



CHARNWOOD SUSTAINABLE TRANSPORT STUDY

Study Report



September 2020

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Executive Summary

Executive Summary

This study has been produced for Charnwood Borough Council by WYG. It presents the existing policies and provision relating to sustainable transport and examines how people in the Borough use these modes of travel. The study analyses the travel behaviour along with the perceptions of key stakeholders, the growth aspirations and the proposed transport measures in the Borough in order to develop an Action Plan. The draft Local Plan policies relating to sustainable transport have also been appraised.

The objectives of the Sustainable Transport Study are to:

- Inform the policies in the emerging Local Plan ensuring that sustainable travel is central to the development strategy;
- Help to significantly increase the number of journeys made in the Borough by walking, cycling and public transport; and
- Support the Borough's overall aspiration to mitigate the impacts of climate change by reducing CO2 emissions from travel by car.

The draft Local Plan includes proposals for considerable economic and housing growth, and it is essential to achieve a balance between these growth aspirations and the increase in the demand to travel that could have negative environmental and transport consequences.

Improvements to sustainable transport will provide better access to jobs, education, health and services and these will mitigate some of the impacts of economic growth. Concentrating development in the most appropriate locations that can be accessed by all transport modes will spread the load of increased travel demand.

Charnwood is in a highly accessible geographic location and has strategic transport advantages over many other similar locations. The Borough needs to develop these connections and prepare to exploit the opportunities that the new developments and transport projects will provide.

Sustainable transport will only be a viable option for a proportion of the Borough's residents and visitors because car use is essential for many people and sustainable options are limited.

Loughborough and the urban settlements of Shepshed, Birstall, Syston and Thurmaston have the best sustainable transport options. Some service centres also have good connections, because of the passenger transport that passes through towns like Barrow, Quorn and Sileby or because they are close enough to larger centres for cycling to be an attractive option. Other centres may be more difficult to serve by sustainable modes, but there is potential to improve the offer.

New developments provide an opportunity to embed the use of sustainable transport from the outset and to provide facilities that could help existing movements. Large developments are generally easier to serve by passenger transport than many smaller, dispersed sites and large sites are better able to contribute towards significant measures. Conversely, smaller sites may be more appropriate on those sites that already have good sustainable transport connections or services exist nearby.

The Coronavirus pandemic has introduced change and uncertainty about current and future transport demands by all modes of travel. Travel behaviour will change in the future and new operational methods will be required to ensure that travellers and staff are safe. The virus has had a dramatic impact on the way many people work, shop and access services and some of these changes are likely to be long-term. Transport providers will need to adapt to the new circumstances, but there are opportunities to reduce the need to travel and increase the use of sustainable modes alongside the threat of declining passenger numbers.

The report is structured around the 5Ps of Policy, Provision, Practice, Perceptions and Proposals. The analysis shows that:

- Rural areas have relatively high car use and low sustainable transport use.
- Loughborough has good provision for pedestrians and cyclists and consequently the mode share of these is relatively high.
- Commercial bus services in Loughborough, Shepshed and the edge of Leicester are good, but journeys that require more than one bus can be inconvenient.
- The redirection of bus routes from the core of Loughborough is considered to have had negative impacts on bus use to the town centre.
- Contracted/supported passenger transport are threatened by a lack of funding and alternative ways of delivering essential transport are being considered.
- Rail services, waiting facilities and opportunities to interchange are relatively good in Loughborough but are lacking at the other stations in Charnwood.

The Proposals section of the report sets out the major land use development proposals along with the significant transport projects in the pipeline that will provide opportunities and threats to the delivery and use of sustainable modes of travel.

The content of these sections is used to develop the recommended strategies for the different types of sustainable mode (categorised into walking, cycling, passenger transport and smarter choices) and the Delivery Action Plan sets out how these are expected to be implemented.

Recommendations have been made on how Neighbourhood Plans can provide local communities with the opportunity to address transport issues in their area.

The study has shown that it is difficult to develop a one-size-fits-all approach to sustainable transport in the Borough because of the geographical differences that exist and the variability in the provision of passenger transport. The recommendations and delivery plan aim to propose measures that are realistic and appropriate for all of the different communities in the Borough, but each area will need to be reviewed on its own merits in order to develop a detailed programme of actions.

1 | Background

1.0 Background

1.1 Overview

1.1.1 In February 2020, WYG were commissioned by Charnwood Borough Council (CBC) to produce a Sustainable Transport Study for the Borough. The objectives of the study are to:

- Inform the policies in the emerging Local Plan ensuring that sustainable travel is central to the development strategy;
- Help to significantly increase the number of journeys made in the Borough by walking, cycling and public transport; and
- Support the Borough's overall aspiration to mitigate the impacts of climate change by reducing CO2 emissions from travel by car.

1.1.2 Since the work was commissioned the Coronavirus pandemic has occurred which has had some impacts on travel behaviour and the way the study has been conducted. The Coronavirus is likely to have significant long-term impacts on everyday activities and travel behaviour as well as the short-term impacts that have occurred.

1.2 Context

1.2.1 A new Local Plan for Charnwood is being prepared and a sustainable transport study is required to inform the evidence base for the Plan. The draft Charnwood Local Plan 2019 – 2036 was published for a 6-week consultation during November and December 2019. The draft Plan sets out how the Council will balance future growth in the Borough while making sure the environment is looked after and communities have the infrastructure they need.

1.2.2 The draft Plan includes strategic and detailed policies and over the plan period makes provision for nearly 20,000 new homes and 77.88 hectares of employment land plus a 77-hectare extension to the Loughborough Science and Enterprise Park.

1.2.3 As well as providing housing and jobs, the draft Local Plan considers the quality of design, climate change, renewable energy and improving biodiversity. It also considers how infrastructure will be secured for growing communities, including health services, schools and the transport system.

1.2.4 The Charnwood Local Plan Local Development Scheme sets out that there will be further consultation on the draft Local Plan during 2020 and 2021 with adoption of the Plan being scheduled for early 2022.

1.2.5 The vision of CBC is that communities will have better access to jobs and services, with a choice to walk or cycle and for longer journeys people will be able to take advantage of excellent connections by bus or rail. The development strategy aims to direct development to locations where it can benefit communities and the economy and protect and enhance the environment.

1.2.6 In terms of transport, Charnwood is well located between the cities of Leicester, Derby and Nottingham with direct links to strategic transport routes via the Midland Main Line railway, the M1, A6 and A46. Loughborough is the main hub for transport and new development within the Borough while Leicester is a major trip attractor at the southern edge of the Borough.

1.2.7 Much progress has been made in recent years, including the Loughborough Town Centre Transport Scheme which has reduced the dominance of cars and improved the public realm and the environment for pedestrians and cyclists. The cycle network has increased considerably in recent years and there are plans for further expansion.

1.2.8 Good passenger transport services exist on some routes, but passenger usage has either reduced (on buses) or changed little (rail) in recent years. Loughborough railway station has been improved significantly and is now a high-quality interchange, but other stations are lower quality with fewer trains and direct services. New bus facilities have been provided in Loughborough as part of the town centre public realm

scheme but the level of passenger demand, bus service frequency and waiting facilities are variable in other parts of the Borough.

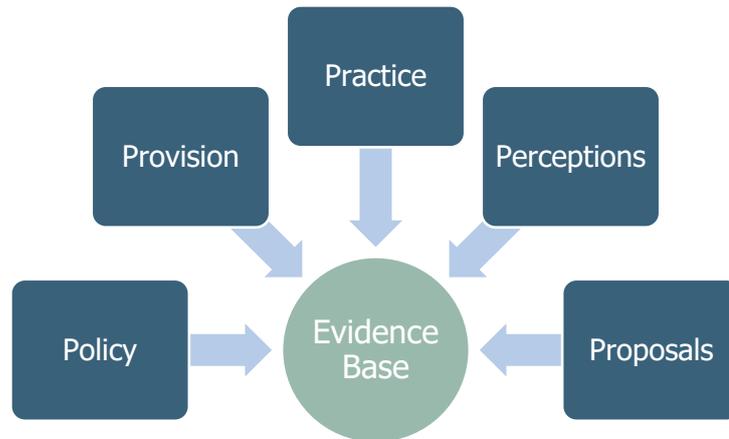
1.3 Challenges and Opportunities

- 1.3.1 Charnwood is facing a series of challenges in terms of improving the quality and use of sustainable transport modes at the same time as promoting economic growth. Congestion exists at peak times on many roads which impacts on the local environment, carbon emissions and the efficient movement of goods and people. Growth could make these problems worse unless measures are put in place to encourage sustainable travel.
- 1.3.2 Current levels of car dependency are relatively high. It is recognised that the rural nature of large areas of the Borough means that private cars will remain an essential mode of travel for many people but there is an opportunity to put measures and policies in place that help tip the balance for people to either not buy a car in the first place or use their cars less often. This could be at a high level in terms of building homes and employment in the right locations (i.e. reducing the need to travel) or at a lower level in terms of providing facilities that promote the use of non-car modes.
- 1.3.3 Travel demand is heavily focussed towards the centres of Loughborough and Leicester and the university causes impacts on travel patterns that are different to many other towns because the travel demand differs so much between university terms and non-terms.
- 1.3.4 The proposed growth in housing, employment and other land uses provides an opportunity to influence the travel behaviour of existing residents and visitors as well as the people who will be attracted to the Borough in the future. Sustainable transport measures and policies that support new development will also bring benefits to current travel patterns and modes.
- 1.3.5 Establishing sustainable travel use from the inception of a new development is both a challenge and an opportunity but it is usually easier than changing well-established travel behaviours.
- 1.3.6 The viability of development and its wider role in increasing the vitality of towns are key considerations that must be considered. Any transport requirements of a development need to be proportionate to its scale and viability and sometimes the wider benefits of a project may outweigh its transport impacts. Balancing these trade-offs is a necessary part of the planning process but this balancing exercise lies beyond the scope of this study.
- 1.3.7 Large developments (for example the Sustainable Urban Extensions) are generally easier to serve by passenger transport because the economies of scale generate enough passengers to support a new service. The draft Local Plan advocates a more dispersed approach to development than the previous strategy of allocating Sustainable Urban Extensions. These smaller sites could be more difficult to access by traditional bus services and more difficult to coordinate their contributions towards sustainable transport measures from multiple sites coming forward at different times.
- 1.3.8 The role that transport plays in key issues such as local air quality, carbon emissions and climate change, health and social mobility is recognised.

1.4 Structure of the Report

- 1.4.1 This Study Report provides the evidence and a framework upon which sustainable transport options and policies can be developed. The report is structured around the *5P's* of policy, provision, practice, perceptions and proposals (see [Figure 1](#)).

Figure 1: Areas of Assessment



- **Policy** - The national, sub-regional and local policies in place which provide the overarching framework for potential investment. The section also touches upon other studies in the local area to identify potential synergies and opportunities for a strategically co-ordinated approach to catering for future passenger transport travel demand.
- **Provision** – The existing sustainable transport infrastructure, services in place by all modes of travel.
- **Practice** - The nature of current operations, in terms of the volume of travel demand, how this has changed over time, and the different modes of travel along the corridor.
- **Perceptions** - The views of a range of stakeholders on the nature and extent of current sustainable transport issues and their proposals for balancing the increased use of sustainable alongside economic development. The section draws out common themes and differences of opinion raised by transport providers, elected members, developers, businesses and interest groups.
- **Proposals** - The scale of growth proposed in the Borough, both in terms of new housing to be provided and jobs to be created, and in terms of committed improvements to the wider transport network. Sustainable transport proposals and policies will emerge from a sifting and selection process.

1.5 More Information

1.5.1 If more information is required on the content of this Study Report, please contact:

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2 | Policy

2.0 Policy

2.1 Overview

- 2.1.1 Charnwood Borough Council is the local planning authority and Leicestershire County Council is the local highway authority responsible for managing and maintaining the operation of the transport network within the Borough. Leicester City Council policies and projects have a large impact on travel in the Borough, given the demand to travel to and from the city. Highways England is also a major transport stakeholder, who are responsible for two strategic routes through the Borough (M1 and A46).
- 2.1.2 This chapter of the study report provides the policy context within which options for the development of the sustainable transport study have been considered. It highlights the framework for investment provided by national policy and guidance, objectives and priorities established at the county and authority level, and additional local documents with which the recommendations for the Charnwood Local Plan should align.
- 2.1.3 In order to ensure that proposed investment in transport infrastructure maximises its ability to meet strategic priorities across the authority, transport and wider economic, environmental and social strategies and policies have been considered in this study.

2.2 National Policy

National Planning Policy Framework

- 2.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and updated in June 2019 and sets out the Government's planning policies for England, and how these are expected to be applied in seeking to deliver sustainable development¹.
- 2.2.2 It establishes core planning principles and includes the need to actively manage patterns of growth to make the fullest possible use of passenger transport, walking and cycling, and focus significant development in locations which are, or can be made sustainable.
- 2.2.3 The NPPF states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives, and that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 2.2.4 NPPF states that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Additional National Guidance

- 2.2.5 There is considerable further guidance provided at the national level to inform and direct the nature of transport interventions and the objectives they should be looking to achieve. This includes:
- Transport White Paper: 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'.
 - The Strategic Link Road Network and the Delivery of Sustainable Development (DfT Circular 02/2013).
 - Transport Evidence Bases in Plan Making (MHCLG, 2015).
 - Travel Plans, Transport Assessments and Statements (MHCLG, 2014)
 - Building Sustainable Transport into New Developments (DfT, 2008).
 - Smarter Choices – Changing the Way We Travel.
 - National Design Guide, MHCLG, 2019
 - Manual for Streets and Manual for Streets 2.
 - Integrating the Planning and Delivery of Sustainable Transport with new Housing Development (Transport Knowledge Hub, 2019).
 - Better Planning, Better Transport, Better Places (CIHT, 2019).

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- Transport Investment Strategy: Moving Britain Ahead (DfT, 2017).
- Buses in Urban Developments (CIHT, 2018).
- The Bus Services Act 2017: New Powers and Opportunities (DfT, 2017).
- Cycling and Walking Investment Strategy (DfT, 2017)
- Local Cycling and Walking Infrastructure Plans (DfT, 2017)
- Future of Mobility: Urban Strategy (DfT, 2019)
- Road to Zero (DfT, 2018)
- Road Investment Strategy 2 (DfT and HE, 2020-2025)
- Clean Air Strategy (DEFRA, 2019)
- Decarbonising Transport (DfT, 2020)
- High Speed Two, Phase 2b (various)(HS2 Ltd.)

2.2.6 These documents provide a clear focus on facilitating sustainable growth through investment in greater travel choice and designing places for people as opposed to cars.

Coronavirus Act and Government Guidance

2.2.7 The Coronavirus Act 2020 was enacted to address the issues raised by the infection and the Government has made a series of announcements and funding allocations that relate to transport. One of these is the Emergency Active Travel fund that is intended to improve walking and cycling in the short and long term. The fund provides indicative allocations of £3.0m for Leicestershire and £3.628m for the Leicester Urban Area spread over three phases. The indicative funding is based on the working populations and actual funding will be dependent on the cycling and walking measures that are proposed by the authorities.

2.3 Sub-Regional Policy

Leicester & Leicestershire Strategic Growth Plan, Our Vision for Growth (2018 - 2050)

2.3.1 Leicestershire County Council, Leicester City Council, the Leicestershire boroughs and districts and the Leicester and Leicestershire Economic Partnership are joint partners of the Strategic Growth Plan (SGP) that sets out the long term, strategic plan. The plan has been approved through the governance processes of each partner. It identifies a need for 24,850 dwellings in Charnwood between 2011-2036 out of a total of 117,900 dwellings and 56-79ha of employment land.

2.3.2 In terms of transport infrastructure, the plan highlights the role of the Midlands Connect Strategy and its proposals to increase capacity on the rail and road network. The Midland Main Line upgrade has been reduced in scope but the SGP continues to advocate improvements along the line that would benefit rail users in Charnwood. HS2 is expected to improve southbound journey times for some people and improve northbound connectivity via interchange at the East Midlands Hub. It also has the potential to unlock capacity on the Midland Main Line by rerouting some long-distance train services.

2.3.3 The plan recognises that previous development has not always promoted the use of sustainable transport modes, contributing to road congestion in many cases. The strategy promotes development in major strategic locations rather than existing towns and villages, which should help to enable the provision of comprehensive transport facilities.

2.3.4 The Leicestershire International Gateway (LIG) is a major growth area that includes East Midlands Airport, East Midlands Enterprise Gateway (the strategic rail freight terminal), the HS2 East Midlands Hub station and adjoining development opportunities. The scheme includes major growth in employment, 11,000 new homes in Charnwood and North West Leicestershire and various transport improvements.

Leicester & Leicestershire Strategic Transport Priorities (Draft: 2020 - 2050)

2.3.5 The Leicester & Leicestershire Strategic Transport Priorities (LLSTP) is a draft document that has been prepared by Leicester City Council and Leicestershire County Council to outline the transport priorities for the two authorities for a 30-year period. The principle aims are to:

- Improve connectivity.
- Support and drive the economy to unlock growth.

- Create high quality environments for communities to thrive.
- Ensure development is sustainable and maximises social and environmental benefits.
- Support the transition to a low carbon and circular economy.
- Support national and international efforts in combatting the impacts of and adapting to climate change.
- Maximise opportunities from technological innovations.
- Address wider social challenges including accessibility, severance, and deprivation.
- Improve public health, by tackling sedentary behaviour and poor air quality.
- Focus transport investment and funding to achieve the biggest impact for the City and County.

2.3.6 The LLSTP outlines an approach where transport will be the key enabler of the County Council’s Strategic Plan outcomes:

- Strong Economy.
- Wellbeing and Opportunity.
- Keeping People Safe.
- Great Communities.
- Affordable and Quality Homes.

2.3.7 The plan recognises that ‘The challenges faced by people travelling by public or active modes mean that private car will continue to be the dominant mode of travel around Leicestershire. Therefore, future priorities must focus on both encouraging travel by sustainable modes and supporting the ability of drivers to move around the county.’

2.3.8 Five themes have been developed for the LLSTP. Themes 3 and 4 are the most relevant to travel in Charnwood, Theme 3 is Travel Around Leicestershire and Theme 4 is Travel Around County Towns and Other Urban Areas. The aims, challenges and priorities of Themes 3 and 4 are given in **Table 1** and **Table 2**.

Table 1: Summary of the Aims, Challenges and Priorities of Theme 3

Theme 3	
Aims and Challenges	
Continue to encourage travel by sustainable and active modes, where it is practicable.	Leicestershire is a predominantly rural county. Long-distance bus or mass rapid transit services are rarely practicable or financially viable in rural counties. Travel by walking or cycling is equally poor in some areas.
Improve journey time reliability for journeys by road.	Unreliable journey times by road. These cause particular issues for commuters, residents accessing vital services, and last-mile business/freight travel.
Improve safety for all users of the transport network.	Mobility for those who do not have access to their own transport. Although demand for car travel remains high, car ownership is decreasing nationally. Future identification of needs and development of transport schemes will need to consider those who are unable to drive or access their own transport for reasons such as disability, affordability, age or concern for the environment.
Manage the network to ensure the smooth and efficient flow of traffic, in line with the Network Management Duty.	Supporting the growth agenda whilst guarding against urban sprawl. Ensuring that the right developments are built in the right places, through the planning process, will be vital if we are to deliver an efficient network which is fit for the future.
Commitment to play an active role with partners to inform local decision making to improve air quality.	Advances in technology. Developments in vehicle technology (electric vehicles, autonomous vehicles etc) will not be confined to urban areas. These vehicles will also need to use more rural links, where the necessary infrastructure may not be widely available.
Priorities and Timescales	
Short-Term (to 2025)	Develop a cycling and walking strategy for Leicestershire, alongside continuing development of Choose How You Move and encourage active and sustainable travel options, where appropriate.
	Publish the refreshed Network Management Plan.

Theme 3	
	Publish the County Local Transport Plan 4.
	Embed a risk-based approach to Asset Management.
	Deliver the first improvement scheme on Leicestershire’s MRN.
	Continue to encourage use of the commercial bus network.
	Support Midlands Connect’s work towards smart ticketing.
	Continue to manage and maintain our road network, seeking to minimise the number of road casualties.
	Engage with local communities and other key stakeholders as appropriate to identify needs and potential solutions.
Medium-Term (to 2036)	Integration of communications between the strategic road network and local highway network.
	Develop use of technology on inter-urban and rural links around the county as appropriate, including adapting networks to support the potential for autonomous vehicle.
	Encourage the uptake and use of electric vehicles.
Long-Term (to 2050)	Continue to adapt and maintain our road network as technologies emerge.

Table 2: Summary of the Aims, Challenges and Priorities of Theme 4

Theme 4	
Aims and Challenges	
Support the continued growth of the county towns and other urban areas, whilst retaining their distinct characteristics.	Difficulties balancing economic growth and the unique characteristics of the individual county towns and other urban areas.
Ensure that the county towns and other urban areas are well-equipped to deal with future changes in travel and transport (e.g. electric vehicles).	Difficulties balancing future-proofing the network with the unique characteristics of the individual county towns and other urban areas.
Improve connectivity to/from Leicester and within the local area by public transport, walking, and cycling.	Poor connectivity to existing transport hubs.
Facilitate the smooth flow of traffic to and around the county towns and other urban areas.	Self-contained nature of the county towns and other urban areas means that each place will have its own infrastructure requirements, challenges, and solutions.
Identify opportunities to use active travel programmes as key approaches to improve air quality and deliver public and societal benefits.	The population sizes of the county towns make it difficult to roll out some transport solutions and technological innovations due to economic viability.
Priorities and Timescales	
Short-Term (to 2025)	Carry out studies into each of the county towns to identify their individual challenges, opportunities, and needs.
	Develop a programme for Local Cycling and Walking Infrastructure Plans.
	Engage with local communities and other key stakeholders as appropriate to identify needs and potential solutions.
	Carry out the South East Leicestershire Transport Strategy Area (SELTSA) study into the urban areas.
	“Quick-win” highway network improvements in the urban areas.
	Continue to encourage residents, workers and visitors to use passenger transport services in preference to the private car wherever possible, because of the environmental benefits of doing so.

Theme 4	
	Encourage the use of electric vehicles including electric bicycles, cars, buses and freight where feasible.
Medium-Term (to 2036)	Smaller-scale highway network improvements.
	Develop the understanding of the impacts of technological improvements, in particular electric vehicles.
	Continue to support and work with partners to mitigate the impact of transport on air quality.
Ongoing	Continue to engage with the LAs in developing their local plans and other relevant strategies/plans as required.

Leicestershire Local Transport Plan 3 (LTP3: 2011 - 2026)

- 2.3.9 The LTP3 was completed in 2010 and it provides a strategic framework within which to deliver the long-term aspirations of the County Council to develop and manage Leicestershire’s future transportation network.
- 2.3.10 Now that 2020 has been reached, many of the specific projects mentioned within the plan have either been completed or are outdated. However, Leicestershire County Council intend to review the LTP3 and consider the need to produce a replacement transport strategy.
- 2.3.11 Despite this, Leicestershire are confident that the objectives and policies themselves are still relevant regardless of the remaining schemes to be progressed. To this end, the strategic goals of the LTP3 will still be relevant in producing any updated version and are therefore summarised below in **Table 3**.

Table 3: Summary of Strategic Goals Presented in LTP3

No	Strategic Goal	Activity	Outcome
1	A transport system that supports a prosperous economy and provides successfully for population growth.	Supporting the economy and population growth.	Our transport system provides more consistent, predictable and reliable journey times for the movement of people and goods.
2	An efficient, resilient and sustainable transport system that is well managed and maintained.	Managing the condition of our transport system.	Our transport system and its assets are effectively managed and well maintained. Our transport system is resilient to the impacts of climate change.
3	A transport system that helps to reduce the carbon footprint of Leicestershire.	Encouraging active and sustainable travel,	The negative impact of our transport system on the environment and individuals is reduced. More people walk, cycle and use public transport as part of their daily journeys, including access to key services.
4	An accessible and integrated transport system that helps promote equality of opportunity for all our residents.	Improving the connectivity and accessibility of our transport system. Encouraging active and sustainable travel.	More people walk, cycle and use public transport as part of their daily journeys, including access to key services. Effective and integrated public and community transport provision, including targeted and innovative travel solutions that meet the essential transport needs of Leicestershire residents.
5	A transport system that improves the safety, health and security of our residents.	Improving road safety. Encouraging active and sustainable travel.	The number of road casualties is reduced. More people walk, cycle and use public transport as part of their daily journeys, including access to key services.

No	Strategic Goal	Activity	Outcome
6	A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.	Managing the impact of our transport system on quality of life.	There is improved satisfaction with the transport system amongst both users and residents. The natural environment can be accessed easily and efficiently, particularly by bike or on foot. (The negative impact of our transport system on the environment and individuals is reduced).

*Source: Based on Table 1 – Extract from LTP3

Leicestershire County Council Passenger Transport Policy and Strategy

2.3.12 These documents include the Passenger Transport Policy and the strategy that will deliver it. In summary, the strategy aims to support the commercial bus market as much as possible and decide how to intervene where transport needs cannot be met by the commercial market. The availability of funding and maximising value for money are the key drivers in these decisions.

2.3.13 The strategy identifies priority groups of people, priority journey purposes and the most important times to provide supported services. The strategy includes covers the following areas:

- Commercial services
- Community transport
- Subsidised passenger transport
- Intervention in the planning system
- Passenger information
- Supporting infrastructure
- Fares and ticketing
- Concessionary travel
- Service disruption

2.3.14 The strategy gives useful guidance on how bus services can be prioritised according to various criteria. Where a bus service cannot be provided by a traditional service the strategy considers the possibility of Demand Responsive Transport as a 'lifeline' service. These are provided by small vehicles or taxis.

2.3.15 The strategy of intervention through the planning system is particularly relevant to this study. This states that LCC will either encourage developers to work with bus operators to implement an appropriate, long term bus service or seek Section 106 developer contributions towards a bus service and other sustainable modes.

2.3.16 Contributions will be sought for an agreed time period and value, but only where there is a reasonable prospect of the service being commercially viable in the long term. Contributions will also be sought for infrastructure (stops, shelters, passenger information, etc.). Flexibility within agreements is important to allow adjustments to meet changing circumstances.

Leicester City Local Transport Plan 2011-2026

2.3.17 The Leicester LTP covers the geographical area within the city boundary and pays particular attention to issues relating to transport in Leicester and the surrounding conurbation. Although some of the plan is now out of date the objectives are still relevant:

- Reduce congestion and improve journey times
- Improve connectivity and access
- Improve safety, security and health
- Improve air quality and reduce noise
- Reduce carbon emissions
- Better maintain transport assets
- Improve quality of life

2.3.18 The focus of the LTP3 programme is on sustainable transport that will help grow the economy, protect and create jobs, whilst reducing carbon emissions and helping to improve air quality, encourage active and safe travel and improve accessibility, with well-maintained assets. Each objective has a corresponding strategy that includes an assessment of the current and future challenges and opportunities, option appraisal, the preferred strategy and the associated delivery and monitoring processes.

- 2.3.19 The Birstall Park and Ride scheme was under construction when LTP3 was produced and it is a key project within the Leicester LTP, even though it is located within Charnwood. Leicester City Council has recently been awarded funding from the Government's Transforming City Fund to install bus and cycle transport improvements between the city centre and Birstall Park and Ride.
- 2.3.20 There are other examples of a co-ordinated approach to transport by the neighbouring authorities, including the measures planned to support the urban extensions at Thorpebury and Broadnook (North of Birstall). These sites are in Charnwood, but they are expected to be closely associated with the city for employment, services and transport opportunities.
- 2.3.21 Cycle routes and bus corridors extend out from Leicester into Charnwood, including Anstey, Birstall and Thurmaston. The creation of these cross-boundary routes has been coordinated by the two highway authorities.

The Leicestershire Highways Design Guide

- 2.3.22 The Leicestershire Highways Design Guide has been produced by LCC and it replaces the previous 6Cs Design Guide. It provides guidance on the preparation of development proposals, design guidance and advice on materials and construction. It also provides guidance on the adoption of new public highway and the S278 procedures to enable highway improvements.
- 2.3.23 The guide has appendices and companion documents that include parking standards, the specification of highway works for new developments, standard conditions for highway works, transport assessment guidance, commuted sums for highway works and public rights of way guidance.

The Leicestershire Environment Strategy 2018-2030

- 2.3.24 The Environment Strategy recognises that transport is one of the key drivers for action that needs to be addressed and one of its aims is to reduce the environmental impacts of travel and transport. LCC will work with its partners to reduce emissions of greenhouse gases and other pollutants generated by the transport network and will take internal actions to reduce mileage, use more efficient and less polluting vehicles and promote sustainable travel by staff.
- 2.3.25 The Carbon Reduction Roadmap (Tranche 2) is being developed alongside the Environment Strategy and it will identify key actions and targets for reducing emissions.

