centre, allows pedestrianisation from the Rushes development to a point past Argos. |
| RN75/4 N Hodgett | Develop a flood free link across Soar Valley to alleviate traffic congestion in time of flood along Sileby Road, Barrow to Sileby (caused by traffic lights on Bridge Street, Barrow). |
| RN78/5 TR Brown | By-pass around Sileby to prevent the effect of rat running from A6 and A46. |
| RN85/21 Leicestershire County Council | County Council has supported the aspirations for an Inner Relief Road in Loughborough and expect the Framework to support the protected route. Rearsby by-pass is currently being built and by-passes of other settlements in Charnwood have previously been considered (including a by-pass for Wymeswold). An assessment of other possible schemes is being carried out for the second Local Transport Plan consultation – the public's response to this matter is of interest. |
| RN89/3 P Hubbard | Loughborough by-pass will move stationary traffic from A6 to Aumberry Gap/Pinfold Street, so is a waste of time. Traffic through centre via A6 adds vitality, business and safety |
| RN99/2 Holmes-Antill | Charnwood Together recognises in relation to 'A Sustainable Environment', need to improve access to Borough from East of England, and to consider a bypass for Wolds villages. |
| RN108/7 Cllr Edwards | Should be access to the A46 at Thurcaston to take the strain and stop rat running off Greengate Lane. 'Quiet Lanes' scheme should be co-ordinated and a Charnwood strategy for Quiet Lanes developed. |
| RN110/10 Hoton Parish Council | An inner relief road for the A6 running from Bridge Street to Leicester Road, opposite Southfields. |