The Leicestershire Highways Infrastructure Asset Management Plan and Network Management Plan

- 2.3.26 The Highways Infrastructure Asset Management Plan sets out a framework for the management of the network. It supports the LTP priorities and ensures that resources are used efficiently. The footway and cycleway network is a similar length to the carriageway network and the maintenance of it is a key part of the plan along with other sustainable transport features like crossings, bus lanes and street lighting. Maintenance of these assets is prioritised according to criteria set out in the plan.
- 2.3.27 The Network Management Plan sets out LCC's approach to managing and developing the network to help support economic prosperity, reduce emissions and improve safety. Many of the actions impact on sustainable modes and the impact of these will be monitored and refocussed if necessary. One action is to work with Local Planning Authorities to identify infrastructure requirements and agree the levies for new infrastructure.

2.4 Local Policy

- 2.4.1 Local planning policy, including the location and scale of housing and employment provision, is set out in Charnwood Borough Council's Local Plan. This forms the basis of a plan-led planning system and provides the basis upon which future demand and supporting infrastructure can be identified and delivered.

Charnwood Local Plan Core Strategy (2011 - 2028)

- 2.4.2 The Charnwood Local Plan Core Strategy was adopted in November 2015 and sets out the Borough Council's core priorities for the location and delivery of future development in Charnwood until 2028. It is comprised

of the 'Core Strategy' and the detailed 'saved' policies from the previous local plan (2004). This policy review provides a summary of the relevant policies relating to sustainable travel within the Core Strategy.

2.4.3 The Core Strategy outlines a clear vision for Charnwood in that by 2028 "Charnwood will be one of the most desirable places to live, work and visit in the East midlands."

2.4.4 The Core Strategy document further provides 21 strategic objectives set out to provide a framework through which the vision for Charnwood can be achieved. The strategic objectives that are relevant with transport are as follows:

- **Strategic Objective 1:** to reduce the need to, and distance of, travel by car and increase use of walking, cycling and public transport. In particular to improve access by public transport to key services and facilities including the key employment centres of Loughborough, Leicester and East Midlands Airport.
- **Strategic Objective 7:** to reduce contributions to climate change and to promote prudent use of resources through patterns of development, design, transport measures, reducing the use of minerals, energy and water and minimising waste and encouraging recycling in support of achieving a carbon neutral Borough.
- **Strategic Objective 8:** to develop integrated transport schemes and measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities, for example in and around Loughborough and settlements close to Leicester.
- **Strategic Objective 18:** to provide all communities in Charnwood with access to quality jobs and improved standards of life by safeguarding key employment sites and creating opportunities for new high-quality employment sites, including a Science Park extension at Loughborough.

2.4.5 The plan sets out the following growth needs to be met by 2028:

- Housing need – 13,940 (820 homes per year)
- Business need – 12,000 jobs on 75 Ha of land
- Food retail – 8,800sqm floorspace
- Non-food retail – 32,800-41,600sqm floorspace

This level of growth will pose serious challenges, as evidence suggests that traffic levels in Charnwood will increase by 19% and congestion levels will be 120% greater than that of baseline conditions come 2026.

2.4.6 **Table 4** summarises Charnwood's housing provision and delivery strategy through to 2028.

Table 4: Summary of Housing Provision and Strategy

Area	Planned Provision	Completions (2011 – 2014)	Commitments (from 11/14)	Supply from Strategic Sites	Estimated Total
Principal Urban Area (PUA)	5,500	401	730	4,595	5,726
Loughborough & Shepshed	5,000	412	2,511	2,440	5,363
Service Centres	3,000	778	2,682	0	3,460
Rest of Borough	500	211	676	0	887
TOTAL	14,000	1,802	6,599	7,035	15,436

*Source: Based on Figure 1 – Extract from the Charnwood Local Plan (2011 – 2028) Core Strategy

2.4.7 In terms of strategic sites, Charnwood have identified various key sites to deliver their forecast Local Plan growth. As highlighted above, growth from strategic sites will be accommodated within the Leicester Principal Urban Area as well as Loughborough and Shepshed. These strategic sites comprise significant development as depicted in **Table 5**.

Table 5: Summary of Strategic Allocation Housing and Employment Provision

Strategic Site	Location	Housing Provision	*within Plan Period	Employment Provision (Ha)
Leicester North East Sustainable Urban Extension	Leicester PUA	4,500	3,250	13
North of Birstall Sustainable Urban Extension	Leicester PUA	1,500	1,345	15
Watermead Regeneration Corridor	Leicester PUA	8,750	0	16
West of Loughborough Sustainable Urban Extension	Loughborough	3,000	2,440	16
Loughborough University Science and Enterprise Park	Loughborough	-	-	77
Shepshed	Shepshed	1,200	0	6
TOTAL	Charnwood	18,950	7,035	143

*Only includes dwellings that will be delivered by 2028

**Source: Based on figures provided within the Charnwood Local Plan (2011 – 2028) Core Strategy

2.4.8 With regards to specific policy, the Local Plan identifies specific policies that seek to guide the development of transport over the plan period. These include:

a) Policy CS 17 – Sustainable Travel

By 2028, Charnwood Borough Council will seek to achieve a 6% shift from travel by private car to walking, cycling and public transport by:

- requiring new major developments to provide walking, cycling and public transport access to key facilities and services;
- requiring new major developments to provide safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network.
- securing new and enhanced bus services from major developments and new bus stops where new development is more than 400 metres walk from an existing bus stop;
- securing contributions from our sustainable urban extensions towards improvements to public transport corridors into Leicester City and Loughborough in accordance with Policy CS19, CS20 and CS22; and
- working with our partners to maximise opportunities for freight movement by rail.

b) Policy CS 18 – The Local and Strategic Road Network

Charnwood Borough Council will maximise the efficiency of the local and strategic road network by 2028. This will be achieved by:

- delivering sustainable travel improvements in accordance with policy CS17;
- requiring our strategic developments to deliver an appropriate and comprehensive package of transport improvements in accordance with Policies CS19, CS20, CS21, CS22 and CS23; and
- requiring other network improvements as identified by appropriate Transport Assessments.

Evidence shows that 63.7% of people who live in Charnwood make their journey to work by car or taxi. Whilst Charnwood Borough Council are committed to changing this, the relationship between Loughborough, the Soar Valley villages and Leicester enables quick and easy access to the local and strategic road network.

Key areas of improvement include the M1 J23 and A6 / A46 interchanges, as well the A512 west of Loughborough and the A607

Charnwood Local Plan (2019 - 2036)

2.4.9 Even with the adopted Local Plan Core Strategy covering a period until 2028, Charnwood Borough Council are currently in the process of producing a new Local Plan that will cover the period up until 2036. This will align with the Strategic Growth Plan but many of the policies and sites set out in the adopted Local Plan Core Strategy are being carried forward into the draft Local Plan. Further details about the emerging plan are presented in Chapter 5.

2.4.10 As previously, the core focus of Local Plan development in Charnwood is centred around the Leicester PUA, Loughborough and Shepshed. However, the housing need has increased significantly since the current Local

Plan was adopted, and as such annual dwelling completion forecasts have increased from 820 homes to 1,082 homes over the plan period.

2.4.11 Much of this need will be met through the delivery of the strategic sites proposed in the adopted Core Strategy, although under the emerging Local Plan, these sites are forecast to take on greater quantum of development.

2.4.12 **Table 6** highlights the increase in development quantum for key strategic sites between the adopted and emerging Local Plans.

Table 6: Increase in Housing Provision at Strategic Sites Between the Adopted and Emerging Local Plans

Strategic Site	Location	Adopted Local Plan Housing Provision*	Emerging Local Plan Housing Provision*	Change
Leicester North East Sustainable Urban Extension	Leicester PUA	3,250	3,325	+ 75
North of Birstall Sustainable Urban Extension	Leicester PUA	1,345	1,950	+ 605
West of Loughborough Sustainable Urban Extension	Loughborough	2,440	3,200	+ 760
TOTAL	Charnwood	7,035	8,475	+ 1,440

*Only includes dwellings that will be delivered within the respective plan period

**Source: Based on Table 1 – Extract from the Draft Charnwood Local Plan

2.4.13 The employment need within the Borough remains consistent with the adopted Local Plan Core Strategy.

2.4.14 In terms of sustainable transport policy, Policy CS 17 and Policy CS 18 are set to be superseded in the draft Local Plan by Policy LP 33 and Policy LP 34 respectively. These are outlined below:

c) Policy LP 33 – Sustainable Travel

Charnwood Borough Council will improve the sustainable transport offer in our Borough. We will do this by:

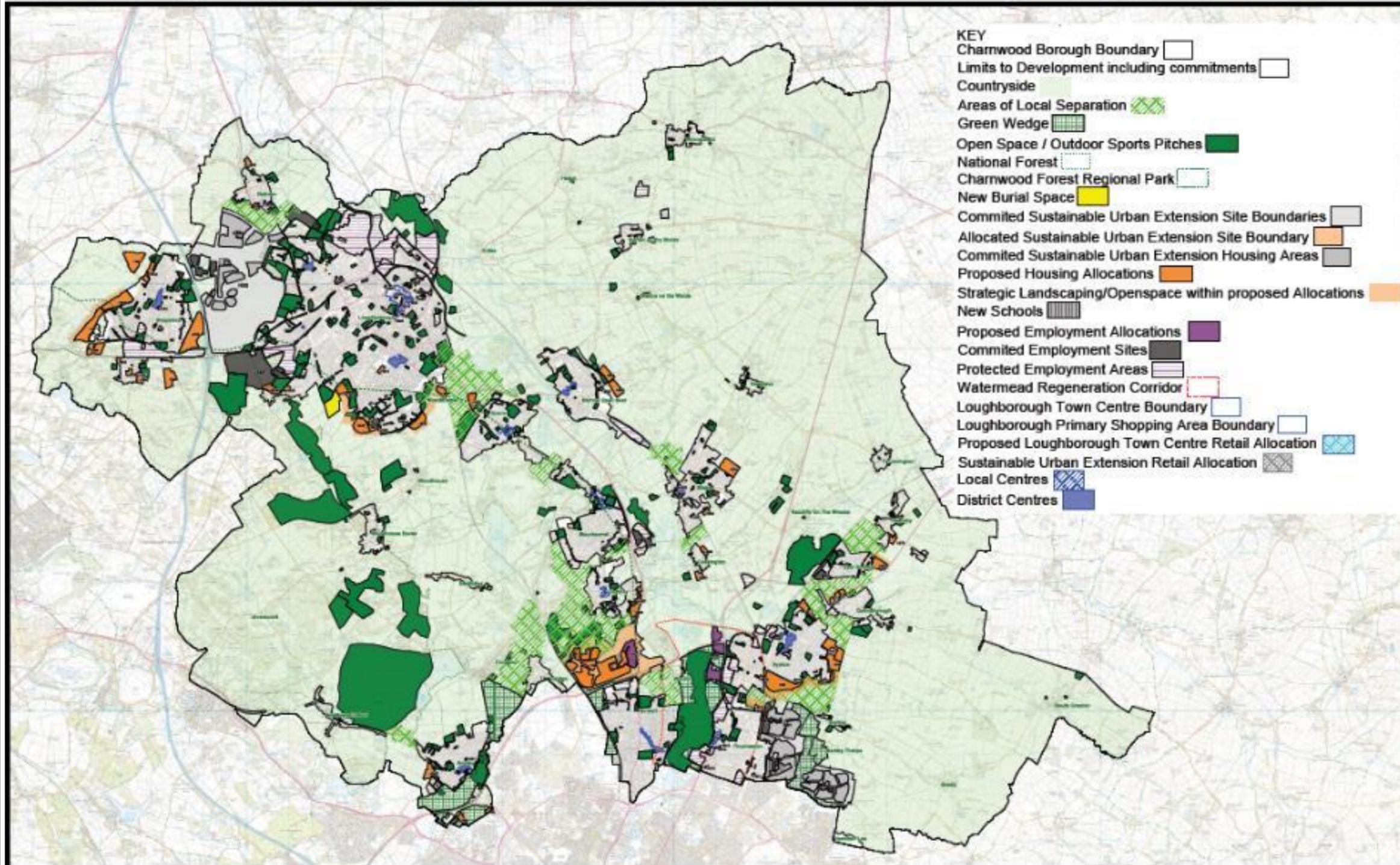
- requiring new major developments to provide walking, cycling and public transport access to key facilities and services;
- requiring new developments to provide well-lit, safe and attractive walking and cycling routes;
- securing new and enhanced bus services serving major developments to ensure the new development is no more than a 400m walk from a bus stop;
- ensuring that sustainable transport infrastructure is well designed and contributes towards making high quality places;
- requiring new residential dwellings with a dedicated car parking space (excluding apartments and residential care homes with communal parking areas) to include an appropriate means to recharge electric vehicles; and
- requiring non-residential developments that have at least 100 car parking spaces, to make provision for at least 20 electric charging points.

d) Policy LP 34 – Local and Strategic Road Network

Charnwood Borough Council will reduce congestion and improve the efficiency of our local and strategic road network by:

- requiring that sustainable transport proposals are considered first before any improvements to the local and strategic road network;
- ensuring that all developments mitigate the impact of their proposals on the road network including any residual cumulative impact;
- ensuring that any road improvements are supported by a robust transport assessment; and
- requiring other network improvements as identified by appropriate transport assessments.

2.4.15 An extract of the policies map has been provided on the following page.



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REV	DESCRIPTION	BY	CHK	APP	DATE
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Figure 2: Local Plan Policies Map

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	BG	28.01.20	BK	28.01.20	BK	28.01.20
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	XXX	-		

Loughborough Town Centre Masterplan (Charnwood Borough Council, 2018)

- 2.4.16 The Masterplan is intended to ensure the vitality of Loughborough as the primary destination in the Borough. Movement and arrival is one of the objectives and many of the proposals are linked to the improvement of sustainable transport options. The Masterplan presents the existing patterns of movement and highlights the issues and opportunities that exist.
- 2.4.17 Car dependency was identified as a threat and improvements to the pedestrian environment were proposed to help counter this threat. The location of the railway station in relation to the town centre was noted as an issue and improvements to the pedestrian and cycle links to it were suggested.
- 2.4.18 The proposals include:
- Extended pedestrianisation.
 - Improvements to the connecting pedestrian 'Lanes'.
 - Improvements to radial cycle and pedestrian routes, particularly to the university and railway station
 - Traffic management, car parking and cycle parking improvements
- 2.4.19 The Masterplan includes a detailed assessment of five potential opportunity sites in the town.

2.5 Neighbourhood Plans

- 2.5.1 Parish Councils and Neighbourhood Forums have produced and adopted Neighbourhood Development Plans to establish planning policies to guide land use development in their area. These plans must conform in general terms with the Core Strategy, but they provide more detailed descriptions and policies for each area. In Charnwood there are 12 designated Neighbourhood areas that are working towards designation. Six of these groups have adopted plans and others are developing their plans.
- 2.5.2 The sustainable transport elements of these are summarised in the following sections. Many of the plans refer to traffic problems and they propose car and HGV based issues and solutions, but this report focusses on the sustainable transport aspects only.

Barrow upon Soar (Adopted May 2018)

- 2.5.3 One of the Plan Objectives is 'To make the fullest possible use of public transport, walking and cycling, and reduce the impact of vehicular traffic on resident's quality of life'.
- 2.5.4 The 2016 Sileby and Barrow Transport Study (LCC) assessed the issues and provided advice on development control.
- 2.5.5 A resident survey showed that 36% said it was hard to find parking spaces. HGVs are prohibited and traffic is a problem. Residents supported more walk/cycle/scooter routes, more parking and a lower speed limit. Traffic congestion was the 3rd most important issue, parking was 5th, public transport was 9th.
- 2.5.6 Policy BuS 13: Road Network: New housing developments of more than ten dwellings will not be supported unless it can be demonstrated that the residual cumulative impact will not make existing traffic conditions worse.
- 2.5.7 Rail travel – The residents requested better car parking, better evening and Sunday train services, easier pedestrian access and improved waiting room/shelter.
- 2.5.8 Policy BuS14: Barrow upon Soar Railway Station. The Parish Council supports the upgrade of the Midland Main Line and proposals that allow for improved off-street car parking, access and facilities at Barrow upon Soar Railway Station.
- 2.5.9 There is no specific policy relating to bus travel.
- 2.5.10 Policy BuS15: Walking and Cycling. New development should retain and where appropriate incorporate linkages to the Public Rights of Way network.

Quorn (Adopted June 2019)

- 2.5.11 One of the plan objectives is: 'To manage growth in a way that minimises the impact on the existing transport system and addresses the acute car parking problem in Quorn centre.'
- 2.5.12 The old A6 divides the village centre and there is a need to improve footways and public realm. Traffic issues still exist on some side roads. Parking, speeding and on-street parking are problems. Buses are well used, and service level should be maintained.
- 2.5.13 POLICY TT1: TRAFFIC MANAGEMENT - Development proposals that would result in an increase in vehicular traffic on the rural highway network should: a) Be designed to minimise additional traffic generation and movement; b) Incorporate sufficient off-road parking; c) Provide any necessary improvements to site access and the highway network either directly or by financial contributions. d) Provide any necessary improvements to site access and the highway network either directly or by financial contributions.
- 2.5.14 POLICY T2: PUBLIC CAR PARKING - Development proposals that would result in the loss of off-street car parking in the village of Quorn will not be supported unless: a) It can be clearly demonstrated that the loss of parking will not have an adverse impact on existing parking issues in the nearby area; or b) Adequate and convenient replacement car parking spaces will be provided nearby. The Neighbourhood Plan will support proposals to: a) Develop a new car park at a suitable location in the village centre; b) Enhance the management of on-street vehicle parking provision and signage in the village centre.
- 2.5.15 POLICY T3: FOOTPATHS - Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths, bridleways and cycleways will only be supported where it can be demonstrated that the public benefit of the development clearly outweighs the harm. Development proposals should consider, where appropriate, the improvement and where possible the creation of footpaths and cycleways to key village services.
- 2.5.16 Community Actions have been identified. Those that relate to transport are as follows:
- TTCA 1: The Parish Council would welcome the opportunity to liaise with LCC Highways Authority to assess the benefits and costs of improved traffic, pedestrian and cyclist management schemes at the 'One Ash' roundabout.
- TTCA 2: The Parish Council, would welcome the opportunity to work with CBC, LCC and local businesses to encourage residents and employees to reduce car usage and encourage residents and employees to use public transport, footpaths and cycleways and be proactive in promoting their use.
- TTCA 3: The Parish Council will encourage LCC and CBC to ensure that public footpaths and pavements are well maintained, have adequate drainage and are well lit.
- TTCA 4: The Parish Council in conjunction with LCC and CBC will encourage the introduction of directional signage for pedestrian routes to and from the village centre.
- TTCA 5: The Parish Council will encourage the LCC Highways Authority to provide safe crossing areas on the School Lane and Leicester Road i.e. refuges, zebra or pelican type crossings.
- TTCA 6: The Parish Council will encourage LCC to consider pedestrian and cycle access improvements to Barrow upon Soar including the repair/replacement of the raised footpath, provision of suitable lighting across the 'slabs' and improved cycleway signage/markings.
- TTCA 7: The Parish Council will seek to prioritise the use of financial contributions, whether from Community Infrastructure Levy or negotiated obligations, for improvements to and enhancement of footpaths and cycleways including the provision for off-carriageway cycling where possible and cycle parking.
- TTCA 8: The Parish Council working with LCC and CBC shall provide pavement and cycleway provisions on the northside of Farley Way to service new developments in this area.
- TTCA 9: The Parish Council would welcome the opportunity to work with LCC and CBC, the Primary School and Rawlins Academy to:
- a) minimise on road parking and congestion in the vicinity of the schools' entrances

b) provide warning signage and establish 20mph speed limits on Loughborough Road in the vicinity of the Rawlins Academy.

TTCA 10: The Parish Council would welcome the opportunity to work with LCC Highways Authority and transport operators to maintain the current level of bus services and to encourage better availability of public transport in the evenings and at weekends.

TTCA 11: Measures to improve and join up pavements, footpaths, cycleways and bridleways into comprehensive networks will be supported by the Parish Council seeking developer contributions to:

- a) improve existing pavements, footpaths cycleways and bridleways, including stiles/gates;
- b) improve the public rights of way, cycle and bridle routes linking Quorn to the neighbouring villages.

TTCA 12: In the interest of road and pedestrian safety the Parish Council would welcome the opportunity to work with Charnwood Borough Council to ensure that:

- a) restricted parking zones are enforced and that
- b) the problem of 'on-pavement parking' is addressed
- c) a promotional campaign be undertaken to educate residents about the potential dangers of inconsiderate parking.

TTCA 13: The Parish Council working with Charnwood Borough Council or Leicestershire County Council as appropriate would encourage any works that:

- a) In the short term, improve the existing car park on Station Road by the introduction of 'pay and display' or similar regulated parking.
- b) Utilise the land alongside Leicester Road (Verge replacement, between Hall leys and The Mills) to provide extra car parking bays
- c) In the longer term and based upon the proposals already developed support additional sites for off road parking at land near to the village centre.

Sileby (Adopted January 2020)

2.5.17 The Plan Vision includes the following statement, it 'Sees movement between different parts of the village as being easy on foot, cycle, public transport, (car if necessary) and safe at all times of the day and night. Most traffic will by-pass the village leaving streets free for local traffic with adequate public parking. The need for cars will be reduced by better public transport and by better connected footpaths.'

2.5.18 Parking and traffic have been identified as particular problems.

POLICY T1: PUBLIC CAR PARKING

2.5.19 The extension and improvement of existing off-street car parks to provide additional spaces and cycle parking to serve the Village Centre will be supported. The loss of Village Centre car parking will not be supported unless it is replaced by equivalent or better car parking provision in terms of quality, quantity and location.

2.5.20 New developments within the limits to development are to incorporate additional car parking spaces in accordance with the LCC Highways standards for residential and commercial development.

POLICY T3: SILEBY RAILWAY STATION

2.5.21 Improvements to off-street car parking, access and facilities at Sileby Railway Station are supported.

2.5.22 There are Community Actions to help implement this policy:

1. The Parish Council/another delivery organisation will work with East Midlands Trains Community Rail Team to ensure the available funding for secure cycle parking is utilised for Sileby Station.

2. The Parish Council/another delivery organisation and Leicestershire County Council will work with Community Rail Team to improve the station appearance, possible addition of lighting under the bridge on King Street and on the High Bridge Public Footpath.
3. The Parish Council/another delivery organisation, MP, Leicestershire County Council and community groups lobby for train service late extension at the next franchise consultation.

POLICY T4: BUS TRANSPORT

- 2.5.23 Where appropriate, development proposals shall include layouts that provide safe and convenient routes for walking and cycling and access to public transport that connect to other developments and to key destinations such as the village centre, GP surgery and schools.
- 2.5.24 The Community Action to help implement this policy is 'The Parish Council/another delivery organisation will liaise with Leicestershire County Council Highways Authority and transport operators to maintain the current level of bus services and to encourage better availability and promotion of public transport in the evenings and at weekends.'

2.5.25 POLICY T5: WALKING AND CYCLING

- 2.5.26 New development should retain, and where appropriate incorporate, linkages to the Public Rights of Way network and key destinations such as the village centre, GP Surgeries, leisure facilities and neighbouring villages.
1. Working with SuSTRANS, Leicestershire County Council and Charnwood Borough Council, the Parish Council/another delivery organisation will seek to improve the provision for off-carriageway cycling and cycle parking in appropriate locations.
 2. The Parish Council/another delivery organisation will pursue the Leicestershire County Council and Charnwood Borough Council to ensure that public footpaths and pavements are well maintained, have adequate drainage and are well lit.
 3. The Parish Council/another delivery organisation in conjunction with Leicestershire County Council and Charnwood Borough Council to improve directional signage for pedestrian routes within the village.

Thruslington (Adopted September 2018)

- 2.5.27 The transport Objective in the Plan is 'To promote safe public streets and spaces: reduce traffic volumes through more accessible and beneficial sustainable transport links (including footpaths and cycle routes); and ensure appropriate parking solutions which are sensitive to the Parish's unique character.'
- 2.5.28 Development proposals will be expected to minimise the impact of the private car on the street scene and to reflect the character and appearance of the immediate locality.
- 2.5.29 Development proposals that would rely on street parking, that would clutter the public realm, or which would reduce the safety of pedestrians and cyclists will not be supported.
- 2.5.30 Policy T2 – Public Realm Improvements
- 2.5.31 Where required planning permission will be granted for the delivery of new public realm works which contribute towards the character of the Parish and promote the safety of all road users. Support will be given to developments which assist with the delivery of public realm improvements through capital works.
- 2.5.32 The Plan will support the creation of;
- a) gateway features on the approach to the village
 - b) pedestrian focused road layouts
 - c) other traffic calming measures e.g. lowering of the speed limit, and speed indicators.
 - d) a travel plan for the school.

Aspiration T3a – Public Transport

- 2.5.33 The Neighbourhood Plan seeks to encourage improvement to the Parish's transport network making key services and facilities more accessible without the use of a car.
- 2.5.34 Where Travel Plans are required, they should demonstrate clearly how workers and residents will commute to and from the site.

Policy T4 – Walking and Cycling

- 2.5.35 The Neighbourhood Plan seeks to protect and enhance all existing walking and cycling routes and Public Rights of Way across the Parish.
- 2.5.36 New developments which promote the use of sustainable transport modes and / or create new opportunities and new routes will be supported assuming all other criteria are met.

Aspiration T4a – Footpath and Cycle Routes

- 2.5.37 The Parish Council will work with neighbouring Parishes and the Highways Authority to enhance the existing footpath and cycle network for community leisure purposes and to create bridleways and new permissive paths.

Thurcaston and Cropston (Adopted December 2016)

- 2.5.38 There is a limited bus service in the area and there are traffic problems and speeding. The plan includes the following policies and actions:

Policy T&C14: Congestion, Parking and Traffic Management - Travel plans are to be provided for any new residential development in excess of 5 units.

Community Action 6: Public Transport – The Parish Council will liaise with Leicestershire County Council Highways Authority and transport operators to encourage better availability of public transport.

Policy T&C15: Footpaths and Cycle Ways – The provision of a new cycle way on Cropston Road will be supported.

Community Action 7: Footpaths and Cycleways - The Parish Council will work with other relevant bodies to:

- a) Encourage opportunities to achieve the addition to the present network of footpaths and cycleways;
- b) Encourage walking and cycling, including enhanced provision for those with mobility impairment; and
- c) Promote, protect and maintain the local footpath and recreational cycleway network thereby encouraging walking and cycling for leisure for residents and for visitors to the area.

Community Action 8: Developer Contributions – The Parish Council will seek to prioritise the use of financial contributions, whether from Community Infrastructure Levy or negotiated obligations, for improvements to and enhancement of community facilities; improvements to traffic management; and enhancement of footpaths and cycleways.

The Wolds Villages

- 2.5.39 The Wolds plan has not been adopted yet, but it has been approved at the Examination stage to go forward to a referendum. This has been postponed due to the Coronavirus pandemic. However, a plan that has been through an Examination has considerable weight in the decision-making process and it has, therefore, been included in this review.
- 2.5.40 The Sustainable Transport Objective of the plan is to 'Make fullest use of public transport, walking and cycling'.
- 2.5.41 A survey shows that 95% of residents use a car, 9% use the bus, 2% cycle. HGVs are considered to be an issue but LCC has rejected a weight restriction in the past. Bus services not considered to be very good.

Policy WV2 Green Infrastructure, (B) – ‘Provide secure access to green infrastructure, including PRow, cycle routes and other permissive routes’

Policy WV3 PRow Network, -Development should protect Rights of Way and wherever possible create new links to the network. The creation of the following new footpath/cycleway links will be supported: A. Between Hoton and Wymeswold; and B. Between Sowters Lane and Burton on the Wolds Primary School. The Parish Councils will work with developers, landowners and Leicestershire County Council to help facilitate the provision of new footpath links where possible.

Other Neighbourhood Areas

- 2.5.42 The neighbourhoods of Cossington, Woodhouse and Anstey are in the process of gathering information to produce their plans. The neighbourhoods of Queniborough, Rothley and Rearsby have produced plans and these are now at various stages on the path to adoption. These draft plans all include reference to sustainable transport issues and policies.

2.6 Related Studies

Charnwood Air Quality Local Plan Study

- 2.6.1 A study is underway to assess air quality in the Borough that will be used to inform the Pre-Submission version of the Local Plan. The study is intended to influence the allocation of sites and the potential withdrawal of sites on the grounds of their air quality impact.
- 2.6.2 The draft study explains that the objectives to improve local air quality and reduce carbon emissions are usually met by the same measures, but not always. It uses the example of the prioritisation of diesel cars to reduce carbon emissions that has been detrimental to local air quality. In urban area in the region NO₂ emissions are heavily influenced by road vehicles (42%) while PMs are more influenced by industrial emissions.
- 2.6.3 A model of existing air quality in Charnwood has been produced that shows the highest concentrations of NO₂ in Loughborough and the Soar Valley in 2030 and the highest concentrations of PM_{2.5} will be west of Loughborough in the M1 corridor. Diesel cars are larger contributors to road NO_x than heavy vehicles.
- 2.6.4 It is worth noting that air quality in 2030 is expected to be significantly better than the current levels and there will be no exceedances of the air quality objectives for any of the pollutants. Unlike many urban areas, PM concentrations will be more of an issue than NO.
- 2.6.5 Spatially, the poorest air quality is expected to correlate with the most deprived locations and the study highlights the negative impacts of further, major growth in these areas.

Charnwood Local Plan Sustainability Appraisal: Spatial Strategy

- 2.6.6 A Sustainability Appraisal (SA) of the Local Plan has been carried out and the second interim report was completed in October 2019. The SA includes an appraisal of the potential allocation sites in terms of a range of criteria, including air quality, transport and proximity to key routes. The scores for each site were then aggregated to inform the site selection process.
- 2.6.7 The SA goes on to assess the policies that relate to reducing travel and encouraging sustainable modes of transport, i.e. LP12 (Meeting Employment Needs), LP16 (Rural Economic Development), LP14 (Regeneration of Loughborough), LP15 (Regeneration of Shepshed), LP17 (Town Centres and Retail), LP25 (Open Spaces, Sport and Recreation), LP33 (Sustainable Transport) and LP34 (Local and Strategic Road Network).
- 2.6.8 In combination these policies are predicted to have minor positive effects on greenhouse gas emissions. The proposals in Loughborough, Shepshed and other service centres and settlements are expected to have minor negative effects on local air quality. However, policies to support and encourage sustainable transport are predicted to have a significant positive effect in the medium to long term.

3 | Provision

3.0 Provision

3.1 Overview

3.1.1 This chapter details the characteristics, infrastructure and services in place in Charnwood, which influence the travel choices people make and the way the transport network is used. It allows an understanding of the quality of the existing offer and opportunities through which it could be improved.

3.2 Walking

3.2.1 There is a comprehensive network of footways, footpaths, Public Rights of Way, pedestrian crossings, towpaths, road safety schemes and public realm schemes that have been provided to enable pedestrian journeys. An audit of all pedestrian facilities has not been carried out, but general conclusions can be made regarding the existing facilities and the improvements that are recommended.

3.2.2 Most roads in urban areas have footways and most of these are standard and functional. Issues may exist with regards to the condition of their surface, their width and obstructions that reduce their effective width. The prioritisation of maintenance and schemes to improve the quality of the surface, reduce street clutter and remove pavement parking help to ensure footways are usable.

3.2.3 There is a large network of footpaths and Public Rights of Way segregated from carriageways that provide essential pedestrian links and attractive leisure routes. Signing and wayfinding is provided for pedestrians by fingerpost signs and information boards.

3.2.4 Public realm schemes have been implemented that have given greater priority for pedestrians, including the Loughborough town centre scheme and shared spaces within residential developments.

3.2.5 Barriers to walking exist and these need to be reduced or removed where possible and avoided when new developments and projects are being designed. Busy roads are a common barrier, where there is a lack of pedestrian crossing facilities and high traffic volumes. Some junctions have pedestrian crossing facilities while others do not.

3.2.6 CBC provides some online information on walking and cycling and links to the Choose How You Move website for further information. This site contains information about walking and maps of leisure routes, including some in Charnwood.

3.3 Cycle Routes and Cycle Parking

3.3.1 This section summarises existing cycle routes and cycle parking locations within the Charnwood region. A map of the existing cycle network in the Borough of Charnwood is shown in **Figure 3**. In addition to this, a map of the existing cycle network within Loughborough and Shepshed is shown in **Figure 4**. The cycle maps are the most recent that have been produced but additional cycle assets may have been added since the maps were produced. A full audit would be required to record the assets that currently exist.

National Cycle Network

3.3.2 National Cycle Route 6 of the National Cycle Network runs from London to the Lake District. In relation to the Charnwood region, National Cycle Route 6 provides a route between Derby and Market Harborough via Shepshed, Loughborough and Leicester. The route between Shepshed and Leicester covers many villages within the Charnwood region including Quorn, Mountsorrel, Wanlip and Birstall.

3.3.3 National Cycle Route 48 of the National Cycle Network runs from Leicester to Watermead Park south of Cossington and along the Wreake Valley. This is a largely traffic-free cycle route through Charnwood.

Leicester Cycle Network

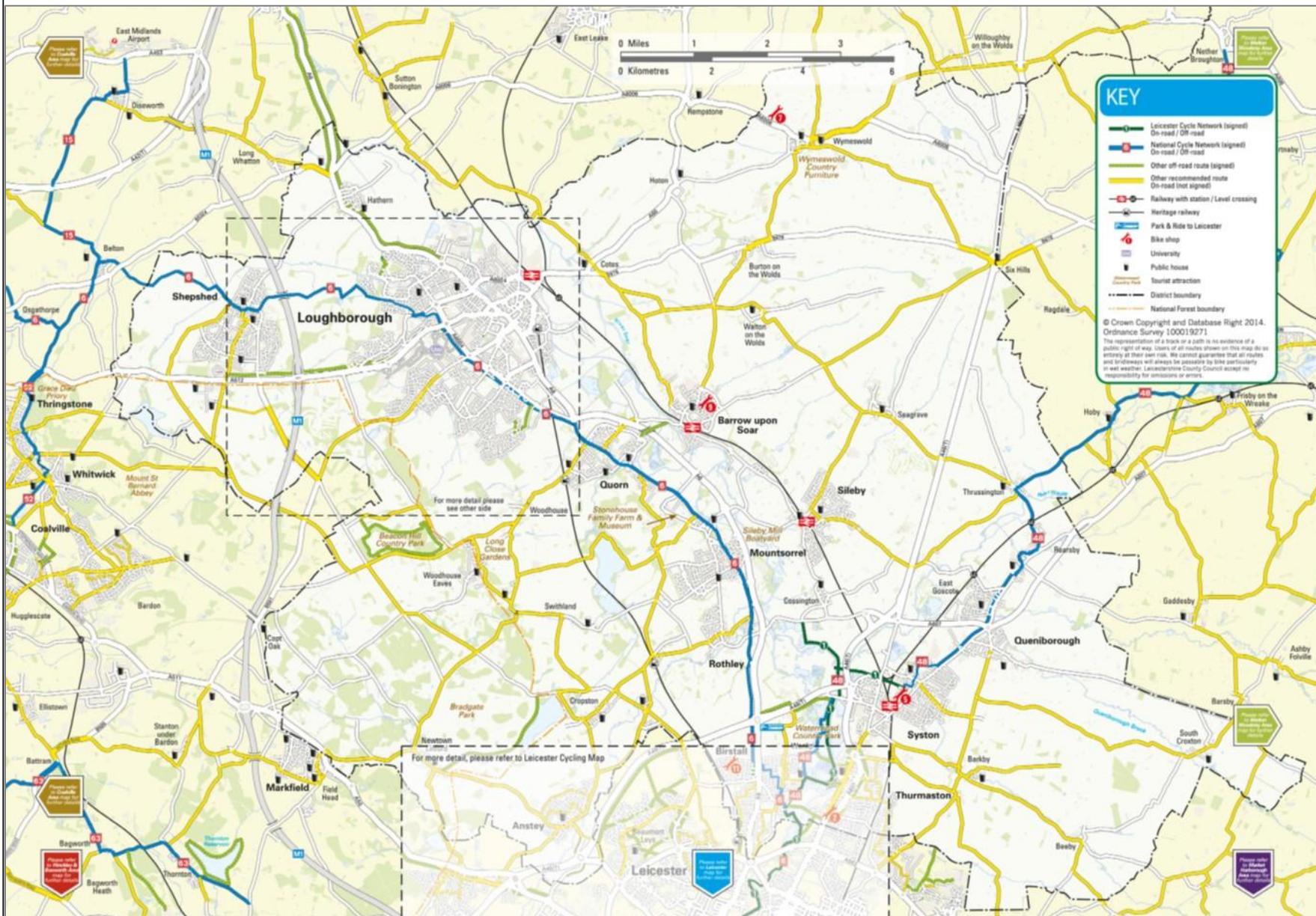
3.3.4 Within Charnwood, the Leicester Cycle Network (on/off-road) runs between Leicester and Syston via Wanlip. This link also includes a route that runs to the west to include part of Cossington.

Loughborough Cycle Network

- 3.3.5 The Loughborough Cycle Network contains seven signed cycle routes and a network of other on and off-road routes and cycle lanes. The Cycle Network routes run between Loughborough town centre out towards Quorn, Woodthorpe, Thorpe Acre, Dishley and Shelthorpe.
- 3.3.6 There is a comprehensive network to the west of the town centre that covers many of the routes from the edge of the town, past the University to the town centre. There is also a cycle route that runs west from Loughborough town centre terminating on Ashby Road Central (south of Shepshed). These cycle routes link with the National Cycle Network Route 6 and other recommended cycle routes in the town. There are two routes to the east of the town centre that intersect at the Railway Station.
- 3.3.7 Cycle routes are a mixture of off-road dedicated routes, shared footways/cycleways and on-carriageway cycle lanes. Some cycle lanes are provided where the carriageway is wide enough but terminate where the road narrows. This creates an incomplete network that can be unattractive for some cyclists, but this is the case across the country as the historic road network is adapted to assist cyclists.
- 3.3.8 In addition to cycle routes there are various measures that have been installed in the highway to help cyclists. These include Toucan crossings, contra-flow cycle lanes and facilities to help cyclists at busy junctions. There is a comprehensive cycle signing scheme on the cycle routes and in town centres.

Other Recommended Routes

- 3.3.9 **Figures 3 and 4** show other off-road signed routes and on-road, non-signed recommended cycle routes within Charnwood. The other recommended cycle routes provide links between Syston town centre and neighbouring villages of Queniborough, Barkby, Beeby and Thurmaston. Routes between Swithland, Woodhouse Eaves, Quorn and Loughborough town centre are also facilitated by recommended cycle routes.



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REV | DESCRIPTION | | ICHK|APPL | DATE



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 FAX: +44 (0)116 234 8001
 e-mail: leicester@wvg.com



Figure 3: National Cycle Network in Charnwood

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
N15	BG	28.01.20	BK	28.01.20	BK	28.01.20
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	XXX	-		



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Figure 4:
Loughborough Cycle Network

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	BG	28.01.20	BK	28.01.20	BK	28.01.20
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	XXX	-		

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Cycle Parking

- 3.3.10 This section summarises the existing provision of cycle parking within Charnwood. Information has been obtained from the cycle maps that relate to public cycle parking only. The Loughborough Cycle Map (**Figure 4**) shows the location of cycle parking and cycle map for Leicester North includes Anstey.

Cycle Parking in Loughborough and Shepshed

- 3.3.11 As shown in **Figure 4** there are many cycle parking facilities located in and around Loughborough town centre. These include cycle parking at The Rushes Shopping Centre, Loughborough Railway Station and Charnwood Borough Council offices. The availability of cycle parking at these locations is to be expected given that this is a central location with many employment establishments. The railway station has two large shelters for cycle parking. The one shown in the following image has been installed recently.
- 3.3.12 There are no publicly provided cycle parking facilities identified on the cycle map in Shepshed. Any cycle parking that is provided by others can be sent to LCC for their consideration and their maps can be updated.

Cycle Parking in Leicester North

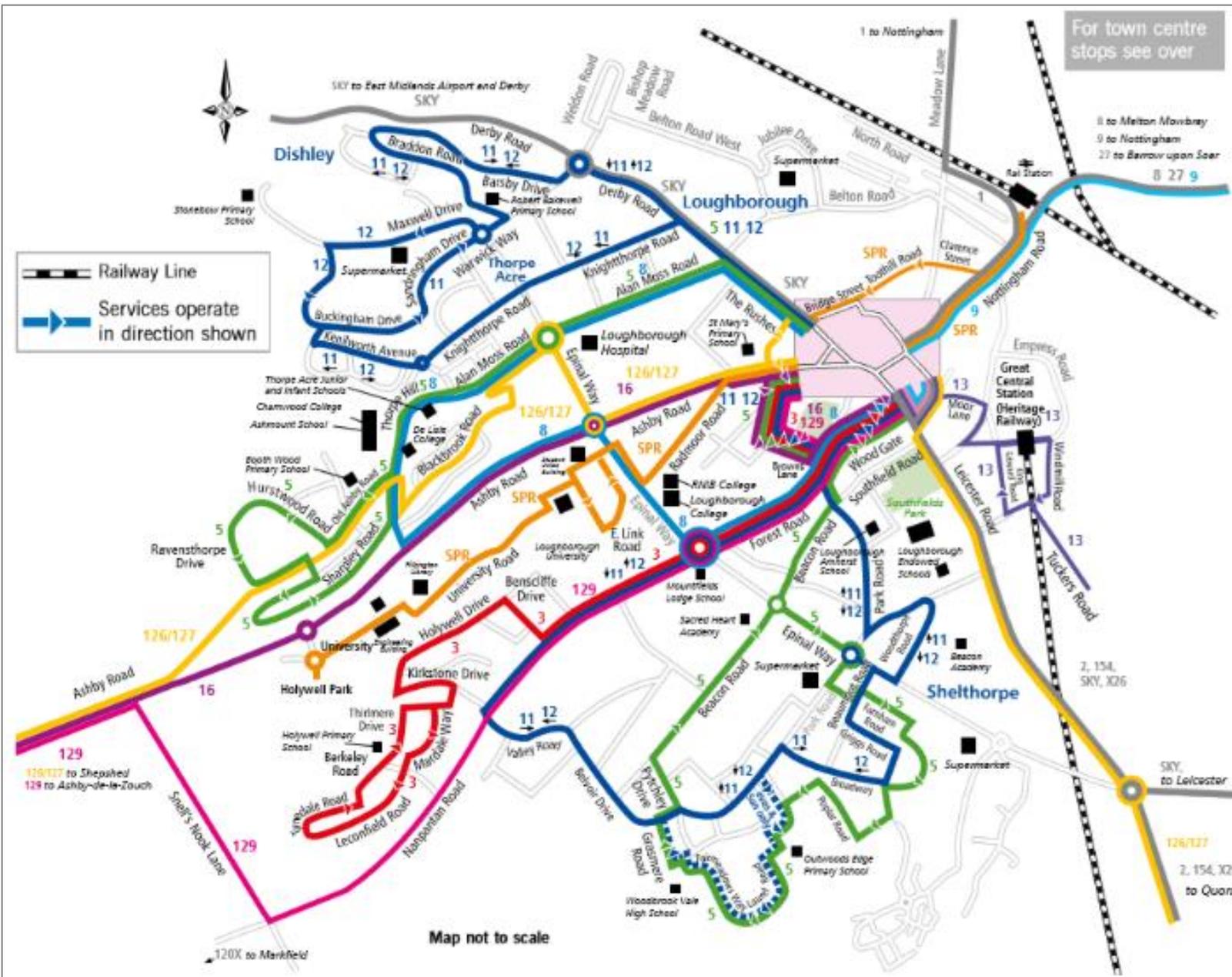
- 3.3.13 The Leicester cycle map shows cycle parking locations within the Leicester North area which includes the Charnwood village of Anstey. Two cycle parking facilities are identified adjacent to The Nook roundabout in the village centre and another on Staddon Road.

Cycle Parking Other Locations

- 3.3.14 There is no information available regarding public cycle parking at other locations within Charnwood. Privately owned cycle parking is available at many businesses, shops, schools, health centres and establishments such as Loughborough University. It is therefore understood that other privately owned cycle parking is available for public use in addition to the cycle facilities provided by CBC and Leicestershire County Council.

3.4 Passenger Transport - Bus Services

- 3.4.1 Existing bus routes and frequencies in Charnwood are presented in **Figures 5, 6 and 7**. **Figure 5** shows the detail of routes in Loughborough. It shows that most routes operate east-west between the residential areas and the town centre. North-south movement is difficult by bus and usually requires an interchange in the town centre.
- 3.4.2 **Figure 6** shows the routes in the Borough and links beyond. It shows that the routes are focussed on Loughborough and along the A6 corridor towards Leicester. There are frequent bus services in Anstey, Thurmaston and Syston but these originate from Leicester rather than Charnwood. There are also high-quality connections to EMA, Derby and Leicester via the 24 hour Skylink network.
- 3.4.3 **Figure 7** shows the frequency of buses and the walking catchment at each stop. It shows that many residents of Loughborough, Quorn, Anstey, Thurmaston, Syston and Birstall have a high frequency bus service to Loughborough and/or Leicester but there are less frequent services to other destinations. The north-south corridors along the old A6 Loughborough Road route and the Melton Road corridor are well served by 10-minute frequency services.
- 3.4.4 Most people in Shepshed, Mountsorrel and Rothley are within walking distance of frequent bus services to Loughborough and Leicester. Barrow and Sileby have lower frequency services but are still adequate for commuter purposes, while the frequency in most other locations is low or non-existent and may need to rely on Demand Responsive Transport or Community Transport Solutions.
- 3.4.5 The bus services are either commercial, that are run by bus operators to make a profit or contracted (which are subsidised by County Council funding). Most services in Loughborough are run on a commercial basis but those in rural areas (e.g. 8, 27 and 154) are supported by funding from LCC because of the importance of providing bus connections to those areas.



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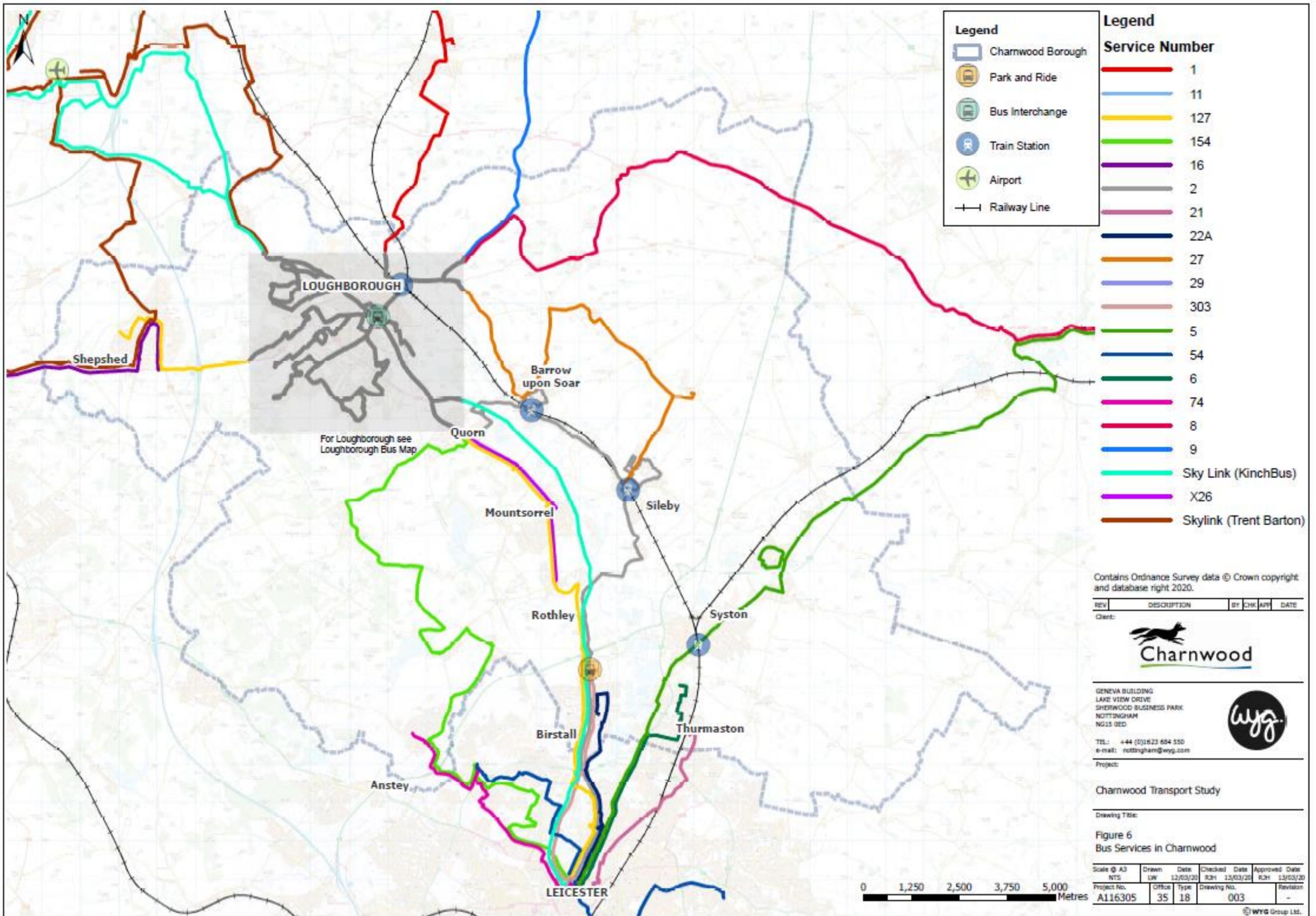
EXECUTIVE PARK
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Figure 5: Bus Services in Loughborough

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Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	BG	28.01.20	BK	28.01.20	BK	28.01.20
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	XXX	-		



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Client:



GENEVA BUILDING
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SHERWOOD BUSINESS PARK
NOTTINGHAM
NG15 0ED



TEL: +44 (0)1623 684 530
e-mail: nottingham@wyg.com

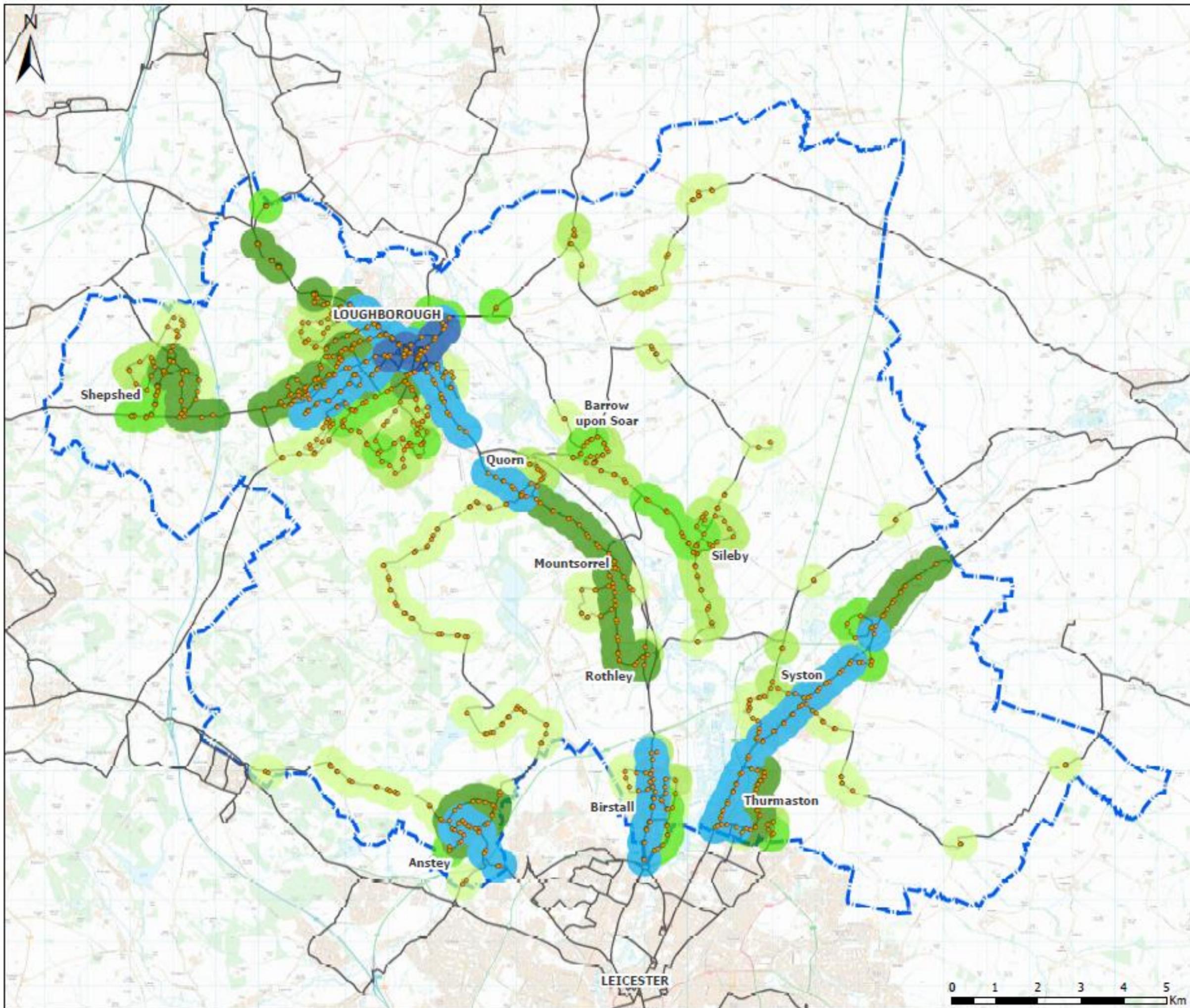
Project:

Charnwood Transport Study

Drawing Title:

Figure 6
Bus Services in Charwood

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	LW	12/03/20	RJH	13/03/20	RJH	13/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	003	-		



Legend

Charnwood Borough

Bus stops 400m radii - approx frequency

- < 5 min
- 5 - 10 min
- 10 - 15 min
- 15 - 30 min
- 30 - 60 min
- 60 min or more

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Client:



EXCLUSIVE PARK
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Figure 7: Bus Frequency in Charnwood

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	BG	05/02/20	BK	05/02/20	BK	05/02/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	002	-		

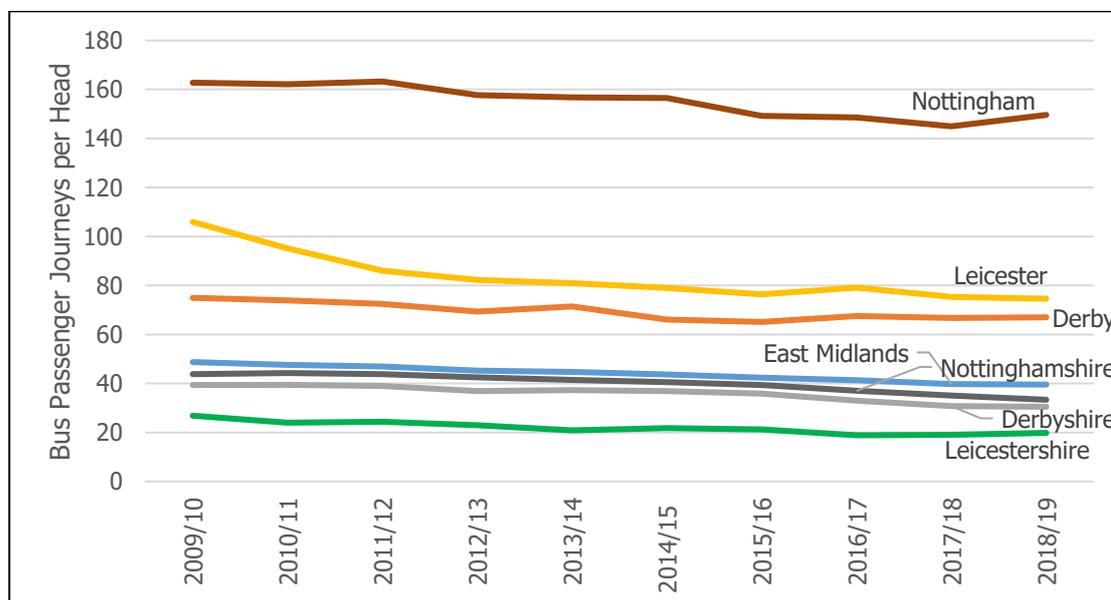
3.5 Bus Infrastructure

- 3.5.1 There is no bus station in Loughborough, but high quality on-street provision was created as part of the town centre improvement scheme, when most traffic was removed from the central area. Bus stops and stands were installed on High Street, Baxter Gate, Lemyngton Street, Fennel Street and The Rushes. The stops have high quality seats and shelters with real time information displays, boards showing timetables and connecting bus services and raised kerbs to provide level access.
- 3.5.2 The removal of through traffic and buses from the heart of Loughborough has achieved the objectives to improve the public realm and create a better environment for pedestrians and cyclists. However, it has reduced bus penetration into the town centre and increased some bus journey times and distance.
- 3.5.3 There is a wayfinding scheme in Loughborough centre that provides maps, directions and travel information for all modes and there are bus departure boards in the Market Place for the central bus stops.
- 3.5.4 Bus waiting facilities in other locations are variable in quality. In Shepshed for instance, there is a good quality bus shelter in the town centre for passengers waiting to travel towards Loughborough but minimal facilities at the other stops. Many town and villages have good facilities in the centre but limited facilities at the remaining stops.
- 3.5.5 Bus priority measures are in place on several routes to improve journey times and reliability. Bus lanes are located on the A6 north and south of Loughborough town centre where there is adequate road space. However, many lengths of road are too narrow to install bus lanes. Some streets in the town centre are restricted to Access-only (including buses) which means that buses can use them without traffic delays. Buses also get priority at some junctions from a short bus lane or selective vehicle detection at the signals.

3.6 Bus Service Use

- 3.6.1 Data about bus patronage on individual bus routes is not available because it is commercial information but the DfT does produce data relating to bus passenger journeys within each highway authority. **Figure 8** shows how bus use has changed across the East Midlands per head of population over the most recent ten-year period.
- 3.6.2 It shows that bus use has declined in all areas but the decline of bus use in Leicester has been greater than all other authorities. Leicestershire has a low level of bus use compared with the other authorities.
- 3.6.3 The most recent edition of the Leicestershire Transport Trends (2016) also shows that bus patronage decreased in Loughborough and Leicester between 2011/12 and 2015/16 by 10% and 9% respectively.

Figure 2: Bus Use Per Head in the East Midlands



Images of Sustainable Transport Provision in Charnwood



Cycle Parking



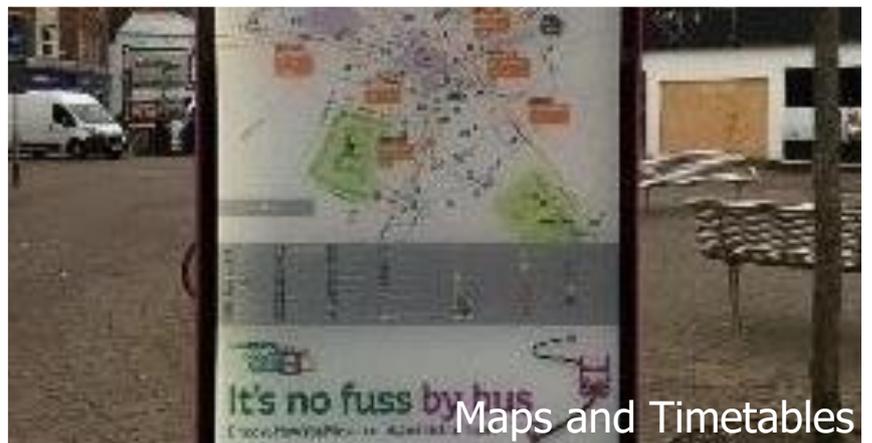
Departure Board



Travel Information



Fingerposts



Maps and Timetables

3.7 Passenger Transport - Demand Responsive Transport

- 3.7.1 Demand Responsive Transport is a pre-booked taxi or minibus service that only runs when required. Users of the service are charged a similar fare to a scheduled bus service. They are given an approximate time for collection when they book but the actual time depends on the other passengers that have booked a service and the route that will be taken.
- 3.7.2 The focus of the service is to meet users’ essential needs such as attending a medical appointment or travelling to buy groceries rather than employment related journeys.
- 3.7.3 People are dropped off at agreed points, however as the service is booked in advance it can be tailored to people more easily and offered at no extra cost. Services are booked by calling the operator before 5pm on the day before they travel and up to one week in advance.
- 3.7.4 There are three Demand Responsive Transport services within Charnwood. One of the services runs from Queniborough to Melton Mowbray, Loughborough and Syston, one within Syston and one within Loughborough.

3.8 Passenger Transport - Rail Services

- 3.8.1 The Midland Main Line is a key sustainable transport services in Charnwood with a major passenger transport interchange Loughborough station and smaller stations at Barrow upon Soar, Sileby and Syston. Passengers from across the Borough use these stations for local and long-distance trips.
- 3.8.2 Trains are operated by the current franchise holder East Midlands Railway and the services they provide are presented in **Table 7**. Some of the Midland Main Line services to London call at Loughborough while the Leicester to Nottingham and Lincoln service stops at all the stations in Charnwood.

Table 7: Direct Train Services

Origin Station	Destination	Train Services During Weekday Peak Hour (8-9am)
Loughborough	Leicester, East Midlands Parkway	4
	Nottingham	3
	London, Beeston	2
	Derby, Market Harborough, Sheffield, Lincoln, Barrow, Sileby, Syston	1
Barrow upon Soar	Loughborough, Leicester, Sileby, Syston, East Midlands Parkway, Beeston, Nottingham	1
Sileby	Loughborough, Leicester, Barrow, Syston, East Midlands Parkway, Beeston, Nottingham	1
Syston	Loughborough, Leicester, Sileby, Barrow, East Midlands Parkway, Beeston, Nottingham	1

- 3.8.3 Loughborough is well served with frequent trains to Leicester, Nottingham and London but other destinations have a train frequency that is not very encouraging for commuters or other regular passengers.
- 3.8.4 Improvements to the Midland Main Line have recently been completed, other improvements are in progress while other long-term improvements are in the pipeline awaiting approval or funding. Improvements that impact on rail travel in Charnwood can be summarised as follows:
 - Derby Station – this scheme to increase capacity was completed in 2018 and has improved journey times and reliability through Derby
 - Platform and train lengthening will be completed to increase capacity along the route
 - Line speed increases will reduce journey time

- Electrification is under construction as far as Market Harborough but will still provide some benefits to passengers to and from Charnwood. There is a long-term aspiration to complete electrification along the whole route as far as Sheffield which would deliver even more benefits.
- New trains will be introduced to the line that will be larger, quieter and more efficient
- In the long term, the HS2 Phase 2B project (between Birmingham and the East Midlands) is expected to pass close to the Charnwood boundary (alongside the A42, north of Shepshed) but the nearest station is proposed at the East Midlands Hub at Toton in Broxtowe, Nottinghamshire. The project is likely to provide journey time benefits for some Charnwood residents, particularly those in the north of the Borough and better connections to the north via interchange between Midland Main Line and HS2 at the hub. HS2 will also release capacity on Midland Main Line for local and regional services.
- There are opportunities to improve rail access to East Midlands Airport and East Midlands Enterprise Gateway via better services and connections at East Midlands Parkway station.

3.8.5 The Great Central heritage railway runs between Loughborough and Leicester. This is mainly a tourist attraction but does have a potential commercial role in the movement of quarry products and passengers if further track connections can be completed.

3.9 Railway Station Infrastructure

Loughborough

- 3.9.1 Loughborough Railway Station is a high-quality interchange between rail and other modes of travel. The station has been improved recently with a new car park, new bus facilities, cycle parking, cycle lanes, pedestrian routes and crossings, information boards and wayfinding. It has facilities for bus services with three bus stops with shelters, although these do not have real-time information displays and are not fully used. The University Sprint service is the only frequent service that operates within the station forecourt, although other bus services pass the station on Nottingham Road.
- 3.9.2 The station has a large car park which provides a Park and Ride service. Cycle parking is provided in two high quality shelters, cycle lanes are provided on the roads approaching the station and direction signing is provided for cyclists and pedestrians to various key destinations in the town. Smartcard terminals and automatic ticket machines are provided.
- 3.9.3 High quality travel information is provided via real time train departure boards along with information and timetable boards and direction signs.

Barrow upon Soar

- 3.9.4 Barrow station is located some distance from the village centre and is very constrained in terms of access by car and passenger transport. It is accessed via a one-way system in the village and there is no dedicated car park. Access to the platform level is via a large number of stairs and the passenger shelter is small. There are some cycle parking stands and a few direction signs for pedestrians and cyclists. The station is served by a bus service on the adjacent road in the southbound direction while northbound services stop on South Street, 250m from the station entrance. Smartcard terminals and contactless ticket machines are provided.

Sileby

- 3.9.5 Sileby station is close to the village centre and has two car parks nearby. The pedestrian route to the station is quite unpleasant under a railway bridge and up a set of stairs. A bus service (27) stops close to the station and other services are nearby on Barrow Road. Travel information is provided on a board and there are small passenger shelters on the platform. Smartcard terminals and automatic ticket machines are provided.

Syston

- 3.9.6 Syston station is on the edge of the town centre. It is a single platform station where trains in both directions stop alongside the same platform, so there is no need for passengers to cross the tracks. It has a dedicated car park, cycle parking and pedestrian ramps providing level access. Travel information is provided on boards and Smartcard terminals and automatic ticket machines are provided. Frequent bus services stop close to the station on the adjacent Melton Road.

Station Use

3.9.7 The Office of the Rail Regulator (ORR) gathers data on station usage and the results for local stations are presented in **Table 8**.

Table 8: Railway Station Usage

Station	Passenger Entries and Exits	Interchanges	Rank 2018-19	Rank 2019-20	Change
Loughborough	1,385,334	61,439	423	443	+20
Syston	224,872	0	1,333	1,373	+40
Sileby	127,642	0	1,620	1,671	+51
Barrow	91,964	0	1,772	1,819	+47
Leicester	5,582,286	517,295	89	89	0
East Midlands Parkway	360,770	19,949	1,076	1,108	+32

3.9.8 The table shows the relative importance of the stations in Charnwood and of Leicester and East Midlands Parkway. It also shows that Syston is a more popular station than Sileby and Barrow, most likely due to its larger population as well as its greater accessibility for passengers.

3.9.9 The ORR provides historical data, and this shows that the number of passengers passing through Loughborough station has changed very little in the previous eight years. Station patronage did generally increase significantly at all Charnwood stations from the early 2000's but it has levelled off in recent years.

Rail Freight

3.9.10 There are key industries in the Borough that generate large volumes of freight, including quarries. Much of their product is currently hauled by rail but the transfer of more freight from road to rail would contribute towards many of the Local Plan objectives.

3.9.11 A new rail connection to Mountsorrel Quarry is possible using the Great Central Railway and the new rail freight terminal has been constructed at the East Midland Enterprise Gateway. These and further improvements in rail freight capability are expected to enable the growth of rail freight as part of wider, national efforts to reduce road freight and decarbonise transport.

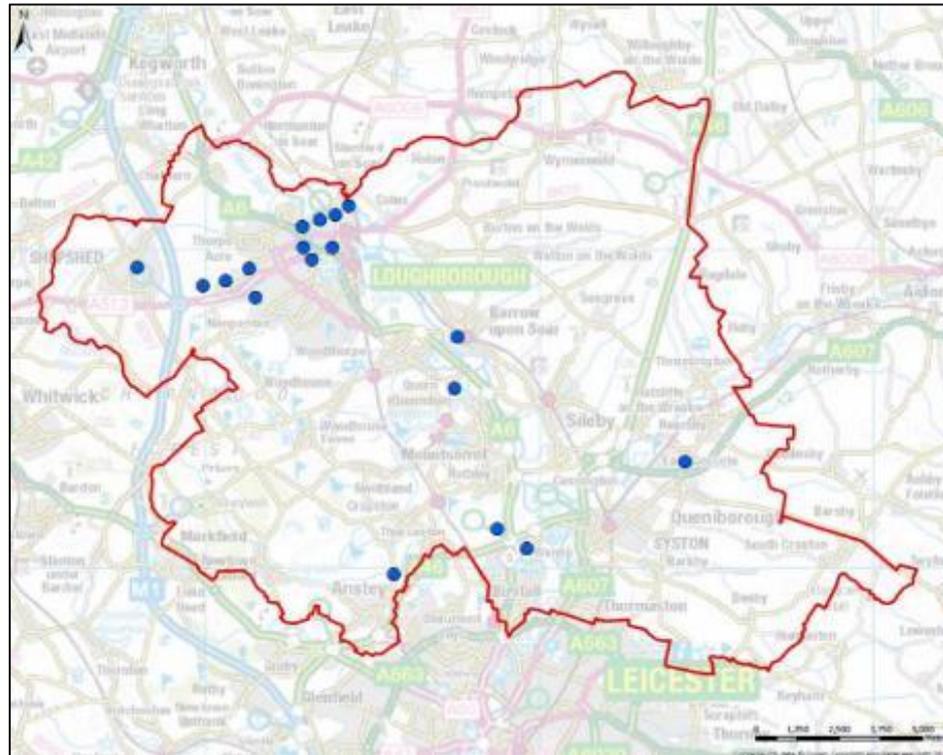
3.10 Electric Vehicle Charging Points

3.10.1 This section summarises the existing provision of electric vehicle (EV) charging points within Charnwood. It is noted that CBC does not currently provide any EV charging points but private operators do. Information about the provision of EV charging points has been obtained from the website Zap-Map. The map is available [here](#) on Zap-Map's website.

3.10.2 The existing EV charging points in Charnwood are presented below. These are expected to increase in the short term. A total of 18 electric vehicle charging points have been identified within Charnwood and of these, eleven were in Loughborough. The remaining seven electric vehicle parking points were found in Shepshed, Barrow Upon Soar, Quorn, East Goscote, Wanlip and Anstey.

3.10.3 One of the electric vehicle charging points is located within CBC's Beehive Lane multi-storey car park. This car park has two publicly accessible electric charging points and the fees for charging a vehicle are set by the supplier BP ChargeMaster. The charging points identified are located on **Figure 9**.

Figure 3: Electric Vehicle Charging Points



Town	Locations
Loughborough / West of Loughborough	<ul style="list-style-type: none"> • Nanpantan – BP Charnwood • Wheatsheaf, Loughborough • Loughborough University, Holywell Park • Loughborough University, West Park • Loughborough University, East Park • Loughborough Technology Centre • Beehive Lane Car Park • Aspen Technologies Ltd • Archie Moss Ltd • Loughborough Kia • Sandiccliffe Nissan, Loughborough
Shepshed	<ul style="list-style-type: none"> • Asda Shepshed
Barrow Upon Soar	<ul style="list-style-type: none"> • Pillings Lock Marina
Quorn	<ul style="list-style-type: none"> • Quorn Grange Hotel
East Goscote	<ul style="list-style-type: none"> • Goscote Service Centre Renault
Wanlip	<ul style="list-style-type: none"> • Yesss Electrical • Birstall Park and Ride
Anstey	<ul style="list-style-type: none"> • Sturgess Hyundai

3.11 Wayfinding and Direction Signs

- 3.11.1 Direction signs and wayfinding schemes for pedestrians and cyclists are present in many town centres and along various linear routes. Wayfinding can be important in giving people the confidence to walk or cycle rather than drive, particularly in a town that they might not be familiar with. It can also encourage the use of other sustainable modes by signing the route to the railway station or bus stops.
- 3.11.2 Wayfinding boards have been installed in Loughborough town centre and there are some pedestrian finger post signs on key routes. The cycle network in Loughborough is generally well signed. All these measures need to be reviewed and updated on a regular basis to keep up with changes to destinations and routes.

3.12 Summary

- 3.12.1 This chapter has presented the existing sustainable transport services and network. The following chapter sets out how this network is being used, the challenges and opportunities that exist and an overall summary of the existing transport provision and use.

4 | Practice

4.0 Practice

4.1 Overview

- 4.1.1 This chapter presents the way that sustainable modes are used in Charnwood, detailing the volume of movement, origins and destinations of trips and modal choice. Understanding the scale of demand to travel in the Borough and the issues this generates will help inform and shape the nature of potential interventions and solutions.
- 4.1.2 This analysis has been informed by data sets from a variety of sources including Census data, local authority and Government data sets and online data sources.

4.2 Mode of Travel

- 4.2.1 In this section, data from the 2011 Census has been used to establish whether there are relationships between geographical location and method of travel to work for areas in Charnwood.
- 4.2.2 Data relating to households in five different Middle Super Output Areas (MSOAs) has been reviewed. MSOAs are a set of geographical areas derived following the 2011 Census and used for publicising a variety of datasets. For reference, descriptions of the relevant MSOAs are provided in **Table 9** and shown in **Figure 10**.

Table 9: Middle Super Output Areas

MSOA Name	MSOA Code	Description
Charnwood 002	E02005346	Loughborough town, east of the A6.
Charnwood 005	E02005349	Shepshed town centre, west of the M1 J23.
Charnwood 017	E02005361	Syston town, east of the A46 and north of Thurmaston roundabout.
Charnwood 016	E02005362	Woodhouse Eaves, Thurcaston and Cropston and parts of Markfield and Mountsorrel and Rothley.
Charnwood 008	E02005352	Seagrave village, Walton on the Wolds, Burton on the Wolds, Wymeswold, Thrusington, Ratcliffe on the Wreake and Rearsby. Also includes part of Sileby and Cossington.

- 4.2.3 The above MSOAs have been selected in order to cover a broad range of geographical areas within the Charnwood region. Middle Super Output Areas in Loughborough (Charnwood 002), Shepshed (Charnwood 005) and Syston (Charnwood 017) were selected to represent towns of various sizes. The remaining MSOAs (Charnwood 016 and 088) represent villages and more rural locations.
- 4.2.4 The travel to work modal split for residents in the study area is presented in **Table 10**.

Figure 4: Census 2011 Charnwood Middle Super Output Areas

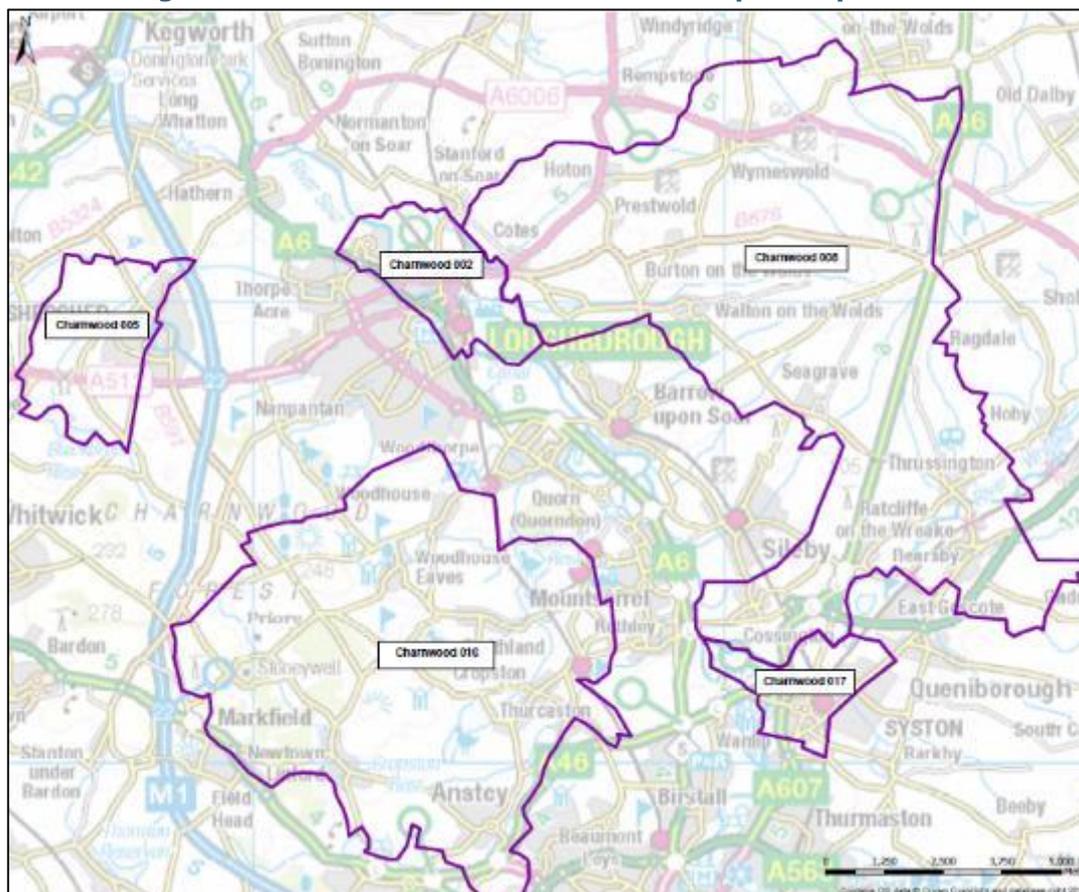


Table 10: Mode Split of Journeys to Work (Census 2011)

Mode	Middle Super Output Area (MSOA)				
	Charnwood 002	Charnwood 005	Charnwood 017	Charnwood 016	Charnwood 008
Underground, metro, light rail	0%	0%	0%	0%	0%
Train	4%	1%	3%	1%	2%
Bus, minibus or coach	5%	4%	6%	3%	3%
Driving a car or van	48%	76%	74%	86%	86%
Passenger in a car or van	7%	5%	6%	3%	4%
Bicycle	7%	4%	3%	2%	2%
On foot	29%	10%	8%	3%	4%

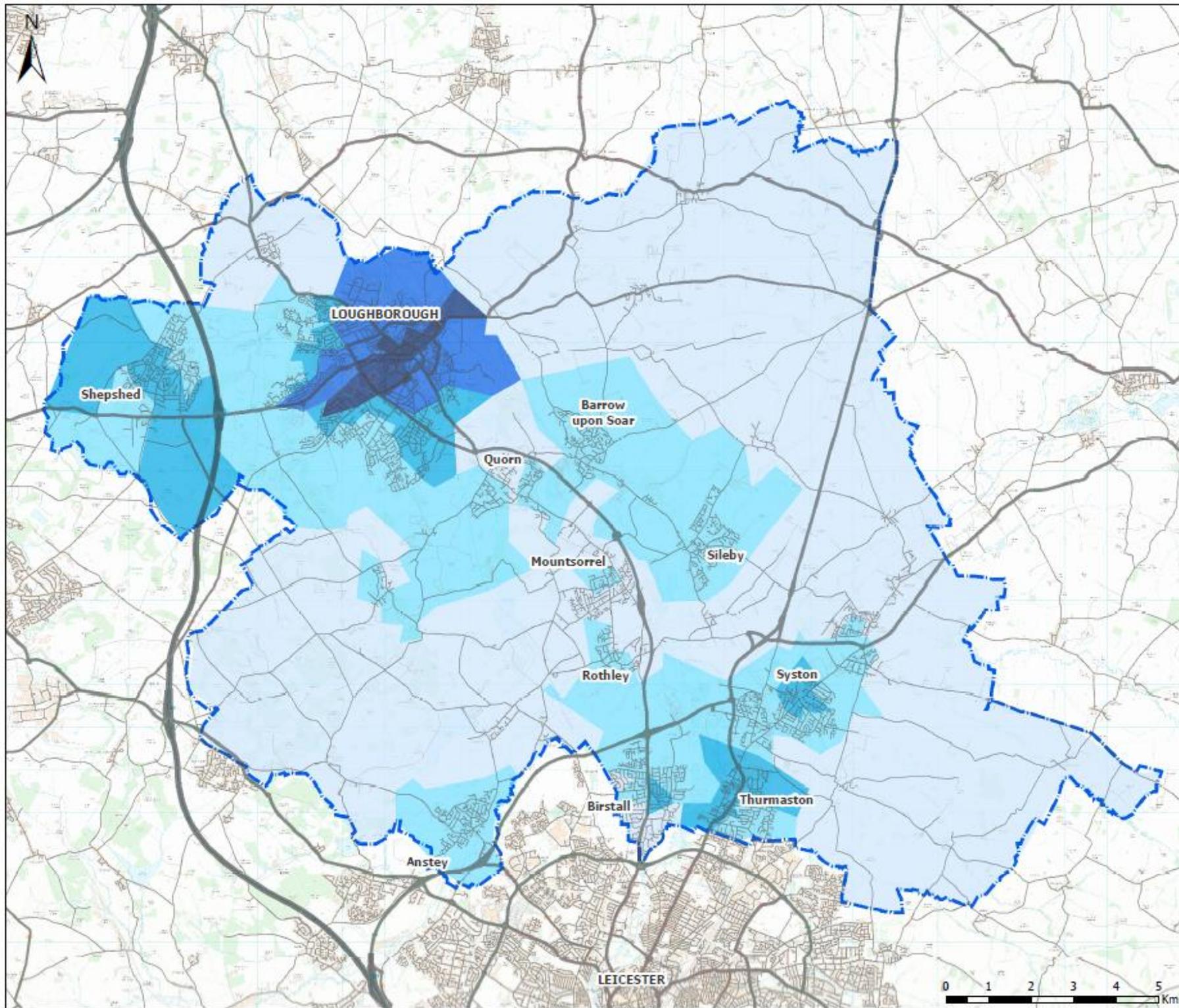
4.2.5 The travel to work data shows that the residents of Charnwood 002 (Loughborough) exhibit a much lower car driver mode share than the residents living in the other areas. The difference is mostly reflected in the higher proportion of residents who walk to work when compared to the other Charnwood MSOAs. The large proportion of students in the population contributes to the high levels of walking and cycling.

4.2.6 The higher number of Charnwood 002 residents who walk to work is expected, given that the MSA is close to/ covers some of Loughborough town centre. In addition, parts of Charnwood 008 and 016 are much further from a town centre (Loughborough and Syston), and therefore further from areas with most employment opportunities.

4.2.7 In terms of origins and destinations of travel, the 2011 Census data shows that more people commute out of the Borough than commute in. The data shows that 43% of the working population lives and works within the Borough and, of the remainder, the most common destination for commuters is Leicester (20% of trips). This figure is heavily influenced by the residential areas of the Borough that are on the edge of the city, for whom out-commuting is very high.

4.2.8 The following drawings show the patterns of mode choice for journeys to work across the Borough:

- **Figure 11** shows that there is a high proportion of walking to work in Loughborough but low in the rest of the Borough.
- **Figure 12** shows that the distribution of cycling trips is also focussed heavily on Loughborough but is spread wider than that for walking.
- **Figure 13** shows that the distribution of work trips by rail is centred on the four railway stations in Charnwood.
- **Figure 14** shows that bus use is more common on the fringes of Leicester than in Loughborough or the rest of Charnwood.
- **Figure 15** shows that car driver mode is high (i.e. over 60% of trips) across the Borough, except in Loughborough.



Legend

Charnwood Borough

Modal Split - Walking

Journeys to Work 2011 Census data of Lower Layer Super Output Areas (LSOA) level

- < 5%
- 5 - 10%
- 10 - 20%
- 20 - 30%
- 30 - 40%

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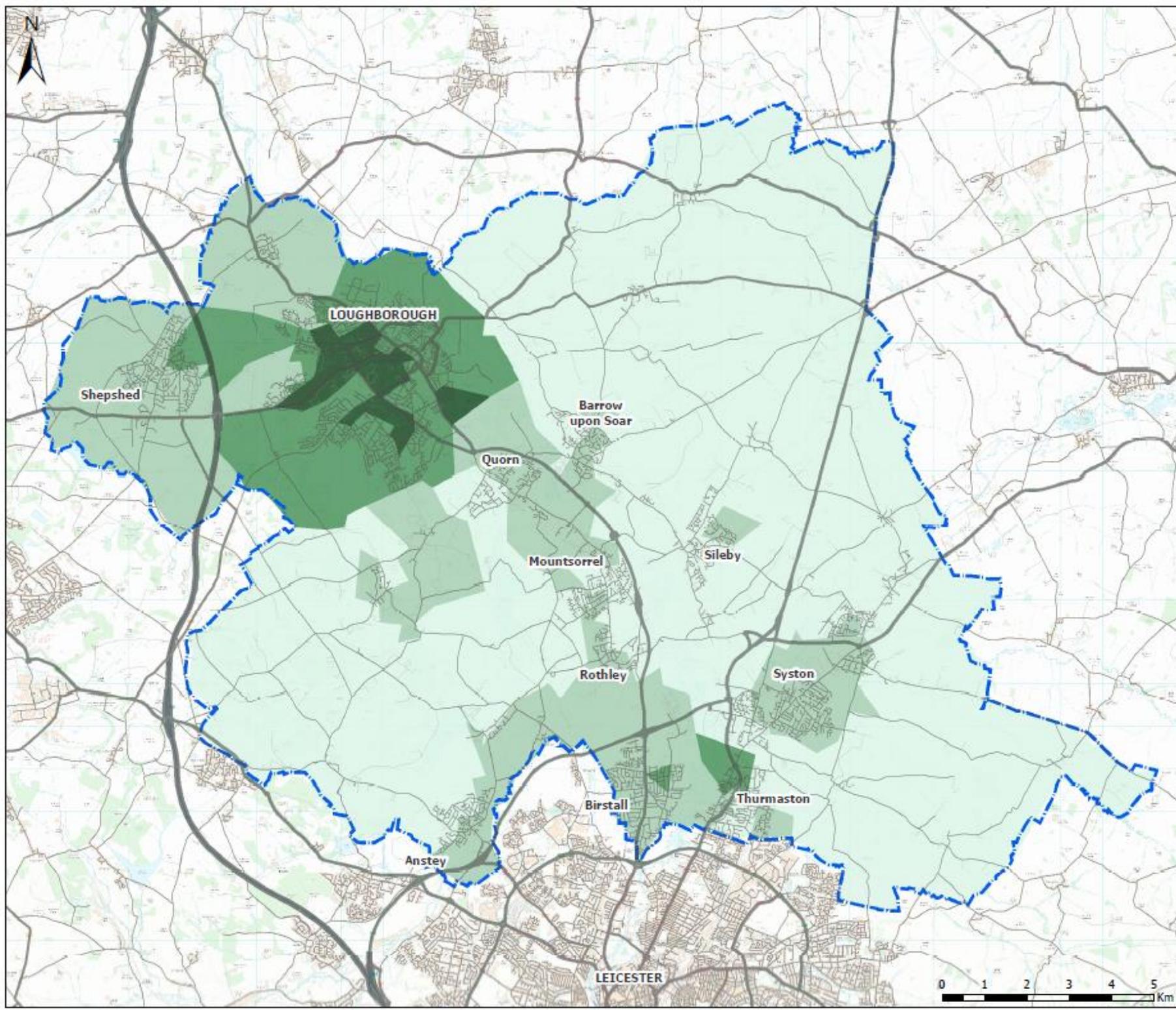


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Figure 11: Journey to Work Modal Split (Walking)

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	18/03/20	SB	18/03/20	ASG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	006	-		



Legend

Charnwood Borough

Modal Split - Cycling
 Journeys to Work 2011 Census data of Lower Layer Super Output Areas (LSOA) level

- < 2.5%
- 2.5 - 5.0%
- 5.0 - 7.5%
- 7.5 - 10%

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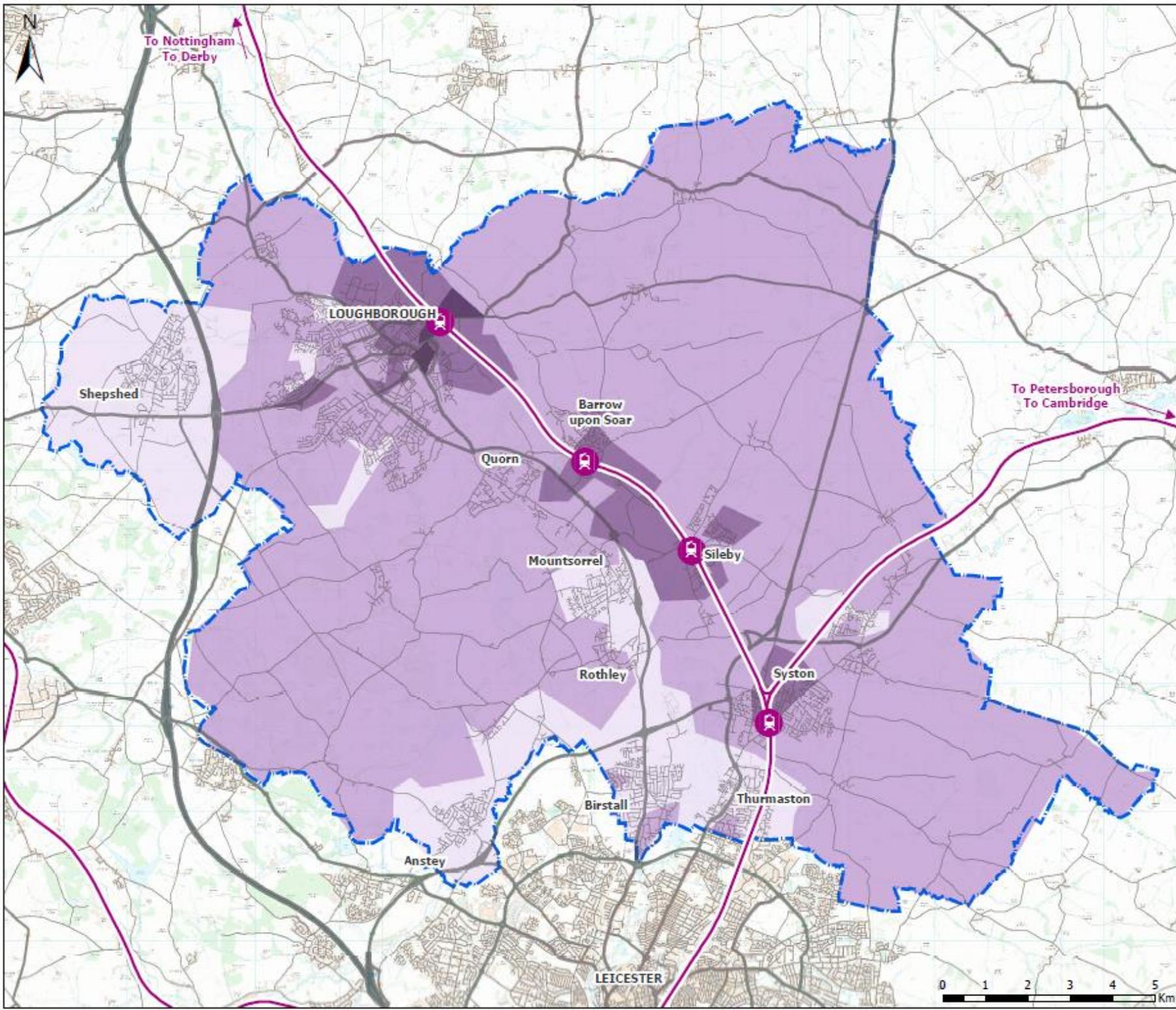
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Figure 12: Journey to Work Modal Split (Cycling)

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PT	18/03/20	SB	18/03/20	AGG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	007	-		

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Legend

 Charnwood Borough

Modal Split - Train

Journeys to Work 2011 Census data of Lower Layer Super Output Areas (LSOA) level

-  < 1%
-  1 - 3%
-  3 - 5%
-  5 - 6%

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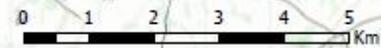
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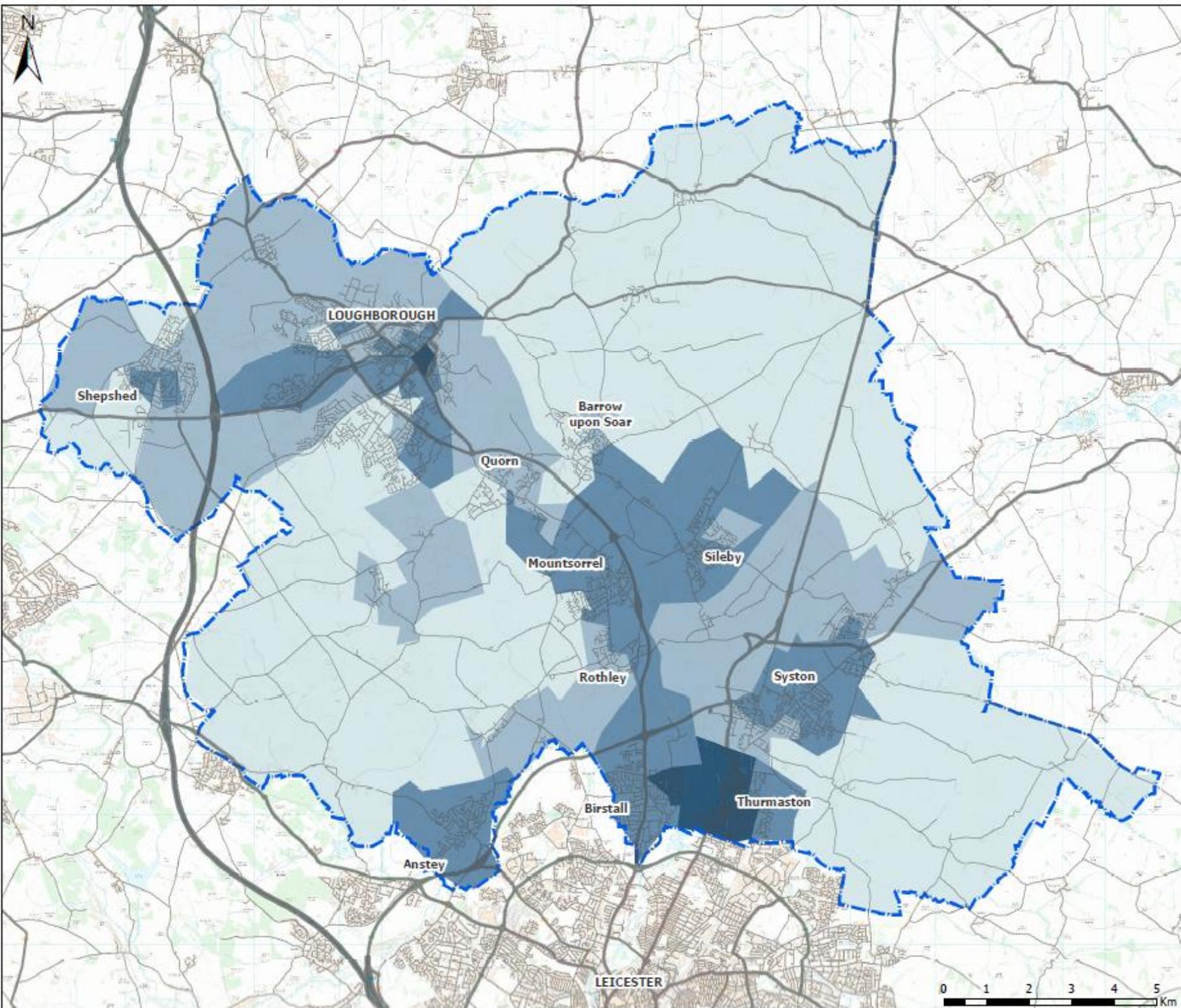


Figure 13: Journey to Work Modal Split (Train)

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	03	18/03/20	SB	18/03/20	AGG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	008	-		

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Legend

Charnwood Borough

Modal Split - Bus

Journeys to Work 2011 Census data of Lower Layer Super Output Areas (LSOA) level

- < 3%
- 3 - 5 %
- 5 - 10%
- 10 - 15%

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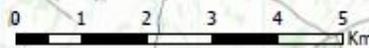
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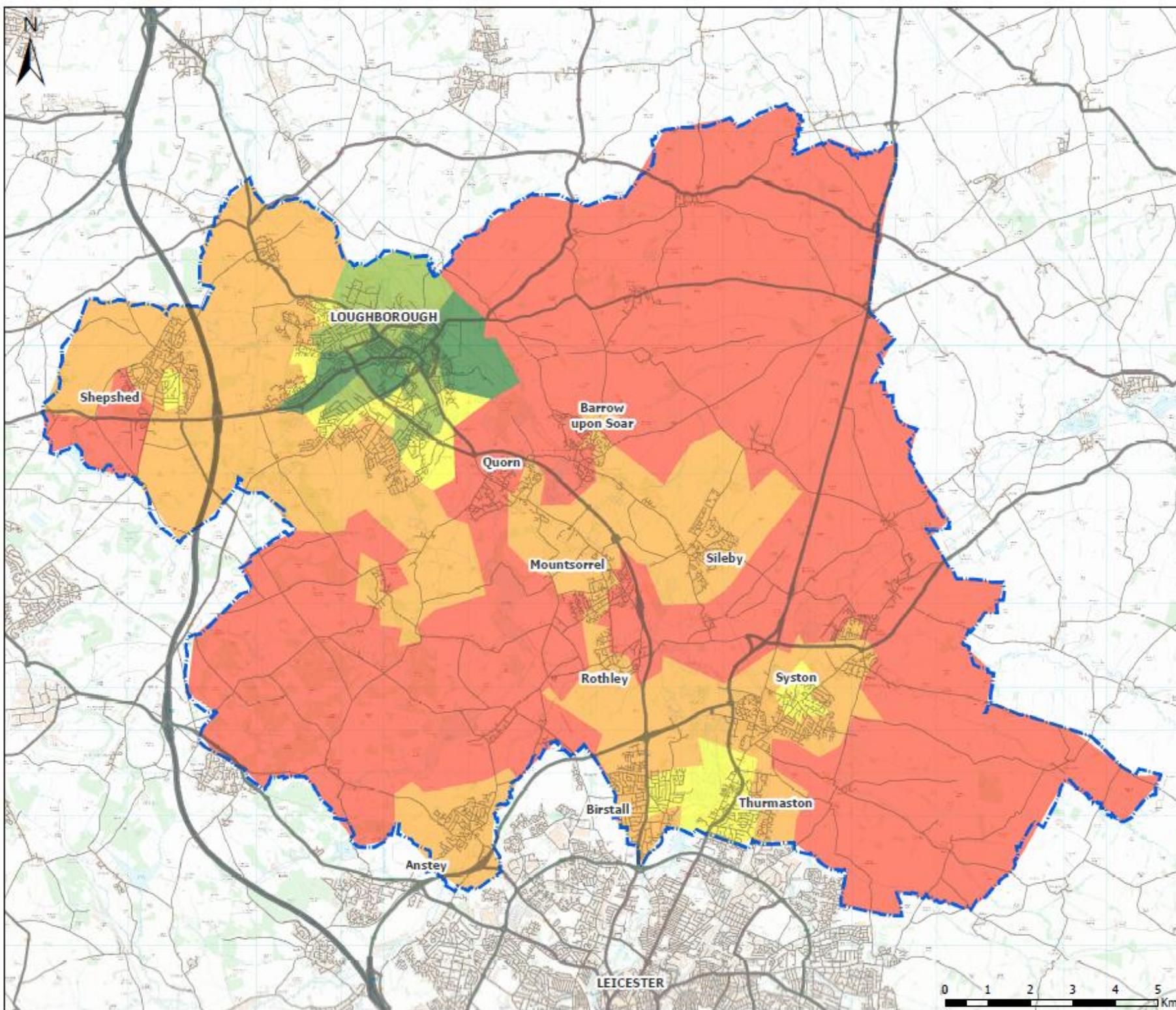
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Figure 14: Journey to Work Modal Split (Bus)

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	NTS	18/03/20	SS	18/03/20	AGG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	009	-		





Legend

Charnwood Borough

Modal Split - Driving

Journeys to Work 2011 Census data of Lower Layer Super Output Areas (LSOA) level

- 35 - 50%
- 50 - 60%
- 60 - 70%
- 70 - 80%
- 80 - 90%

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Figure 15: Journey to Work Modal Split (Car Driver)

Scale	Drawn	Date	Checked	Date	Approved	Date
NTS	PS	18/03/20	SB	18/03/20	ASG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	010	-		

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4.3 Origins and Destinations

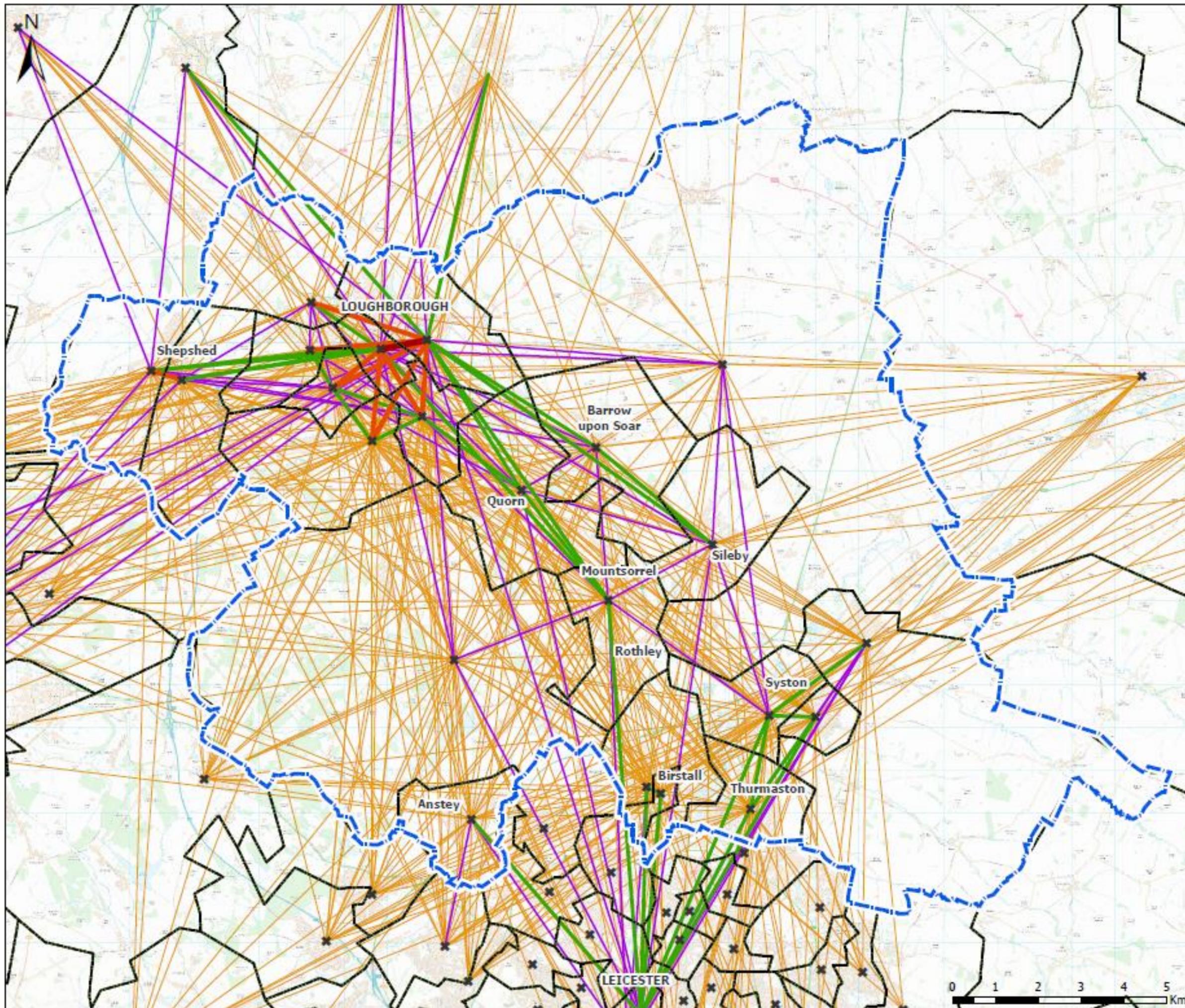
- 4.3.1 The Census 2011 data has been analysed to illustrate the patterns of commuting by Charnwood residents. **Figure 16** shows travel to work origins and destinations by all modes of travel combined. It presents the different levels of demand to travel between each MSOA in Charnwood and to surrounding areas.
- 4.3.2 It does not include trips within each MSOA, which are often the highest number of trips. The journeys are shown between the central point of each MSOA.
- 4.3.3 The plan shows high demand within Loughborough and to Shepshed, Quorn, Mountsorrel, Barrow and Sileby. Areas in the south of the Borough are more heavily drawn towards Leicester than Charnwood. There are also significant movements to the west, towards North West Leicestershire and beyond.
- 4.3.4 **Figure 17** shows the origins and destinations of travel to work by passenger transport. The distribution is different from that of travel by all modes, with a higher proportion of travel into Leicester city centre. It highlights movements from the Charnwood railway stations to Leicester and journeys along the busy bus corridors to the north edge of the city. There is much less travel to the west of Loughborough, demonstrating the lack of passenger transport routes and use in that direction.

4.4 Cycle Use

- 4.4.1 To provide an insight of the most popular routes for cycling in the Borough, Strava data has been analysed and the results are presented in **Figure 18**.
- 4.4.2 As with any mobility data source, Strava data does not cover the entire population. However, several independent academic studies^[1] have analysed the relationship between Strava Metro data and data recorded by electronic or human cycle counters and found robust correlations between the two. It could be argued that Strava data monitors athletic activities, it is also a home for general travel.
- 4.4.3 In fact, studies^[2] have discovered that there is a significant growth in the tracking of commutes among the community, for example 85% of all Strava activities in Manchester have been commutes. It is therefore believed that Strava members' travel patterns are representative of the overall population and that it also gives a robust insight about the use of the network by cyclists.
- 4.4.4 The results show that the north-south route alongside Epinal Way is the busiest cycle route through the town, likely due to the volume of students cycling to and from the University. The amount of cycling in the heart of the town centre is relatively low. Radial routes from Shepshed and the A6 to the north and south also have high cycle flows.

^[1] <https://medium.com/strava-metro/cdc-finds-strava-metro-data-correlates-strongly-with-census-active-commuting-data-8ab1be0fe130>

^[2] <https://medium.com/strava-metro/tracking-the-rise-of-bike-commuting-around-the-world-5bada94585c5>



Legend

- Charwood Borough
- MSOA centroid
- MSOA zones

Journeys to Work with Origin within Charwood Borough

- 1000 - 1500
- 500 - 1000
- 200 - 500
- 100 - 200
- 10 - 100

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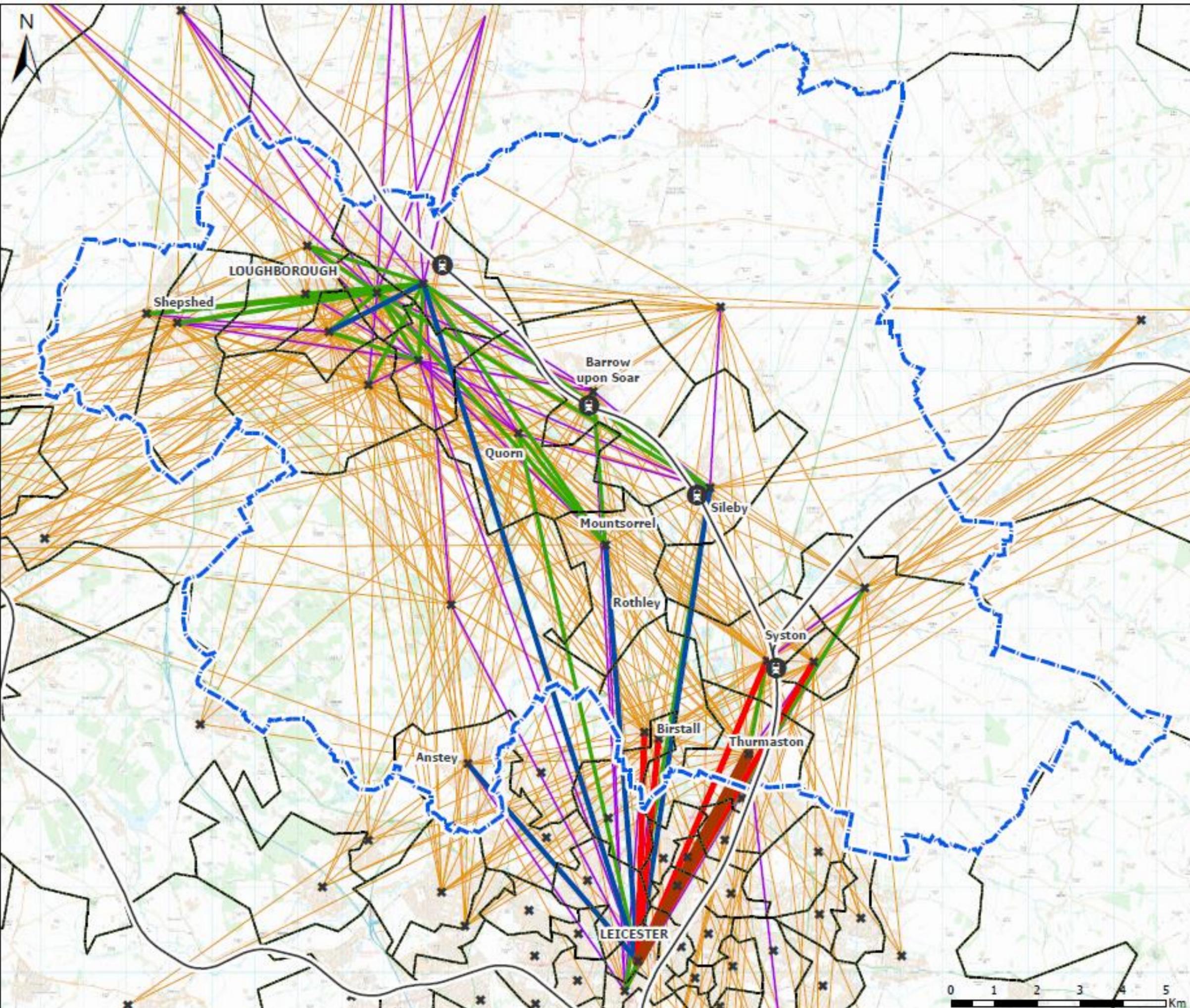
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Figure 5: Census 2011 Origin Destination Journeys to Work by All Modes

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
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Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	013	-		



Legend

- Charnwood Borough
- MSOA centroid
- MSOA zones

Journeys to Work by Public Transport with Origin within Charnwood Borough

- 180
- 81 - 110
- 51 - 80
- 26 - 50
- 11 - 25
- 1 - 10

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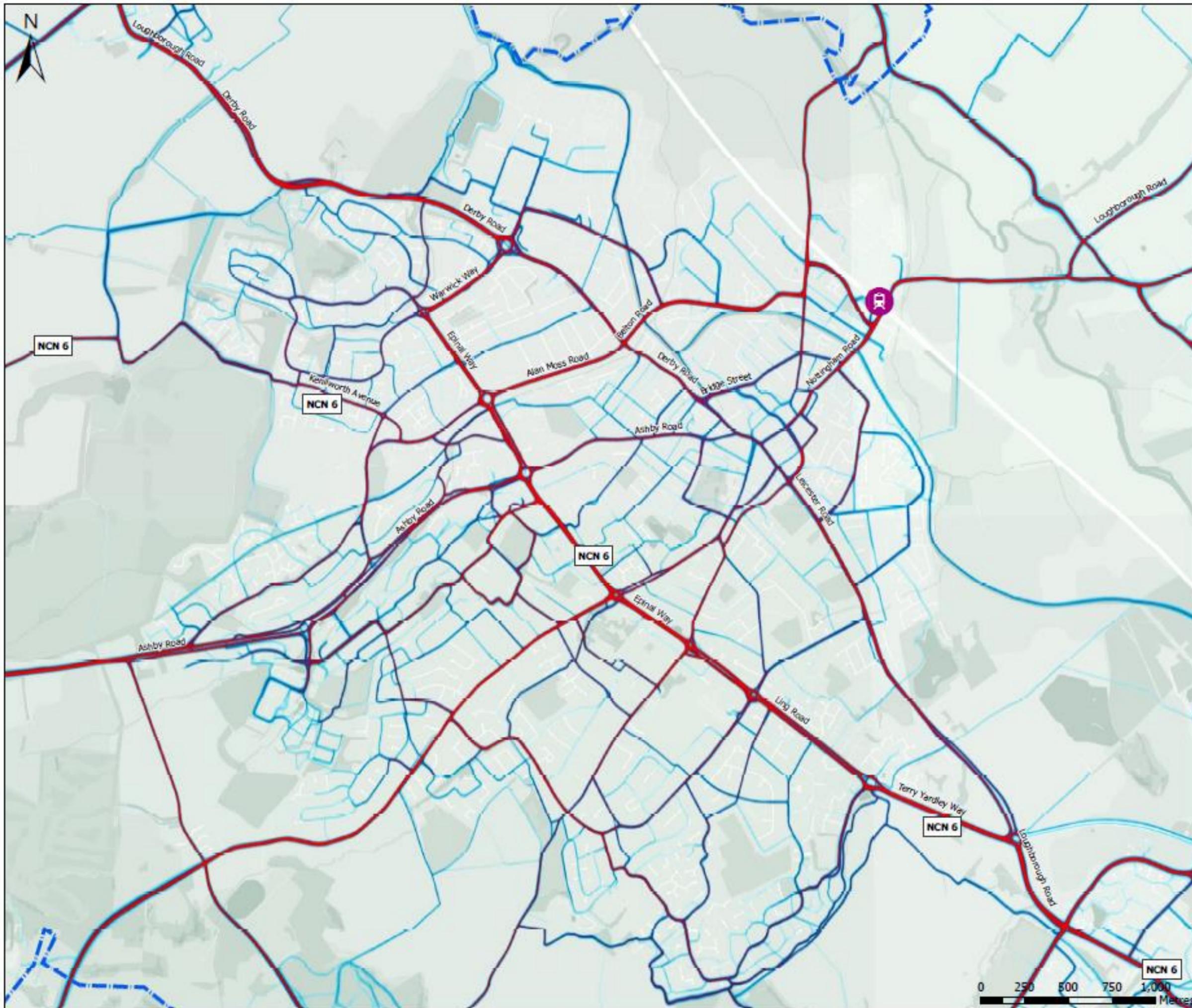
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Figure 17: Census 2011 Origin Destination Journeys to Work by Public Transport

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PI	18/03/20	SB	18/03/20	ASG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	015	-		

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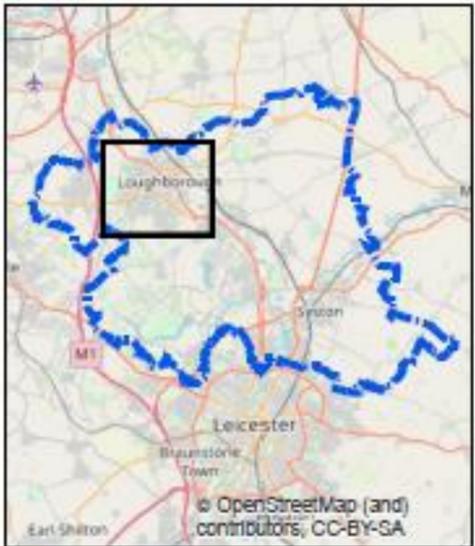
Legend

 Charnwood Borough

Number of Cycle Trips

 Popular Routes

 Routes with Few Trips Only



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Figure 18: Loughborough Cycle Heatmap (Strava)

Scale	Drawn	Date	Checked	Date	Approved	Date
A3	PT	18/03/20	SB	18/03/20	ASG	18/03/20
Project No.	Office	Type	Drawing No.	Revision		
A116305	35	18	014	-		



4.5 Coronavirus Impacts

- 4.5.1 The Coronavirus pandemic has had dramatic impacts on travel in the short term and is likely to have significant long-term impacts in the future. At present it is impossible to quantify the nature and scale of these impacts, but it seems likely that there could be negative impacts on the numbers of passengers using passenger transport and air travel. There are also opportunities to enhance to role of walking and cycling and this will be essential in helping to prevent a large increase in car travel to replace passenger transport use.
- 4.5.2 The expanded use of homeworking and teleworking has huge potential to impact on travel behaviour. Some people have been compelled to use these new ways of working and to overcome the barriers that previously prevented them from working at home. If this way of working becomes more common as result of the pandemic it would lead to an overall reduction of travel demand, with a range of implications for each mode.

4.6 Summary

4.6.1 This chapter has presented the patterns of use of sustainable transport modes in Charnwood using the network presented in the preceding chapter. The key issues and opportunities that can be distilled from this evidence can be summarised as follows:

- Charnwood is a mainly rural Borough with relatively good road links which results in a high reliance on car use and discourages sustainable travel.
- The coverage, quality, branding and information of cycle routes in Loughborough and Soar Valley is good but needs to be improved in other areas, including Shepshed.
- High quality cycle parking is provided at some locations in Loughborough but is lacking in other locations.
- Commercial bus routes in Loughborough are comprehensive but mainly connect the west side of the town to the town centre. Bus connections to the east and radial routes are poor or absent. To access different sectors of the town by bus involves a journey through the town centre, either direct or via interchange.
- Buses have been removed from the core of Loughborough to improve the pedestrian environment. This can make some bus journeys more difficult and means bus stops are in non-central locations.
- Bus routes along the A6 corridor to the south and west to Shepshed are high quality and frequency but many other areas are not well served, or they rely on subsidised bus services.
- Subsidised bus services are at risk from declining budgets. Services provided by Demand Responsive Transport are likely to perform an increasing role in the future.
- Loughborough has a good rail service, but the other stations in the Borough only have an hourly service. Improvements to the trains, their speed and frequency and an extension of the Leicester to Nottingham route to additional destinations have been proposed.
- Waiting and interchange facilities are good at Loughborough Station but quite poor at the other stations. All stations are falling in the national ranking of passenger use.
- Electric vehicle charging points are clustered in Loughborough, but the network is expected to expand rapidly.
- There have been recent improvements to wayfinding in Loughborough and many other cycle and pedestrian routes are well signed, but there is scope for improvement in other areas.
- Connections to the East Midlands Gateway will need to build on the existing Skylink service to maximise the use of sustainable modes.
- The Coronavirus pandemic has had large impacts on travel in the short term and is likely to have significant impacts on the way we travel in the future. This will affect travel patterns and the financing of transport by fare income and ticket sales. It is too early to speculate on the scale of these impacts, but it seems likely that passenger transport and air travel could experience a reduction in demand and more people may work at home or more flexibly.

5 | Proposals

5.0 Proposals (Draft Local Plan Proposals, Committed Developments and Transport Schemes)

5.1 Overview

- 5.1.1 The pattern of land use and transport is constantly changing and the drivers for transport supply and demand will also change over time. The Local Plan will guide future decisions about built development and transport, but there are existing projects that already have some level of approval or funding that are highly likely to happen. These are termed Committed Developments and they need to be considered to inform the understanding of how transport and land use will change.
- 5.1.2 The combined quantity of development is substantial, and it will have significant impacts on travel within Charnwood and in neighbouring authorities, in terms of the total demand for travel and the transport improvements that will be provided by these developments. These measures will benefit the future residents of these developments but, in many cases, will also benefit existing residents and businesses in the Borough.
- 5.1.3 All of the developments contain sustainable transport measures to help encourage as many people as possible to use these modes so the demand for passenger transport, walking and cycling is expected to increase as well as car trips.

5.2 Land Use Developments

- 5.2.1 There are many emerging proposals coming forward within Charnwood and in adjacent authorities that will affect the demand and issues relating to sustainable travel. The major development sites are described in the following section.

Thorpebury

- 5.2.2 Thorpebury (named North East of Leicester Sustainable Urban Extension, site reference HS1 in the draft Local Plan) is a large development of up to 4,500 homes, employment land, two local centres, one district centre and schools. New link roads will provide access and sustainable transport measures include funding for a new bus service and off-site walking, cycling and PRoW schemes. These are triggered by the phasing of development.
- 5.2.3 The development is on the boundary of Charnwood and Leicester City and the transport measures are located within both authorities. The bus strategy includes two new routes, one to Leicester city centre and the other north into Charnwood. Calculations of revenue and subsidy have been made and there is a cap on the level of subsidy to be provided by the developer towards the bus services.

Broadnook

- 5.2.4 Broadnook (named North of Birstall SUE, site reference HS2 in the draft Local Plan) is an urban extension that has recently been granted outline planning permission for 2,000 homes, a retirement village, employment land and a neighbourhood centre containing shops, food and drink units, supermarket, community centre and a primary school. It is located on land to the north west of the A46/A6 junction, north of Birstall.
- 5.2.5 Supporting transport measures include new and improved cycling and walking routes and crossings that connect to public rights of way, designated cycleways and bridleways, existing and proposed development north and south of the site, schools and Birstall Park and Ride. There will be measures to enable existing bus services to access the site and provide a service to Birstall and the city centre. Highway improvements are also proposed.

West of Loughborough Sustainable Urban Extension (WOLSUE)

- 5.2.6 WOLSUE (site reference HS3 in the draft Local Plan) is a development of 3,200 dwellings, employment land, a community hub and two primary schools located north of the A512 between Loughborough and the M1. It

is currently under construction and will include a strategic link road and a range of sustainable transport measures.

- 5.2.7 A bespoke bus service will be provided, that links the site to Loughborough, although it is also possible that existing services to Shepshed could re-route through the site. The internal road layout enables buses to circulate the site. Bus services will be phased according to site build-out.
- 5.2.8 Once 150 units are occupied the service will commence and will access off the A6, turning within the site. During later phases the service will expand to first include a new route that accesses via the A512 and when the link road is complete a circular bus route through the site will be possible. Bus stops will be provided that include real-time information displays.
- 5.2.9 A network of walking and cycling routes is proposed that will enable the use of these mode. New or upgraded internal routes will be provided that will then connect to external routes, including National Cycle Network Route 6 and Loughborough Cycle Network Routes 1, 2, 3, 4 and 7. Off-site routes will be upgraded where necessary, including the extension of cycle route 4 out to the site. The strategic link road through the site includes a footway/cycleway alongside.
- 5.2.10 The improvements associated with WOLSUE will provide benefits to existing residents to the west of Loughborough, including those going to and from Shepshed.

Science Park

- 5.2.11 The Science and Enterprise Park between Loughborough and the M1 is due to be expanded and is expected to create up to 4,000 additional jobs, many in high technology roles. The site is in close proximity to the WOLSUE site and its associated transport improvements along the A512, so there is high potential for access by sustainable transport for local residents and for trips to and from the town centre.

South East Syston

- 5.2.12 This site (reference HS6 in the draft Local Plan) is close to the boundary with Leicester city and has the potential for up to 747 new homes. Smaller sites containing 576 new homes are also proposed in Syston.

Shepshed

- 5.2.13 The draft Local Plan contains proposed allocations for over 2,000 new homes in and around Shepshed. These are on 12 different sites, the largest one containing 394 homes.

Ashton Green

- 5.2.14 Ashton Green is a project to the west of Birstall with planning permission for 3,000 new homes, employment land, school and a village centre. It is within the City Council boundary, just to the south of Thurcaston in Charnwood. Transport mitigation measures will be implemented, including walking and cycling routes, bus priority and highway improvements. Construction has commenced and residents have occupied the first homes. Inevitably the development will look towards the city and along the A46, but it is likely to have some minor impacts on Charnwood.

Leicestershire International Gateway (LIG)

- 5.2.15 The LIG is a major growth zone that has been included in the Strategic Growth Plan and the Strategic Transport Priorities, part of which is located in north west Charnwood. It will benefit from proximity to the airport, the strategic rail freight terminal, the HS2 hub, existing road connections and the associated employment opportunities. Further assessment work on the transport needs and opportunities at LIG will need to be undertaken as the development progresses.
- 5.2.16 Major growth in employment, housing and transport is expected in the area that will attract existing Charnwood residents, while the plan also includes the provision of 11,000 new homes in Charnwood and NW Leicestershire by 2050. Major transport modelling will be required to develop the transport network that will meet the needs of this growth in demand.

East Midlands Enterprise Gateway (EMEG)

- 5.2.17 EMEG is an economic growth area that aims to take advantage of the excellent transport connections by air, rail and road in the north west of the County. It includes employment opportunities supported by nearby strategic housing developments, including within Charnwood.

East Midlands Development Corporation (Toton)

5.2.18 The construction of HS2 and the East Midlands Hub will provide a catalyst for major development the Toton area. A development corporation has been established to drive forward land use development and transport links to the surrounding areas, including Leicester and Charnwood. This could be a major new employment and residential area in the future that will create transport demand to and from Charnwood.

5.3 Key Transport Projects

5.3.1 The land use developments presented in the preceding section all have supporting transport schemes to provide access by all modes and mitigate the impacts of additional travel demand. However, there are also transport-led schemes in the pipeline that will impact on travel in Charnwood, including:

- HS2, Phase 2B is expected to reduce journey times to the north and south, increase connectivity, release capacity on Midland Main Line and stimulate development around the East Midlands Hub at Toton.
- Conventional rail services are also expected to improve during the next Control Period and result in a better service at Charnwood stations.
- Supported bus services. LCC are in the process of reviewing the bus services it supports, to ensure it allocates funds in the most efficient way. This could involve the replacement of traditional bus services with Demand Responsive Transport.
- Improvements to Birstall P&R between the hub and St. Margaret's Bus Station, including new vehicles new bus lanes and cycle infrastructure.

6 | Perceptions

6.0 Perceptions

6.1 Overview

6.1.1 This chapter details the views of stakeholders on the sustainable transport issues and opportunities in Charnwood and the wider area. It reviews the thoughts of transport providers, transport officers and other local stakeholders on the shape and status of sustainable transport provision in the Borough and how new developments can best contribute to achieving the sustainable transport objectives.

Coronavirus

6.1.2 The stakeholder consultation was carried out while the Coronavirus pandemic was unfolding. Some of the stakeholders were actively engaged in reorganising their operations to meet the new challenges that were emerging, in terms of changing travel patterns and the need to protect their employees and the public from the infection.

6.1.3 At the time the focus was on short term issues and it was too early in the process to speculate on the long-term implications of the virus. There was recognition that if the virus cannot be brought under control the operations of passenger transport are going to be more difficult than they were before the virus. The increase in the use of homeworking and teleworking is also likely to reduce the demand to travel by all modes, which could have a beneficial impacts on road congestion and air quality but could also reduce demand for passenger transport. More time is needed to quantify the long-term impacts of Coronavirus.

6.2 Transport Providers (Arriva / Trent / Kinchbus)

6.2.1 A summary of the consultation responses from Trent, Kinchbus and Arriva are presented below. Where there was a difference of opinion this has been highlighted. These comments are subject to the uncertainty generated by the Coronavirus pandemic at the time of writing.

Existing Bus Services

- Kinchbus services within Charnwood are stable and have been over several years. The services are commercially viable and there is no intention for these services to be reduced. They do not operate any supported services.
- Bus patronage on local services has fallen in recent years but it has increased on longer distance services (e.g. from Charnwood to the East Midlands Enterprise Gateway).
- The Shepshed-Loughborough-Leicester route is the core Arriva service. This was split at Loughborough and has been successful and is more flexible. This introduced an interchange, but not that many people were travelling through. The Shepshed service is due to have higher frequency or a new route and the growth at East Midlands Enterprise Gateway and Leicestershire International Gateway is a good opportunity to expand the service.
- Trent considered bus services to Loughborough railway station to be adequate, but Arriva suggested it could be improved. Plus Bus helps but a multi-operator scheme would be better. It is unlikely that Arriva will serve the station. They have considered extending the Shepshed service but are not convinced it would be viable. DRT might be a better solution to improve passenger transport to the station.

Potential Changes to Bus Services

- The Skylink service to Derby is likely to see an increase to services to facilitate the rapidly expanding East Midlands Gateway area. The bus network around the East Midlands Enterprise Gateway area will be reviewed in the future.
- There is further potential for additional services to provide access into Loughborough University's new Innovation Campus and AstraZeneca within the Bishop's Meadow estate.
- Loughborough Park and Ride Schemes have been considered in the past, such as a site adjacent to the M1 at junction 23 or even on the A6 south of Hathern. Birstall P&R was thought to be a

missed opportunity because it could have been served by a passing service but there were issues with opening hours. Other improvements are proposed for the Birstall P&R and funding has been secured.

- Pocket park and rides have been used in rural Nottinghamshire to increase rural bus connectivity. Sites are lower in capacity but provide a consistently fast and reliable service for more rural locations.
- Arriva have been trying to increase penetration after parking restrictions have cleared the route but is still difficult. Ideally, buses would be allowed back through the core of Loughborough. If not, providing two-way access through Baxtergate would be an improvement that would simplify the stops and improve interchange.

Bus Infrastructure and Technology

- Pedestrianisation of Loughborough town centre resulted in a reduction of local trips bus. Access to the town centre became less attractive since buses could no longer access the Market Square. Splitting the routes in the one-way system has caused problems.
- The waiting environment around Baxter Gate and Lemyngton Street were poor at the time of the changes and there is room for improvement. The new stands with the real time information displays were not installed until later, by which time people had changed their method of travel. Disruption during construction also put passengers off.
- The pedestrianisation has had a big impact upon the bus services on market days and the retailers think it has reduced trade. Reinstating buses through the centre would be beneficial. Local trips have reduced because the stops are further from the centre. There have been other disruptions to the bus routes, included work being undertaken in the Baxter Gate area as well as bridge closures and flooding.
- The waiting environment is very important. Bus stops are not cleaned regularly enough and stops that are further from the centre do not feel safe and secure. The shelters are quite good but need side panels for better shelter. Travel information provided in the town centre is good.
- The bridge closures on Kinch 2 route disrupt the service and people use cars and train instead. The Barrow bridge closure has negative impacts.
- The vehicles currently used by Kinchbus are Euro6 standard vehicles and are therefore eco-friendly. However, electric (or even hybrid) vehicles have been considered as part of the DfT electric bus fund. To make this feasible, Charnwood Borough Council would need to provide the supporting charging infrastructure to enable this switch. The options available for electric single decked buses are also limited at present. Hybrid vehicles can switch to zero emissions in air quality zones. Skylink distances are long so are more difficult to use EV with current battery technology.
- Arriva vehicles were upgraded to Euro5 by LCC funding 3/4 years ago. They are expected to be replaced in 2/3 years. New vehicles will be purchased that could be Electric on some routes, but not Hydrogen.
- Trent and Kinchbus requested that CBC undertake a Transport Focus survey of bus passenger attitudes and an audit of facilities to highlight issues and address them.

Punctuality and Delay

- The Real Time Information (RTI) is not accurate enough to gain public trust (although Arriva considered it to be adequate). The current RTI system only accounts for stop to stop time rather than expected arrival based on the entire length of the route. This means that if a bus is held up for whatever reason between stops the RTI will not detect this and will continue to count down. The bus then appears to be very late when it eventually arrives at the stop. The interpretation of bus information is currently under investigation.
- Day to day congestion is not too bad but traffic flare-ups cause significant delay to buses which damages public opinion of them as they are increasingly seen as unreliable and inefficient. Ashby Road / Epinal Way junction is a major bottleneck.

- Timetables are having to be changed to cope with traffic delays and new vehicles must be added to maintain frequencies. The Sprint service has had frequencies reduced to maintain punctuality.
- More could be done with regards to traffic signal phasing and bus priority and discussions are currently being held with the County Council in line with this. Congestion hotspots around Loughborough include The Rushes and the A6 (particularly from Hathern). Congestion on the M1 and A46 has a large impact on Loughborough.
- The issue of bus punctuality is set to be addressed.
 - An additional vehicle may be added to the Skylink Derby fleet to cater for demand to the East Midlands Gateway area.
 - Kinchbus timetables may be revised to reflect longer journey times.
 - The Sprint bus service between Loughborough University and Loughborough railway station may be reduced in order to compensate for other changes.

Bus Station

- A bus station in Loughborough would not be as desirable as allowing buses to pass through the town centre as this would provide more benefits to connectivity and significantly reduce journey times. Adding a bus station would simply increase journey time.
- The amount of interchange is quite small. Might be a bit better than on-street stops but Loughborough is a through-route rather than a destination so it would just delay the services. There are not many suitable sites in the town.
- An interchange hub in the town centre would be useful to provide information and tickets. Interchange hubs in Nottingham have been used for ease of multimodal accessibility, EV and DRT and they provide access to simple route, high frequency bus services that are direct and timely.

Bus Services in New Developments

- Developments must be built-for-purpose to allow buses to serve the site effectively at an early stage within the build-out. Issues occur when this has been done poorly.
- New roads on the bus route through the development need to be wide enough for buses. Through routes are preferable to culs-de-sac to protect journey times and existing passengers but rat-running needs to be prevented. Small developments are unable to fund a new vehicle to serve a cul-de-sac. Bus gates have been proposed and then rejected because of maintenance costs and the through route was lost.
- In some developments parking restrictions in the form of yellow lines have not been painted on the roadside in the vicinity of bus stops and bus cushions. This has led to on-street parking causing accessibility problems.
- The highway adoption process can be delayed which prevents bus services from commencing at the right time.
- The lack of supporting infrastructure, such as raised kerbs, acts as another barrier to the effectiveness of the bus in serving new developments. There can be disagreement about who is responsible for installing and maintaining bus stops and the timing of this. New residents sometimes object if stops are installed after occupation.
- The correct support and funding need to be available in a timely manner. If the service starts too soon, the funding can run out before the service has become viable. All agreements need to be signed in advance. It cannot assume that LCC will take on any responsibility without an agreement in place.
- The Grange Park development in Loughborough is an example where only the minimum is being done (removal of some bollards) through the S106 Agreement to facilitate bus access into the site when a through route was possible.
- Travel passes – sometimes developers do not promote these, and residents do not get them.

Fares and Payment

Fares have increased with investment profiles, specifically for fleet vehicles. Passengers complain about fares when the rest of the service does not match their expectations or there are delays.

- On Arriva services single fares increase in line with operating costs. Season tickets increase less. Arriva are trying to encourage product switch to day tickets, weekly or season tickets. Capping and tap-on / tap-off will be introduced rather than flat fares.
- Multi-operator capping needs to be introduced. This is happening elsewhere (e.g. High Wycombe). Operators will need to agree the cap. Passengers might have to pay a premium initially, that then reduces. Not in favour of Smart cards. Contactless payment by card and phone is the future.
- There has also been investment in providing contactless payment machines on board buses for convenience, although it should be noted that this convenience comes at a higher price and is not the most affordable way to travel.
- There is a super commuter scheme available on Trent/Kinch whereby the annual pass can be purchased through direct debit. Publicity of the various fare packages would help to change the existing conception on bus fares.
- Contactless via card or phone is the way forward, rather than Smartcards. Pre-pay and Post-pay schemes on phones will be available. Mango card style systems will be phased out.

6.3 Transport Authorities

Leicestershire County Council

6.3.1 A summary of the consultation response from LCC officers is presented below.

- The Strategic Growth Plan (SGP) proposes changes to the spatial distribution of development, with large scale growth focused around the Leicestershire International Gateway (LIG). There is a need for joint working with North West Leicestershire District Council to produce transport evidence and mitigation for the LIG, to ensure that the implications for the transport network in Shepshed are satisfactorily addressed. The SGP Priority Growth Corridor and the longer-term (post 2036/draft local plan period) also includes strategic growth potential in and around the south east corner of Charnwood Borough.
- Government are encouraging local highway authorities to look term with a planned approach to the provision of walking and cycling infrastructure through the development of Local Cycling and Walking Plans (LCWIPs). A Borough-wide LCWIP is likely to be unrealistic and undesirable, based on the DfT guidance and experience of developing LCWIPs.
- Supported bus services across Leicestershire, including Charnwood, are subject to an ongoing reviews under the County Council's Passenger Transport Policy and Strategy. This may result in changes, potentially including reductions, to levels of service in some parts of the Borough in line with the PTPS. There is a potential project outside the remit of the PTPS to introduce electric buses on the University Hopper service and maybe other services.
- Rail services are expected to improve at all stations under the new franchise and with HS2 because the frequency, direct services and train capacity will be improved.
- Loughborough Town Centre scheme delivered good air quality benefits.
- There is a good wayfinding and signing scheme in Loughborough, LSTF funding was used.
- Loughborough railway station has had many improvements made but bus interchange relies on commercial operators. Station is not well located in relation to the existing and future housing in Loughborough. Access is severed by the town centre. East-west bus routes have been reduced or withdrawn. The only bus service at the station stops is the University Hopper. Walk and cycle routes to the station have been provided and improved
- LCC want to avoid asking developers to fund an unsustainable bus service for a few years which then requires subsidy to carry on. Need to be sure that any new services introduced as part of new developments have a reasonable likelihood of becoming commercially sustainable in the long term.

A mechanism is needed that makes the most efficient use of developer funding. It is important to get the phasing of new services right, to avoid running empty buses too early and running out of funding before the service is sustainable.

- The types of vehicle to be used needs to be appropriate. Need to embed the use of passenger transport into new residents as early as possible but without running empty buses and wasting the developer funds. More flexibility is required. Concepts such as ArrivaClick that operates south and west of Leicester might be better, especially in the early phases of development. Lubbesthorpe uses this. They respond to demand. Other DRT might be more appropriate than traditional buses.
- The previous Local Plan Core Strategy relied on a few large sites, which are generally easier to plan, secure and deliver comprehensive passenger transport for than cumulative development spread across a range of relatively smaller sites over a wider area.
- LCC support the provision of private, off-street EV charging for new dwellings and at businesses and developments should use design layouts that make it easier to install EV charging. Details of the LCC advice on EV can be found by using the following link.
<https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/electric-vehicles-ev>
- LCC is not currently seeking to develop a bus station for Loughborough, nor is it aware of any active proposals for a bus station from CBC or other partners. However, should suitable proposals arise (led by CBC or others) and be supported by a good business case, the County would not be opposed in principle. Many market towns succeed without a bus station and use on-street bus interchanges instead. One potential benefit of bus stations is to provide EV charging points and they provide a central hub for information and tickets.

Leicester City Council

6.3.2 A summary of the consultation response from Leicester City Council officers is presented below.

- Leicester City Council is currently preparing a new LTP4 that will set out a long-term transport strategy. It will include a strong focus on promoting the use of public transport, walking and cycling, low emissions and smarter travel. One of the key drivers is a possible Workplace Parking Levy for the city, which must be included in an LTP. This was included in the City Mayor's Manifesto
- Corridor improvements in the city will be equally or more beneficial to Charnwood residents that use the bus, Park and Ride or cycle.
- The Birstall Park and Ride scheme includes a cycle scheme where people use their own bike to travel into Leicester, rather than catch the bus.
- Leicester City Council has recently secured an overall package of investment expected to be about £70m following a successful bid from the DfT's Transforming Cities Fund (TCF) to deliver a step change in public transport, cycling and walking activity. The proposals aim to help reduce congestion, improve air quality within the city and health outcomes, as well as addressing climate change challenges. In particular, the funding will provide:
 - New electric buses for the Birstall Park and Ride services (including new electric vehicle charging facilities). It is also planned to increase the frequency of the service to help tackle congestion and improve air quality.
 - Corridor improvements into Leicester for buses as well as the walking and cycling networks.
 - Cycle parking
 - Connecting city centre transport hubs.
 - There is funding for a new public bike hire scheme for 500 electric bicycles and 50 docking stations. This does not extend into Charnwood, nearest one will be at the Space Centre, but may be extended if it is successful.

- One potential new scheme is for a new, small Park and Ride at Beaumont Leys shopping centre, close to the boundary with Charnwood. An existing bus service could be redirected to serve the site.
- Bus lane enforcement has been intensified to keep stops and bus lanes clear and prevent rat running by other vehicles.
- Smart ticketing – The joint approach to this is determined within the local operator partnership. The first stage of this project is to introduce contactless payment on all buses, including Park and Ride. The next stage is to introduce London-style capping and touch-in/touch-out digital ticketing which will be financed by TCF.
- St. Margaret's bus station will be upgraded if funds become available. The Transforming Cities Fund was not enough to do this. New exit road is expected to save bus journey times. There is spare capacity at St. Margaret's bus station
- The creation of through routes for buses between developments is very important to provide good journey times and patronage. Some examples have led to a lack of resilience to road closures, where bus services are very difficult to plan if one road is closed.

Draft Local Plan Consultation SWOT Analysis

6.3.3 The following analysis has been carried out by CBC from the representations made to the Draft Local Plan Consultation (please note that the list is not exhaustive).

Loughborough

Strengths

- Good links to local and strategic road network – makes it easier for people to travel by car than public transport/ walking/ cycling.
- Student population is more likely to use sustainable transport modes than the general population and thus improve the viability of passenger transport.
- Great Central Railway
- Rail connectivity that supports the movement of freight and passengers by rail

Threats

- Potential for sustainable transport being overlooked in favour of road improvement
- The potential reduction of supported bus services could reduce accessibility in some rural locations

Weaknesses

- Poor cycle storage in the town centre
- Train station located on eastern edge of town is not easily accessible
- Bus services seen as not well integrated with town centre and other sustainable transport options
- Some points of arrival into the town centre and pedestrian links within it are poor quality
- Traffic congestion is an issue in some locations at peak times

Opportunities

- SUEs will provide opportunity for new and improved sustainable modes of travel

Shepshed

Strengths

- Accessible regional and sub-regional road transport links via M1 and A512
- Good passenger transport connectivity.

Weaknesses

- Constrained road network in centre of town and A512 presents barrier between town centre facilities and housing in south of Shepshed
- Congestion is a problem further exacerbated by on-street parking
- Overall sense of lack of connectivity within the settlement
- Lack of safe cycling infrastructure.
- Some development proposals (e.g. HS43 and HS44) do not adjoin the wider urban area and are therefore likely to be relatively isolated from the town in transport terms, and more challenging to provide good quality sustainable travel connections to and from.

Opportunities

- Potential for new developments to provide coordinated approach for sustainable transport
- Proposals should be taken forward in a comprehensively master-planned approach, which reflects any existing development proposals (including as relevant in neighbouring authorities) - establishes the overall package of infrastructure measures including sustainable transport required to enable the growth and the approach to delivery/funding.

Threats

- Leicestershire International Gateway – sustainable transport proposals not clear unsure of potential linkages to Shepshed – connectivity issues need to be considered.
- The potential reduction of supported bus services could reduce accessibility in some rural locations.

Soar Valley Villages

Strengths

- Good bus services
- Access to rail at Barrow and Sileby
- Access to National Cycle Route 6

Threats

- Potential Lack of connectivity by public transport to new developments
- Ensuring sufficient capacity of existing public transport routes as a result of increased demand
- Flood risk potential to cause increased road congestion

Weaknesses

- Congested roads, particularly in Barrow and Sileby
- Potentially less opportunity for walking and cycling over longer distances
- Poor signage and wayfinding on walking and cycle routes

Opportunities

- Development offers opportunity to improve uptake of travel by sustainable modes through transport assessments and travel plans.

Leicester Urban Area

Strengths

- Inherently more sustainable location – proximity to passenger transport, decreasing reliance on private car and encouraging use of passenger transport, walking and cycling.
- Significant infrastructural assets to utilise – major / Strategic Road Network, comprehensive and integrated passenger transport.

Threats

- Potential Lack of connectivity by passenger transport to new developments
- Ensuring enough capacity of existing passenger transport routes

Weaknesses

- Congested road network in the Leicester Urban Area - A6, A46, A607, A50, A563
- Lack of detail on sustainable transport, passenger transport, active transport measures – particularly within the SUEs, but also in terms of key nodes / locations, e.g. Syston railway station, Watermead Corridor, Birstall Park and Ride.
- Increase of trip attractors (retail) and jobs on the edge of the urban area as opposed to the city centre which makes accessibility by passenger transport more difficult. Orbital bus services are much more limited and lower frequency, especially in Charnwood.
- The number of different bus operators (compared to many other cities) makes integration more difficult, leading to higher fares and less coordinated journeys.

Opportunities

- Large scale development allows for coordinated approach for delivery of sustainable transport infrastructure

6.4 Other Consultees

Loughborough University (LU)

- 6.4.1 LU and Loughborough College of Further Education are major employers in the Borough and a key destination for a large number of daily student journeys. LU carries out surveys of travel habits as part of their travel plan commitment and the plan is currently being reviewed and updated. There are also many tenant partners on campus that generate trips. These are third party businesses and organisations.
- 6.4.2 The use of sustainable transport modes is quite high for staff, approximately half use a car to commute which is similar to the proportion for town centre employees. There are approximately 17,500 students who generally use sustainable modes of transport. Most halls of residence are on campus and the students walk or cycle to their destinations.
- 6.4.3 LU puts many measures in place to encourage sustainable transport. It also provides a large amount of car parking for staff but applies a reduced charge for low emission vehicles that has influenced the type of vehicles used. Pedestrian routes are generally good enough, but some street lighting could be improved. Improvements to cycle routes would help to encourage cycling, including maintenance of the cycle routes that have been provided. Segregated cycle routes are the preferred solution.
- 6.4.4 LU operates the Sprint bus service to the railway station and provides free travel within the campus. Traffic congestion causes issues outside the campus and changes to the timetable and the route and being considered to mitigate the impacts of this delay. Electric buses are being considered for the future, but the specification has not yet been finalised. The internal layout of the campus is a constraint on the size of buses that can be used and changes to the roads could be beneficial.
- 6.4.5 LU would like to re-examine the possibility of developing a cycle hire scheme for the town in collaboration with CBC, LCC and other stakeholders. The success (and failure) of schemes elsewhere will provide more evidence to support such a scheme.
- 6.4.6 E-scooters are considered to have some potential at LU, for internal trips and to other destinations in the town when possible. A trial of E-scooters has been carried out and the legislation for highway use is developing rapidly, so LU are keen to develop the concept further with their partners and the local authorities.

Love Loughborough Business Improvement District (BID)

- 6.4.7 A representative of the Loughborough BID was consulted about the study and agreed to debate the issues within the BID Board. The following observations were made by the BID representative.

- 6.4.8 Measures to improve sustainable transport have to provide positive benefits to the user, rather than making conditions worse for car users.
- 6.4.9 The issue of severance for public transport in the town centre is considered of prime importance. The BID consider that the rerouting of buses around the town centre has reduced accessibility for passengers and led to a decline in footfall and the town centre economy. Bus stops are harder to find, and interchange is more difficult. If the public realm were more attractive it would help to offset some of the lost bus passengers.
- 6.4.10 It was suggested that if electric or hydrogen buses could be permitted to access the town centre it would bring back some passengers without harming the town centre environment. Giving more priority to electric cars and e-bikes would promote their use. More public electric charging bays are required.
- 6.4.11 Electric charging points for cars and e-bikes are considered to be a positive measure to be encouraged that would give more confidence to people that are replacing personal vehicles or company cars.
- 6.4.12 Bike theft is the most common crime so better cycle parking security is needed. The parking blocks at the station are good examples. Bicycle lanes on many roads approaching Loughborough could be improved and allowing cyclists to use Market Place would be beneficial. The University cycle provision is good.
- 6.4.13 Freight is more likely to use biodiesel or hydrogen than electric power. The transfer of freight from large HGVs to smaller, electric vans for the final delivery in town centres should be encouraged.
- 6.4.14 New developments should have sustainable transport measures (cycle parking, footpaths, cycleways and electric bus routes) built in from the outset. Measures needed to reduce the impact of the school run are important.

6.5 Summary

- 6.5.1 The perceptions gathered as part of this study have been used to help shape the strategy of sustainable transport provision in Charnwood that is presented in the following chapter. The main points raised by consultees can be summarised as follows:
- Commercial bus services have been stable, and some expansion is planned but supported services are likely to be reduced or replaced by Demand Responsive Transport.
 - Pedestrianisation of Loughborough town centre has had benefits but has damaged bus accessibility. A new bus station in Loughborough is not a high priority and the funds could be used more effectively on other measures.
 - Bus access to the railway station is quite limited.
 - Real Time Information is not accurate enough and bus punctuality is being reduced by congestion. Incidents have a major impact on congestion through Loughborough.
 - New developments need to make bus services a higher priority from the outset and measures need to be locked in and funded to prevent them being lost at a later stage.
 - The phasing of bus services in new developments needs to match the needs of new residents.
 - Electric vehicles are welcomed but new infrastructure will be required. Electric or hydrogen buses should be given some priority in town centres and EV charging should be increased in car parks. New developments will need to provide charging facilities.
 - Ticket sales options are improving, and the use of contactless card and mobile phone payment is the future rather than dedicated smartcards.
 - The strategic housing developments will have major impacts on travel demand in the Borough, but they do have sustainable transport options. Smaller allocation sites will be more difficult to serve with a dedicated bus route.
 - New bus services need to have a high probability of being commercially sustainable in the long term. Demand responsive transport may be more appropriate than conventional bus services.

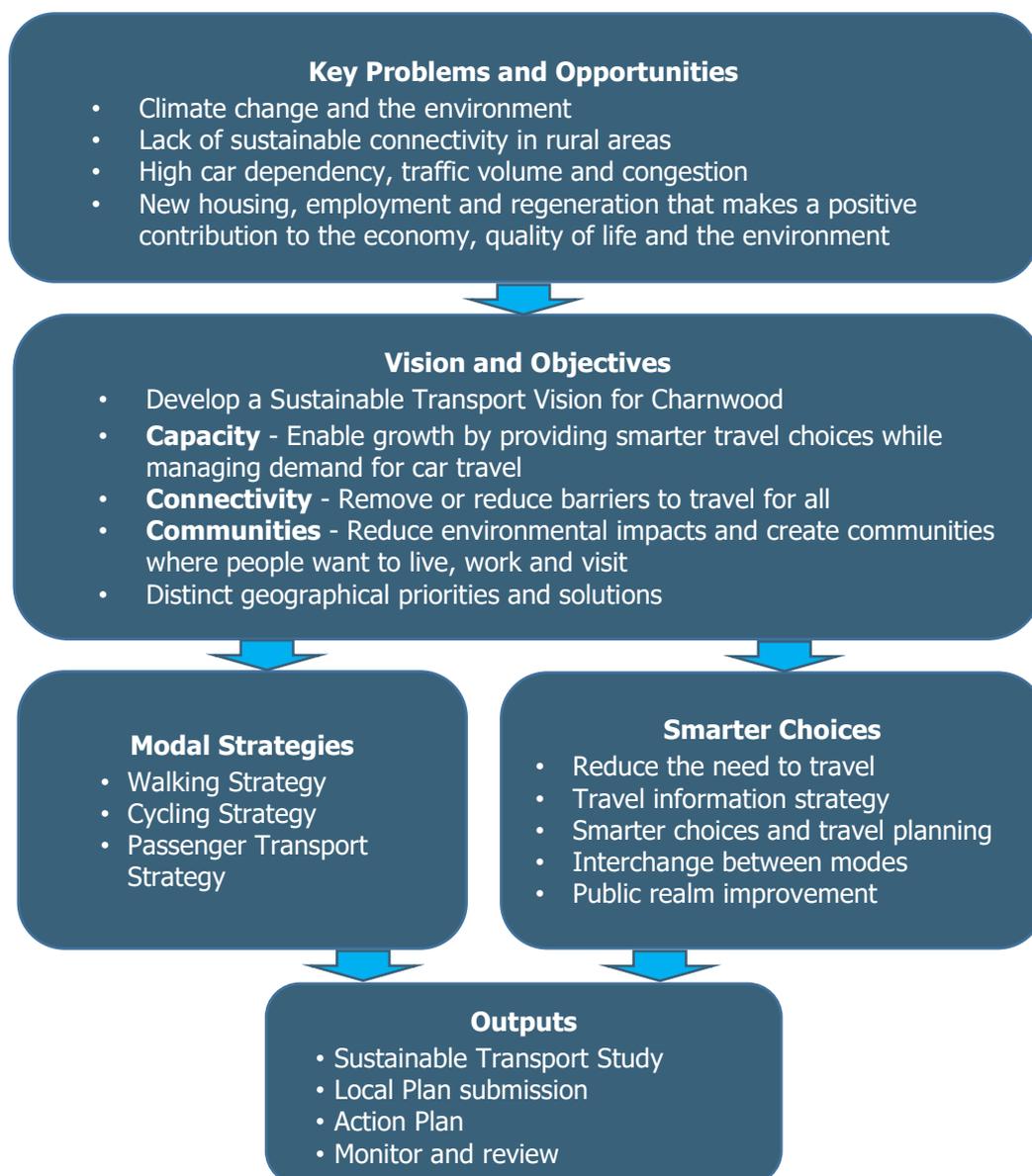
7 | Sustainable Transport Strategy

7.0 Sustainable Transport Strategy

7.1 Overview

7.1.1 The policies, provision, practice and perceptions of transport have been appraised to inform the development of the proposed sustainable transport strategy for Charnwood, with a core remit to encourage more walking, cycling and passenger transport use and reduce the need to use private cars. This chapter presents the recommended policies and actions and sets out how new development should contribute towards these aims.

7.1.2 The structure of the proposed strategy is set out in the following diagram.



7.2 Issues and Opportunities

7.2.1 Charnwood is facing a series of challenges in terms of enabling economic growth whilst balancing local environmental issues. Improving the quality and maximising the use of sustainable transport modes are solutions that can help to tackle these issues.

7.2.2 The key transport related issues and opportunities facing Charnwood are summarised below.

Climate Change and the Environment

7.2.3 Transport makes a significant contribution towards total carbon emissions, local air quality and other environmental concerns, including noise. Economic and housing growth may lead to an increase in the demand to travel and the resulting environmental damage, but there are many measures that can be applied that will mitigate these environmental impacts.

7.2.4 These include strategic solutions such as spatial planning policies which encourage new homes and job opportunities to be located within walking and cycling distances from each other. Technological solutions may also help to mitigate the environmental impacts of new development, through the increased use of alternative fuels and smarter ways of using transport.

Poor Connectivity in Rural Areas

7.2.5 Passenger transport services are concentrated on the busiest routes while services in rural areas can be infrequent or non-existent. An infrequent bus service can be an essential lifeline but would be inconvenient for regular commuters. Bus use has generally declined over time and there are budget pressures that could reduce the level of subsidy available for supported services. Flexible, demand responsive transport may be a viable solution in some circumstances and technology may be able to provide smart solutions.

7.2.6 The proportion of journeys made by walking and cycling is relatively low, particularly outside of Loughborough. The distance between origins and destinations cannot be changed unless people move house, change job or the way they work, but the quality of the routes used can be a deciding factor in route choice and improvements can shift the balance towards sustainable modes. If existing walking and cycling routes can be improved, new developments are designed around these modes from the outset and supporting infrastructure and information is provided then a mode shift can be achieved.

High Levels of Car Dependency

7.2.7 Car dependency is relatively high in comparison with large urban centres like Leicester but is lower than the other district authorities in the County. It is recognised that the rural nature of large areas of the Borough means that private cars will remain an essential mode of travel for many people but there are opportunities to put measures and policies in place that discourage the ownership or use of a car.

7.2.8 High car dependency contributes to the congestion that exists at peak times on many roads and this impacts on the local environment, carbon emissions and the efficient movement of goods and people. Growth could cause more congestion unless measures are put in place to manage demand and encourage sustainable travel.

New Housing, Employment and Regeneration

7.2.9 The proposed growth in housing, employment and other land uses provides an opportunity to influence the travel behaviour of existing residents and visitors as well as the people who will be attracted to the Borough in the future. Sustainable transport measures and policies that support new development will also bring benefits to current travel patterns and modes.

7.2.10 Establishing sustainable travel use from the inception of a new development is both a challenge and an opportunity but it is usually easier than changing well-established travel behaviours.

7.2.11 The viability of development and its wider role in increasing the vitality of towns are key considerations that must be considered. The transport requirements of a development need to be proportionate to its scale and viability and sometimes the wider benefits of a project may outweigh its transport impacts.

7.3 Vision and Objectives

Sustainable Transport in the Draft Local Plan

7.3.1 The draft Local Plan contains a comprehensive vision that begins with the statement: 'In 2036 Charnwood will be one of the most desirable places to live, work and visit in the East Midlands'.

7.3.2 Transport supports many of the objectives that are set out in the draft Local Plan but direct references to transport can be found in the following objectives:

- Development Strategy, Objective 2 – To reduce the need to travel by car, and the distance travelled, and increase the use of walking, cycling and public transport to access jobs, key services and facilities.
- Development Strategy, Objective 3 – To create distinctive and attractive places for people to live in by requiring high quality design and seeking high environmental standards in new development.
- Environment, Objective 1 - To promote the prudent use of resources through patterns of development, design, transport measures, reducing the use of minerals, energy and water, minimising waste and encouraging recycling.
- Environment, Objective 2 - To reduce net greenhouse gas emissions, in support of achieving a carbon neutral Borough, and reduce and adapt to the impacts of climate change.
- Environment, Objective 7 - To improve local air quality and protect and improve the quality and quantity of the water in the Borough's surface and groundwaters.
- Economy Objective 2 - To develop transport infrastructure and integrated transport schemes that support growth and include measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities.

7.3.3 Draft Policy LP 33 relating to sustainable transport in the draft Local Plan includes the following measures to achieve the objectives:

- requiring new major developments to provide walking, cycling and passenger transport access to key facilities and services;
- requiring new developments to provide well-lit, safe and attractive walking and cycling routes;
- securing new and enhanced bus services serving major developments to ensure the new development is no more than a 400m walk from a bus stop;
- ensuring that sustainable transport infrastructure is well designed and contributes towards making high quality places;
- requiring new residential dwellings with a dedicated car parking space (excluding apartments and residential care homes with communal parking areas) to include an appropriate means to recharge electric vehicles; and
- requiring non-residential developments that have at least 100 car parking spaces, to make provision for at least 20 electric charging points.

Sustainable Transport Study Vision and Objectives

7.3.4 The Local Plan Vision does not make any direct references to transport, so a Sustainable Transport Vision has been proposed for this study:

Facilitate the sustainable economic growth of Charnwood by creating a low carbon, connected transport network that enhances the health, quality of life and equal opportunities for residents and visitors.

7.3.5 The objectives of the Brief for this study are as follows:

- Inform the policies in the emerging Local Plan ensuring that sustainable travel is central to the development strategy;
- Help to significantly increase the number of journeys made in the Borough by walking, cycling and passenger transport; and
- Support the Borough's overall aspiration to mitigate the impacts of climate change by reducing CO2 emissions from travel by car.

7.3.6 Considering the evidence base and the issues that have emerged the objectives for the Charnwood Sustainable Transport Strategy have been proposed as follows:

- **Connectivity** – Improve travel choice and connections to jobs and services
- **Capacity** – Provide the appropriate transport capacity to enhance the environment and support growth
- **Communities** – Create safe and attractive places for people to live, work and visit, where businesses choose to invest

7.3.7 These are the proposed objectives that have been used to guide the development of the following strategy areas.

7.4 Strategic Approach

7.4.1 The strategic approach to delivering the step-change in sustainable transport required across the Borough can be categorised by the three overarching objectives of Capacity, Connectivity and Communities.

Connectivity

7.4.2 Connectivity is a term that relates to the effectiveness of the transport network in moving people from one location to another. It is a multi-modal term, although in this study it focusses on active modes and passenger transport.

7.4.3 Connectivity is measured by a range of indicators, including time and delay, quality of service, interchange conditions, the availability of travel information and walk distances to passenger transport. These factors indicate the level of connectivity of a location, which impacts on its economy, access to services, quality of life, social exclusion and health.

7.4.4 In general, a transport network that provides easy access for residents to jobs, services, education and health care will contribute to a successful, quality place to live and work, although other factors do have an effect. Gaps in transport connectivity and low frequency passenger transport can constrain the economic potential of an area and impact on the quality of life.

7.4.5 Good connectivity of new developments to jobs, services, healthcare and education by sustainable modes is essential if the objectives of the Local Plan are to be met. It widens the pool of labour for businesses and can reduce traffic and the need for car parks.

Capacity

- 7.4.6 Adequate capacity is needed to move people between locations without enduring unnecessary delay or inconvenience. This can apply to passenger transport as well as private car and freight, when buses and trains are overcrowded. Road congestion is the result of a lack of highway capacity, which has a knock-on effect on the journey times and reliability of passenger transport, environmental damage and economic efficiency.
- 7.4.7 Capacity is less of an issue with regards to cycling and walking, although the increased use of these modes will free up capacity for other modes. Cycle parking is a capacity issue.
- 7.4.8 A lack of transport capacity can constrain development and planning applications can be refused or delayed because of congestion on the highway. Travel delays can damage business competitiveness and the confidence required to make new investments. Measures can be put in place to redistribute road space from one mode to another, often resulting in an overall increase in capacity when sustainable modes require less space per person.
- 7.4.9 The impacts of future development and traffic need to be considered and measures must be put in place to provide assurance that the transport network will continue to function effectively. Similarly, a transport scheme can provide the extra capacity that enables a development to progress.

Communities

- 7.4.10 Communities highlights the role that transport plays in helping create places where people want to live and visit, and businesses want to invest. It includes the development of safe and attractive communities through place-making, public realm and civilised streets.
- 7.4.11 The health and well-being of the people who live, work and visit an area is influenced by the transport network that exists, including their activity levels, mental health, road safety and personal security.
- 7.4.12 Environmental issues are considered within the Communities objective through an assessment of the impacts of transport on climate change and local air quality and noise.
- 7.4.13 Neighbourhood Plans are an important method for highlighting the local sustainable transport issues and any potential solutions and the following strategies include reference to these plans.

7.5 Geographical Context

- 7.5.1 Charnwood has clearly defined geographical differences, each with its own set of transport and development issues and opportunities. The south of the Borough forms part of the Leicester and Soar Valley urban areas and will be further expanded by major urban residential developments while Loughborough is the main centre of population, employment, education and transport within the Borough and will also be expanding significantly to the west. The Leicestershire International Gateway and HS2 at Toton represent major nodes of potential development on the edge of the Borough. The remainder of the Borough constitutes small towns, villages and rural areas where there is generally fewer sustainable transport choices and lower levels of proposed development.
- 7.5.2 The strategy objectives and measures will be related to these different geographical areas in the Action Plan that describes how the proposed strategy should be delivered.

7.6 Strategy Objectives and Draft Local Plan Objectives

7.6.1 **Table 11** cross-references the strategy objectives against the Draft Local Plan objectives.

Table 11: Sustainable Transport Objectives and Draft Local Plan Objectives

	Potential Measure	Capacity	Connectivity	Communities
DS2	To reduce the need to travel by car, and the distance travelled, and increase the use of walking, cycling and passenger transport to access jobs, key services and facilities	✓	✓	✓
DS3	To create distinctive and attractive places for people to live in by requiring high quality design and seeking high environmental standards in new development.			✓
EN1	To promote the prudent use of resources through patterns of development, design, transport measures, reducing the use of minerals, energy and water, minimising waste and encouraging recycling.		✓	✓
EN2	To reduce net greenhouse gas emissions, in support of achieving a carbon neutral Borough, and reduce and adapt to the impacts of climate change			✓
EN7	To improve local air quality and protect and improve the quality and quantity of the water in the Borough's surface and groundwaters.		✓	✓
EC2	To develop transport infrastructure and integrated transport schemes that support growth and include measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities	✓	✓	✓

7.7 Modal Strategies

7.7.1 The overall sustainable transport strategy has been broken down into strategies for each mode and a strategy that covers multi-modal transport measures.

7.7.2 The process that has been used is to consider the provision and practice that was presented in the evidence base in this report, the existing policies and projects that are committed or in the pipeline, the perceptions of the stakeholders that have been consulted. From these inputs the existing and potential problems and issues have been identified.

7.7.3 In each strategy area a long list of potential solutions has been presented and then an assessment of these has been carried out in order to create the recommended strategy. Some measures appear in more than one strategy. The themes of Capacity, Connectivity and Communities have been used to appraise each potential measure.

8 | Walking & Cycling Strategy

8.0 Walking & Cycling Strategy

8.1 Overview

- 8.1.1 Increasing levels of walking and cycling generate benefits above and beyond transport itself. The investment detailed within Table 12 will provide a framework upon which both modes of travel can develop into attractive and realistic travel choices, typically for journeys of under two miles and five miles for walking and cycling respectively.
- 8.1.2 The proposed interventions can be categorised into six broad areas, namely:
- Links & Networks.
 - Junctions & Crossing Facilities.
 - Public Realm.
 - Promotion, Awareness & Training.
 - Complementary Facilities.
 - Technology.
- 8.1.3 The DfT provides guidance to authorities to inform the development of their walking and cycling provision in the 'Local Cycling and Walking Infrastructure Plans (LCWIP)' technical guidance², and this should be read in conjunction with this Strategy.

8.2 Links & Networks

- 8.2.1 Developing a network of safe, connected, coherent, convenient and convivial walking and cycling routes which connect key trip generators such as town centres, transport hubs, the university and major employment areas needs to be at the heart of a strategic plan to encourage more active travel.
- 8.2.2 Although there has been significant investment in cycling facilities, especially in Loughborough through the Local Sustainable Transport Fund, there are still opportunities for further improvements to the network. With the River Soar running through the centre of the Borough and the National Cycle Network serving several towns and Leicester, there is potential to develop a series of commuter and leisure routes based upon the spines they provide.
- 8.2.3 In this respect, the cycle network should seek to cater for the needs of both confident and committed cyclists, who may be regular commuters, and less confident infrequent cyclists who are seeking to cycle to school or for leisure purposes for example.
- 8.2.4 New developments that produce Transport Assessments or Statements should identify the likely demand for new or diverted pedestrian and cycling movements and provide the appropriate facilities to meet these needs and promote the use of sustainable travel modes. The footways and cycleways within sites will need to meet the appropriate LCC design standards, they should connect with adjacent rights of way and provide off-site facilities where necessary.
- 8.2.5 Opportunities exist to build upon the high-quality public realm and pedestrian environment within Loughborough town centre. Developing a series of 'Primary Pedestrian Routes' linking into the centre would help to boost its vitality and viability and extend quality of the pedestrian offer beyond the centre. This would involve the identification of the key routes for pedestrians and then developing a series of measures along the whole route to enable a safe, pleasant and direct route. This would include measures such as high-quality paving, reallocation of road space to pedestrians to provide space, safe crossing points and well-lit and signposted routes. The improvement of links between the railway station, town centre and university should be a priority in this regard.

² <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

- 8.2.6 The 'Choose How You Move' initiative promoted by Leicestershire County and Leicester City Councils details the local cycling network in place³. Further work is required in the form of a gap analysis of this network to understand the missing links. However, even more pressing, is the need to audit the quality of those links already promoted in line with the LCWIP approach.
- 8.2.7 There is a lack of consistency in provision across the promoted network in terms of the use of cycle lanes, junction treatments and signage. This can create confusion amongst cyclists and other road users and has implications for safety and journey experience.
- 8.2.8 Some of the routes offer no support for cyclists, potentially placing novice cyclists onto routes for which their abilities are inadequate. Not only does this raise safety concerns, it also undermines confidence in the rest of the network, and detracts from user experience, vital in encouraging more frequent cycle use.
- 8.2.9 A hierarchy of both cycle and pedestrian routes should be established and standards adopted to ensure a consistency in provision. A lack of consistency in infrastructure and connectivity between different parts of the network undermines the attractiveness of walking and cycling. Signage plays a big part in this regard.
- 8.2.10 Measures should also be considered to reduce the dominance of traffic on the urban highway network. Interventions such as raised tables could be provided, road space reallocated to pedestrians and cyclists, and speed limits reviewed and revised down to re-balance road user priorities. Such measures all help to improve the comfort of a journey on foot or by bike.
- 8.2.11 Securing investment into the cycle network on the back of future development and growth across the Borough should therefore consider improvements to the existing network as well as new links to key sites

8.3 Junctions & Crossing Facilities

- 8.3.1 It is at junctions and crossing points where problems for pedestrians and cyclists often arise, with priority usually given to general traffic. This can result in safety concerns and a need to take convoluted routes which increase journey times and detract from the walking or cycling experience.
- 8.3.2 The lack of provision for cyclists at busy roundabouts across Charnwood (and most other urban areas) is an example of where intervention is required to reduce severance and improve the safety and quality of the cycle network.
- 8.3.3 The provision of formal and informal crossing points on pedestrian desire lines, including an authority wide programme of dropped kerbs would also help to remove barriers which prevent those with limited mobility walking or cycling.
- 8.3.4 The concept of reprioritising road users at certain junctions across the Borough, particularly those in close proximity to schools should be taken forward, whilst catering for the needs of vulnerable road users should be embedded into new developments through the application of the Manual for Streets guidance.
- 8.3.5 Education generates one in every five trips at peak times and creating 20mph Zones at schools and an overall priority to provide safe and secure pedestrian and cycling links to education should be at the cornerstone of creating a culture of walking and cycling with the next generations.
- 8.3.6 Where new developments are expected to generate the need for new or improved crossing facilities these should be provided to meet the requirements of the highway authority.

8.4 Public Realm

- 8.4.1 Improvements to the public realm help to create an environment more conducive to walking and cycling and locations in which people want to live and businesses want to invest. Such improvements can be achieved through interventions including the reallocation of road space, surfacing, lighting and, the provision of street furniture for example. The creation of a high-quality public realm should be incorporated into every new development within the Borough.

³ <https://www.choosehowyoumove.co.uk/cycling/>

- 8.4.2 It is paramount that provision for pedestrians and cyclists is integral to the design of new developments and communities as opposed to retrofitting solutions later. This will enable design which is more sympathetic to the public realm and help to 'design-out' the dominance of general traffic.
- 8.4.3 Creating an environment which is conducive to walking and cycling is often as a result of many small-scale measures in place, that contribute towards a pleasant journey. The principle of 'marginal gains' is particularly relevant to walking and cycling, and investment in high quality paving, planting, street art, lighting, and maintenance will all contribute towards a more convivial environment.
- 8.4.4 When seeking to cater for different user groups, particularly the elderly or those with limited mobility, the availability of street furniture, especially dropped kerbs and benches can make a significant difference in walking being a realistic option.

8.5 Promotion, Awareness & Training

- 8.5.1 The promotion of both walking and cycling facilities and the benefits they provide should accompany any investment in supporting infrastructure. Such promotion may be in the form of Personalised Journey Planning or Travel Plans for example, with opportunities for individuals – from all age groups – to learn how to ride a bike helps further break down barriers to embracing active travel modes.
- 8.5.2 The 'Choose How You Move' Journey Planner and supporting advice provides an excellent basis upon which to raise awareness and opportunities should be sought to maximise the use of this portal (<https://www.choosehowyoumove.co.uk/>).

8.6 Complementary Facilities

- 8.6.1 There are several measures which can be provided to improve the end to end journey experience for cyclists and such complementary measures often provide quick wins at relatively low cost, but which can underpin the development of a cycling culture across an area.
- 8.6.2 Such measures could include cycle parking as part of all new commercial developments and catered for within all new residential properties, and the installation of showers and changing facilities in workplaces for example.
- 8.6.3 Access to a bike can also be an issue for some, whilst the availability of a bike at a transport hub can provide a sustainable option for the last leg of a longer journey. Whilst cycle hire schemes have been considered and rejected previously in Loughborough, there may still be some potential generated by the large student population, obvious trip generators (in the form of the town centre, station and university), short distances and flat topography, so it could be a viable option for the town that should be re-examined in the future, in light of new technology and management of cycle hire schemes.

8.7 Technology

- 8.7.1 Charnwood should embrace the emerging technology associated with active travel and its ability to provide a realistic alternative to the car for many. The increasing popularity of electric bikes should be supported by dedicated charging points, whilst the potential use of electric scooters could further open the market for non-vehicle-based travel. E-scooters are currently illegal on the road, in cycle lanes and tracks, and on pavements. The government is consulting on urgent legislation to allow trials of rental e-scooters to commence more rapidly and in more areas than initially planned and any opportunities that stem from changes in legislation should be explored.

8.8 Coronavirus

- 8.8.1 The Coronavirus pandemic has changed the context for the provision of transport in the short and long term. In terms of walking and cycling there is an opportunity to expand the use of these modes if people become more positive about the benefits of active travel. Improving facilities and the capacity for active modes, through improved routes and cycle parking for instance, could deliver significant benefits.

8.9 Summary

- 8.9.1 A summary of potential interventions for walking and cycling is summarised in **Table 12** and the contribution of the interventions to Neighbourhood Plan policies and actions is presented in **Table 13**.
- 8.9.2 The walking and cycling strategy will need to comply with the processes set out by the Government in the Local Cycling and Walking Infrastructure Plans guidance. The measures required in urban and rural areas will clearly need to find the right balance between potential demand and the barriers that exist, and the potential measures will need to be prioritised by how they achieve the agreed objectives.
- 8.9.3 Once the geographical scope of the LCWIP has been established, data will be gathered about existing pedestrian and cycle activity. A detailed audit of the walk and cycle network is required to understand the quality and any barriers that exist, together with the supporting infrastructure through which to make walking and cycling realistic travel choices.
- 8.9.4 Origins and destinations will be identified, and existing and potential demand will be calculated. Improvements will be prioritised to produce a comprehensive network of walking and cycling routes and a phased programme of interventions will be developed, including physical measures and softer behavioural change measures.
- 8.9.5 When this evidence is in place, the application of the principles included within this strategy will see Charnwood move towards a more active travel friendly Borough, and one which can capitalise upon its inherent strengths (in terms of the size of the towns and demographic profile), to increase the mode share of trips undertaken by bike and on foot.

Table 12: Potential Walking & Cycling Interventions

Ref.	Potential Measure	Related Objectives			Location(s)
		Capacity	Connectivity	Communities	
	Links & Networks				
WC.01	Route Hierarchy Develop a route hierarchy (for pedestrian and cycle links) to reflect their respective strategic importance and level of use.		✓		<ul style="list-style-type: none"> Authority Wide
WC.02	Network Standards Adopt quality standards in provision for the promoted pedestrian and cycle networks and invest in those routes to ensure consistency across Charnwood.		✓		<ul style="list-style-type: none"> Authority Wide
WC.03	Primary Pedestrian Routes Develop a series of high-quality pedestrian links into Loughborough town centre and to other major trip generators including transport hubs.	✓	✓	✓	<ul style="list-style-type: none"> Key corridors into Loughborough, particularly where new development is proposed (e.g. Ashby Road corridor) and where interchange is common (e.g. routes to railway stations)
WC.04	National Cycle Network Exemplar Routes Enhance the NCN and LCN routes to cater for cyclists of all abilities.	✓	✓	✓	<ul style="list-style-type: none"> NCN 6, particularly through West of Loughborough, Leicestershire International Gateway and Birstall NCN 48 and LCN 1
WC.05	New Pedestrian and Cycle Links New developments to provide appropriate links to existing routes and facilities.	✓	✓	✓	<ul style="list-style-type: none"> Authority Wide, determined by the proposed development and the existing facilities
WC.06	Signage of the Promoted Cycle Network Audit the signage of the cycle network to ensure that it is clear and consistent across the network.		✓		<ul style="list-style-type: none"> Routes including NCN, Loughborough Cycle Network, Leicester Cycle Network and other recommended routes. Include routes that will be upgraded to new developments.
WC.07	Pedestrian Wayfinding Signs Audit existing wayfinding and provide new signs and boards showing major trip generators, particularly those which attract visitors unfamiliar with the area.		✓		<ul style="list-style-type: none"> Loughborough and Shepshed Service centres Railway stations and key bus interchanges Edge of Leicester
WC.08	Mobility Hubs Invest in supporting infrastructure at bus and rail stations which will facilitate the ease of interchange for pedestrians and cyclists.	✓	✓		<ul style="list-style-type: none"> Loughborough Station and bus interchange Barrow Station Sileby Station Syston Station
WC.09	Civilising Streets Measures to reduce the dominance of general traffic on streets popular with pedestrians and cyclists.		✓	✓	<ul style="list-style-type: none"> Town and service centres, other settlements and new developments

Ref.	Potential Measure	Related Objectives			Location(s)
		Capacity	Connectivity	Communities	
Junctions & Crossing Facilities					
WC. 10	Junctions Introduce appropriate infrastructure to support cyclists and pedestrians at major road junctions.		✓	✓	<ul style="list-style-type: none"> Locations to be identified in partnership with the highway authority
WC.11	Crossing Points Provide signalised crossings or supporting infrastructure for informal pedestrian/cycle crossing points where appropriate (including dropped kerbs and tactile paving).		✓	✓	<ul style="list-style-type: none"> Locations to be identified in partnership with the highway authority
WC.12	20mph Zones Introduce low speed zones outside every school with crossings and speed reduction measures.			✓	<ul style="list-style-type: none"> All Schools
Public Realm					
WC.13	Reallocation of Road Space Narrow carriageways and/or widen footways to provide greater priority to pedestrians.		✓	✓	<ul style="list-style-type: none"> Locations where road space is imbalanced to be identified
WC.14	Maintenance Ensure that promoted networks are properly maintained in terms of surfacing, signage and verge creep.		✓	✓	<ul style="list-style-type: none"> Locations to be identified by CBC and LCC
WC.15	Lighting Provide well-lit, pedestrian level street lighting.		✓	✓	<ul style="list-style-type: none"> Authority Wide, where appropriate
WC.16	Street Furniture Provide street furniture to cater for those with limited mobility and to enhance the public realm.			✓	<ul style="list-style-type: none"> Town and service centres and other settlements and identified routes
Promotion, Awareness & Training					
WC.17	Utilise Choose How You Move Website Promote the Choose How You Move Website and use it as a base for active travel information dissemination and publicity.			✓	<ul style="list-style-type: none"> Authority Wide
Complementary Facilities					
WC.18	Cycle Parking Provide cycle storage space in all new dwellings, cycle parking within new commercial developments and in public spaces where appropriate.	✓			<ul style="list-style-type: none"> Authority Wide. An audit of existing use and forecast growth will identify the locations
WC.19	Cycle Facilities Encourage the provision of changing facilities, showers and dry rooms by employers.		✓		<ul style="list-style-type: none"> Existing and new employment sites
WC.20	Cycle Hire Establish a cycle hire network with docking stations at major trip generators in Loughborough.	✓	✓		<ul style="list-style-type: none"> Loughborough town centre Loughborough Station and University Edge of Leicester
Technology					
WC.21	Charging Points Provide electric bike charging points near to major trip generators and equip new dwellings	✓	✓		<ul style="list-style-type: none"> New developments, town and service centres initially then rolled out to all centres

Table 13: Walking & Cycling Interventions and Neighbourhood Plans

Ref.	Neighbourhood Policies and Community Actions	Relevant Intervention
	Barrow upon Soar	
Objective	To make the fullest possible use of public transport, walking and cycling, and reduce the impact of vehicular traffic on resident's quality of life	All measures
BuS15	Policy BuS15: Walking and Cycling. New development should retain and where appropriate incorporate linkages to the Public Rights of Way network.	WC.02, WC.03, WC.05
	Quorn	
T3	Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths, bridleways and cycleways will only be supported where it can be demonstrated that the public benefit of the development clearly outweighs the harm. Development proposals should consider, where appropriate, the improvement and where possible the creation of footpaths and cycleways to key village services	WC.02, WC.03, WC.05
TTCA1	Assess the benefits and costs of improved traffic, pedestrian and cyclist management schemes at the 'One Ash' roundabout.	WC.10, WC.11
TTCA2	Encourage residents and employees to reduce car usage and encourage residents and employees to use public transport, footpaths and cycleways and be proactive in promoting their use.	All measures
TTCA3	Ensure that public footpaths and pavements are well maintained, have adequate drainage and are well lit.	WC.14, WC.15
TTCA4	Encourage the introduction of directional signage for pedestrian routes to and from the village centre.	WC.6, WC.7
TTCA5	Provide safe crossing areas on the School Lane and Leicester Road i.e. refuges, zebra or pelican type crossings.	WC.11
TTCA6	Consider pedestrian and cycle access improvements to Barrow upon Soar including the repair/replacement of the raised footpath, provision of suitable lighting across the 'slabs' and improved cycleway signage/markings.	WC.3, WC.6, WC.14, WC.15
TTCA7	Prioritise the use of financial contributions, whether from Community Infrastructure Levy or negotiated obligations, for improvements to and enhancement of footpaths and cycleways including the provision for off-carriageway cycling where possible and cycle parking.	WC.2, WC.6, WC.7, WC.18
TTCA8	Provide pavement and cycleway provisions on the northside of Farley Way to service new developments in this area.	WC.5
TTCA11	Measures to improve and join up pavements, footpaths, cycleways and bridleways into comprehensive networks will be supported by the Parish Council seeking developer contributions to: <ul style="list-style-type: none"> a) improve existing pavements, footpaths cycleways and bridleways, including stiles/gates; b) improve the public rights of way, cycle and bridle routes linking Quorn to the neighbouring villages. 	WC.2, WC.5
TTCA12	In the interest of road and pedestrian safety the Parish Council would welcome measures to ensure that: <ul style="list-style-type: none"> a) restricted parking zones are enforced and that b) the problem of 'on-pavement parking' is addressed; and c) a promotional campaign be undertaken to educate residents about the potential dangers of inconsiderate parking. 	WC.9, WC.17
	Sileby	
Vision	Sees movement between different parts of the village as being easy on foot, cycle, public transport, (car if necessary) and safe at all times of the day and night. The need for cars will be reduced by better public transport and by better connected footpaths.	All measures

T5	<p>New development should retain, and where appropriate incorporate, linkages to the Public Rights of Way network and key destinations such as the village centre, GP Surgeries, leisure facilities and neighbouring villages.</p> <ol style="list-style-type: none"> 1. Improve the provision for off carriageway cycling and cycle parking in appropriate locations. 2. The Parish Council/another delivery organisation will pursue the Leicestershire County Council and Charnwood Borough Council to ensure that public footpaths and pavements are well maintained, have adequate drainage and are well lit. 3. The Parish Council/another delivery organisation in conjunction with Leicestershire County Council and Charnwood Borough Council to improve directional signage for pedestrian routes within the village 	WC.2, WC.5, WC.7, WC.14, WC.15, WC.18
Thrussington		
Objective	To promote safe public streets and spaces: reduce traffic volumes through more accessible and beneficial sustainable transport links (including footpaths and cycle routes)	All measures
T2	<p>Where required planning permission will be granted for the delivery of new public realm works which contribute towards the character of the Parish and promote the safety of all road users. Support will be given to developments which assist with the delivery of public realm improvements through capital works.</p> <p>The Plan will support the creation of;</p> <ol style="list-style-type: none"> 1. Gateway features on the approach to the village 2. Pedestrian focused road layouts 3. Other traffic calming measures e.g. lowering of the speed limit, and speed indicators. 4. A travel plan for the school. 	WC.1, WC.9, WC.12, WC.13, WC.16
T4	The Neighbourhood Plan seeks to protect and enhance all existing walking and cycling routes and Public Rights of Way across the Parish. New developments which promote the use of sustainable transport modes and / or create new opportunities and new routes will be supported assuming all other criteria are met.	WC.1, WC.2, WC.5
T4a	The Parish Council will work with neighbouring Parishes and the Highways Authority to enhance the existing footpath and cycle network for community leisure purposes and to create bridleways and new permissive paths.	WC.2, WC.14
Thurcaston and Cropston		
T&C15	The provision of a new cycle way on Cropston Road will be supported.	WC.05
CA7	<p>The Parish Council will work with other relevant bodies to:</p> <ol style="list-style-type: none"> 1. Encourage opportunities to achieve the addition to the present network of footpaths and cycleways; 2. Encourage walking and cycling, including enhanced provision for those with mobility impairment; and 3. Promote, protect and maintain the local footpath and recreational cycleway network thereby encouraging walking and cycling for leisure for residents and for visitors to the area. 	WC.2, WC.5, WC9, WC.14, WC.17
CA8	The Parish Council will seek to prioritise the use of financial contributions, whether from Community Infrastructure Levy or negotiated obligations, for improvements to and enhancement of community facilities; improvements to traffic management; and enhancement of footpaths and cycleways.	WC.5
The Wolds Villages		
Obj.	Make fullest use of public transport, walking and cycling	All measures
WV2	Provide secure access to green infrastructure, including PRoW, cycle routes and other permissive routes	WC.01, WC.02
WV3	Development should protect Rights of Way and wherever possible create new links to the network	WC.05

9 | Passenger Transport Strategy

9.0 Passenger Transport Strategy

9.1 Overview

9.1.1 The contrasting picture of passenger transport provision across the Borough presents a challenging context within which to develop a strategy through which to increase the popularity of passenger transport.

9.1.2 However, there are several areas of intervention through which the opportunities to increase the attractiveness of passenger transport can be maximised, notably:

- Commercial and Supported Transport
- Infrastructure.
- Interchange and Integration.
- Information and Ticketing.

9.1.3 These are highlighted herein, and the individual measures are detailed within **Table 13**, to form a framework for working with partners to target investment and deliver a step-change in the quality and coverage of service provision.

9.2 Commercial and Supported Passenger Transport

9.2.1 Local authorities are committed to maintaining and improving the commercial transport network to provide essential travel for large numbers of people every day. Ensuring that as many services as possible are commercially viable reduces pressure on limited budgets to provide transport. The viability of many bus services, particularly those serving rural communities is often marginal. New development and growth has a pivotal role to play in addressing this by increasing demand and viability.

9.2.2 Local authorities support commercial services by providing infrastructure (e.g. stops, waiting facilities and information) and highway measures to improve bus journeys and manage traffic congestion.

9.2.3 The location of new housing and job opportunities within existing bus corridors provides the opportunity to increase patronage and the long-term viability of services. In turn the increase in demand can often justify improvements to the frequency of operations and justification for supporting bus priority measures. The viability of new services associated with developments is critical in providing long term measures and giving residents the confidence to rely on the service.

9.2.4 In some parts of the Borough, traditional bus service provision is not attractive to commercial operators. Supported services are funded by LCC where demand exists and where there is a lack of accessibility for vulnerable groups of people. There are criteria in the Passenger Transport Strategy that determine whether LCC will support a bus service. However, where demand is lower more innovative types of passenger transport should be considered, including the replacement of supported bus services with Demand Responsive Transport.

9.2.5 Taxis, minicabs and coaches play an important role in the passenger transport network. Taxis and minicabs provide a vital demand responsive service where bus routes might not exist or late at night. Facilities are provided on-street and the adequacy of these and the licensing procedure needs to be monitored and amended by CBC where necessary. Town centre developments may need to take these modes into account, such as hotels and leisure developments.

9.2.6 Coach parking is provided on Granby Street near Charnwood Museum for a maximum length of stay of two hours. There are no official, public overnight facilities in the Borough and coach operators have to make their own arrangements.

9.3 Rail Services

9.3.1 The provision of new or additional rail services are dependent upon a number of factors, including a sizeable new catchment with the associated levels of revenue it would generate, the capacity of the network and space within the timetable to accommodate additional services, and the physical infrastructure of a station

and line to serve any given location. In this respect it is considered unlikely that new rail services will be justified on the back of the site allocations to be taken forward within Charnwood. As such improved access to existing provision should be sought wherever possible.

- 9.3.2 Two significant rail hubs are located just outside the Borough, at East Midlands Parkway and the Strategic Rail Freight Interchange at East Midlands Enterprise Gateway. These facilities have the potential to improve access to rail services for passengers and freight if service level increase in the future and bus links to EMA could be improved. The transfer of freight from road to rail, by increasing the proportion of quarry products carried by rail rather than road for instance, would reduce the impact of freight on road traffic and the environment.
- 9.3.3 It is likely that the existing rail services will be improved as a result of strategic measures such as HS2 or Network Rail projects. There will be an opportunity to use the HS2 service, but these projects would also release capacity on the Midland Main Line, to the benefit of the stations in Charnwood. Measures may be needed to take maximum benefit from the service improvements along the Midland Main Line (e.g. more parking, bus interchange and new passenger information).

9.4 Infrastructure

- 9.4.1 Bus service provision should be supported by high quality infrastructure to increase the quality of the overall journey experience. Where traffic delays exist and there is available road space, priority measures should be considered to give buses a competitive advantage over car-based travel. Whilst opportunities for dedicated bus lanes are limited across Charnwood, Selective Vehicle Detection systems at traffic signal junctions could enable buses to avoid some lengthy queues.
- 9.4.2 New developments need to consider the provision of a bus service from the outset. All new homes in major developments need to be within a short walking distance of a bus stop that has a reasonable frequency of service to the nearest town centre. The internal road network should cater for buses and should enable through-running of services, rather than dead ends, to reduce journey times.
- 9.4.3 The planning system should ensure that new developments are served by all modes and it will generate funds from developers towards passenger transport services and infrastructure. Long term viability of passenger transport is required to ensure that new residents consider it to be a realistic option from the outset.
- 9.4.4 Urban Traffic Control systems are increasingly able to detect different vehicle types and give them priority through the network. Corridor improvements to infrastructure and vehicles can provide focussed benefits for buses along the busiest routes.
- 9.4.5 The quality of waiting facilities also provides a 'marginal gain' through which the journey experience can be improved. The provision of shelters which include seating, lighting, Real Time Information and raised kerbs make bus travel more accessible to all.
- 9.4.6 In terms of rail, major changes to infrastructure (or service provision) can only realistically be achieved on the back of large-scale developments adjacent to existing lines. Where this is not possible or desirable due to other issues in the planning process, the emphasis of a sustainable transport strategy should therefore be on increasing accessibility to existing stations.
- 9.4.7 Network Rail and the train operating companies are responsible for improvements to train services and the stations through the Midland Main Line Upgrade. CBC works with these organisations to help secure funding for improvements in the Borough and the deliver the best facilities possible, given the available budgets.
- 9.4.8 In terms of vehicles, the technological development of buses, coaches, mini-buses and taxis is expected to make fleets more fuel efficient and reduce carbon and pollution emissions in the future. In order to comply with air quality and carbon emission standards the use of low emission vehicles is expected to increase. Electric buses are already planned for the Birstall Park and Ride route and this is expected to extend to other routes. Expanded facilities for recharging and the refuelling of types of power source will be required.
- 9.4.9 It may be possible to give increased priority for low emission vehicles, in town centres for instance. Clean air zones have been established in many cities that aim to give priority to electric, hydrogen and low emission vehicles. This could be an option to be considered in Loughborough.

- 9.4.10 Rapid Transit schemes are being planned and implemented in many towns and cities, including Leicester. These combine higher quality buses with priority measures along the route to provide a more attractive option. Opportunities should be explored to link into this network.

9.5 Interchange & Integration

- 9.5.1 Increasing the ability to interchange between bus and rail services, and with other forms of travel provides the opportunity for smoother, quicker and more pleasant journeys to be made by passenger transport. Orbital bus routes are limited so many journeys require interchange between services in town centres and this can have a major impact on the quality and speed of the journey.
- 9.5.2 The main interchanges in Charnwood are the railway stations and Loughborough town centre where bus stops are on the central streets. The number of cross-Borough trips is relatively small so the volume of interchange between buses may not be enough to justify the cost and delay that a bus station could generate. There is also the issue of locating and purchasing a suitable site in Loughborough town centre.
- 9.5.3 Loughborough Station already has interchange facilities and providing improved facilities at the other railway stations would be possible, subject to a convincing business case. Better walking and cycling links to the station themselves should therefore be considered as a priority in order to encourage more sustainable trips to destinations further afield.
- 9.5.4 Enough cycle parking, toilets and other facilities to increase the amenity of rail-based travel also help contribute towards increasing its attractiveness as a realistic alternative to the car.
- 9.5.5 Within the stations themselves, step-free access between platforms forms a basic requirement for those with limited mobility, whilst the distances between platforms and bus stops serving connecting services should be kept to a minimum.
- 9.5.6 The NPPF encourages development at higher densities close to transport interchanges, and the rail stations across Charnwood offer an opportunity to support housing growth in this regard.
- 9.5.7 Park and Ride is an established approach to providing sustainable transport, including trips into Leicester from Charnwood. A P&R service into Loughborough has not been developed but it may be considered as a potential long-term solution. The existing P&R at Birstall has recently been granted funding for new electric buses, bus lanes and bus gates into Leicester and improvements to cycle infrastructure to increase patronage.
- 9.5.8 In Nottinghamshire the concept of 'Pocket Park and Ride' sites have been introduced – one which utilising existing car parks along existing bus routes (usually associated with pubs). They have minimal set-up costs and help improve the viability of rural services.

9.6 Information & Ticketing

- 9.6.1 The provision of simple and easily accessible travel information and ticketing helps to reduce barriers to using the network and improves the seamlessness of interchange between modes. Technology and electronic based information should be at the heart of an approach which provides bespoke information to both individuals and set locations.
- 9.6.2 Real time displays at bus stops and within busy public buildings such as hospitals, doctors' surgeries, libraries and elsewhere can help increase awareness, understanding and ultimately use of bus services. Coupled with innovations in cashless ticketing, technological advancements can make passenger transport more accessible than ever before.
- 9.6.3 Use of the 'Choose How You Move' website and travel information portal provides a high-quality platform upon which to base the dissemination of passenger transport service information.
- 9.6.4 Local authorities have a limited role in the setting of commercial fares but there is an opportunity to coordinate efforts to develop multi-operator tickets and smartcard/smartphone/debit card payment technologies.

9.7 Coronavirus

- 9.7.1 The Coronavirus pandemic has changed the context for the provision of transport in the short and long term. In terms of passenger transport, the forecasts are for significant reductions in demand and capacity. Short term demand has reduced dramatically, and operators have been developing methods to provide protection for passengers and employees. The long-term impacts are uncertain but there is a risk of significant reductions in the demand to travel by bus and train.
- 9.7.2 The physical capacity of buses and trains is also an issue if social distancing is required. The situation will become clearer as time passes and the passenger transport strategy will need to adapt to new guidance and passenger demand.

9.8 Summary

- 9.8.1 Details of all proposed passenger transport interventions are included in **Table 14** and the contribution of the interventions to Neighbourhood Plan policies and actions is presented in **Table 15**.
- 9.8.2 The rail network and core commercial bus services provide a strong basis upon which to develop realistic and attractive alternatives to the car. Focusing development in locations which can take advantage of this offer provides the best opportunity to reduce reliance on the car and embed sustainability into the growth agenda.
- 9.8.3 The use of technology and more innovative, demand responsive solutions are likely to be required in more rural locations, and through working closely with operators and the County Council, the connectivity of rural communities can be addressed.

Table 14: Potential Passenger Transport Interventions

Ref.	Potential Measure	Related Objectives			Location(s)
		Capacity	Connectivity	Communities	
	Service Provision				
PT.01	Service Frequencies: Promote increased bus frequencies along routes subject to high levels of new development and maintain frequencies where possible.	✓			<ul style="list-style-type: none"> ▪ Increase frequencies along growth corridors to West Loughborough and edge of Leicester. ▪ Maintain frequencies where possible on other routes.
PT.02	Rail Services: Promote improvements to rail service frequency and the connections served by direct services.	✓	✓		<ul style="list-style-type: none"> ▪ Midland Main Line stations (Loughborough, Sileby, Barrow and Syston)
PT.03	Permeable Developments: Ensure that new developments are designed in a way which enables access by bus.	✓	✓	✓	<ul style="list-style-type: none"> ▪ West of Loughborough Growth Area ▪ Thorpebury Development (formally North East Leicester Sustainable Urban Extension) ▪ North of Birstall Sustainable Urban Extension ▪ Watermead Regeneration Corridor
PT.04	Supported Bus Services: Encourage the retention of supported services where possible and where budgets allow		✓	✓	<ul style="list-style-type: none"> ▪ Rural settlements and routes
PT.05	Demand Responsive Transport: Ascertain the potential of demand responsive services away from the commercial and supported network of bus routes.	✓	✓	✓	<ul style="list-style-type: none"> ▪ Rural settlements and areas
PT.06	Bus/Rail Connectivity: Identify the scope for integrating bus and rail service provision at all stations across the Borough.	✓	✓		<ul style="list-style-type: none"> ▪ Railway stations
PT.07	Taxis & Private Hire Vehicles: Accommodate the operations in serving large scale trip generating public venues.	✓	✓		<ul style="list-style-type: none"> ▪ Loughborough, Shepshed and other service centres
	Infrastructure				
PT.08	Bus Priority: Provide bus priority measures at junctions and along links where there are regular delays to services.	✓	✓		<ul style="list-style-type: none"> ▪ Locations where congestion is common and bus frequency is high, i.e. corridors into Loughborough and edge of Leicester
PT.09	Waiting Facilities: Install high quality bus shelters including travel information, seating, lighting and raised kerbs on the core bus network, using consistent standards and design.		✓		<ul style="list-style-type: none"> ▪ Core Bus Route Network
PT.10	Coach Parking: Provide dedicated coach parking to serve Loughborough town centre.			✓	<ul style="list-style-type: none"> ▪ Loughborough town centre



Ref.	Potential Measure	Related Objectives			Location(s)
		Capacity	Connectivity	Communities	
PT.11	Electric Vehicle Charging Points: Install charging facilities in Park and Ride sites and in layover bays to support the electrification of vehicle fleets.		✓	✓	<ul style="list-style-type: none"> Core Route Network
PT.12	Electric and Low Emission Vehicles: Encourage bus operators and CBC fleet management to adopt new vehicle technologies.			✓	<ul style="list-style-type: none"> Core Bus Route network and authority-wide
PT.13	Rail Freight: Support measures to encourage freight to be carried by rail rather than road haulage	✓		✓	<ul style="list-style-type: none"> Quarries, industrial estates, rail hubs, core road network
Interchange & Integration					
PT.14	Station Travel Hubs: Transform the railway stations across the Borough into integrated travel hubs with the infrastructure to allow seamless interchange between all modes of travel.	✓	✓		<ul style="list-style-type: none"> All stations
PT.15	Station Amenities: Provide toilets, ticket machines, onward travel information, cycle parking and other amenities to make rail-based travel as smooth as possible.		✓	✓	<ul style="list-style-type: none"> All stations
PT.16	Step-Free Access: Ensure step-free access to all stations.		✓		<ul style="list-style-type: none"> Barrow and Sileby Stations
PT.17	Density of Development: Permit development at higher densities at station travel hubs and along commercially viable bus corridors to capitalise upon the sustainable access.	✓			<ul style="list-style-type: none"> All stations
PT.18	Loughborough Park & Ride: Explore the demand for a Park and Ride site to serve Loughborough.	✓	✓		<ul style="list-style-type: none"> M1 Junction 23 and the A6 corridor
PT.19	Leicester Park & Ride: Increase the quality and quantity of Park and Ride into Leicester to increase demand.	✓	✓		<ul style="list-style-type: none"> Birstall Park and Ride
PT.20	Pocket Park & Ride: Consider the scope for Pocket Park and Ride sites on rural routes.	✓	✓		<ul style="list-style-type: none"> Suitable locations to be identified on frequent bus routes
Information & Ticketing					
PT.21	Real Time Information: Roll out the provision of Real Time Information at bus stops and within public buildings (such as doctors' surgeries and libraries), together with improvements to the accuracy of the system.		✓		<ul style="list-style-type: none"> Authority wide.



Ref.	Potential Measure	Related Objectives			Location(s)
		Capacity	Connectivity	Communities	
PT.22	Bespoke Timetables: Ensure all bus stops have bespoke timetable information in place to make information clear and understandable.		✓		<ul style="list-style-type: none"> Authority wide.
PT.23	Web-Based Information: Maximise use and awareness of the 'Choose How You Move' website to disseminate passenger transport information.		✓		<ul style="list-style-type: none"> Authority wide.
PT.24	Integrated Ticketing: Promote the use of integrated ticketing across all local operators.		✓		<ul style="list-style-type: none"> Authority wide.
PT.25	Cashless Ticketing: Promotion the use of cashless ticketing across all local operators.	✓	✓		<ul style="list-style-type: none"> Authority wide.

Table 15: Passenger Transport Interventions and Neighbourhood Plans

Ref.	Neighbourhood Policies and Community Actions	Relevant Intervention
	Barrow upon Soar	
Objective	To make the fullest possible use of public transport, walking and cycling, and reduce the impact of vehicular traffic on resident's quality of life	All measures
BuS14	The Parish Council supports the upgrade of the Midland Main Line and proposals that allow for improved off-street car parking, access and facilities at Barrow upon Soar Railway Station.	PT.02, PT.06, PT.12, PT.13, PT.14
	Quorn	
TTCA2	Encourage residents and employees to reduce car usage and encourage residents and employees to use public transport, footpaths and cycleways and be proactive in promoting their use.	All measures
TTCA10	The Parish Council would welcome the opportunity to work with LCC and transport operators to maintain the current level of bus services and to encourage better availability of public transport in the evenings and at weekends.	PT.01, PT.04, PT.05
	Sileby	
Vision	Sees movement between different parts of the village as being easy on foot, cycle, public transport, (car if necessary) and safe at all times of the day and night. The need for cars will be reduced by better public transport and by better connected footpaths.	All measures
T3	Improvements to off-street car parking, access and facilities at Sileby Railway Station are supported.	PT.06, PT.12, PT.13, PT.14
Action	Work with the Community Rail Team to ensure the available funding for secure cycle parking is utilised for Sileby Station.	PT.13
Action	Work with the Community Rail Team to improve the station appearance, possible addition of lighting under the bridge on King Street and on the High Bridge Public Footpath.	PT.09, PT.13
Action	Lobby for train service late extension at the next franchise consultation.	PT.02
T4	Where appropriate, development proposals shall include layouts that provide safe and convenient routes for walking and cycling and access to public transport that connect to other developments and to key destinations.	PT.03
Action	Maintain the current level of bus services and encourage better availability and promotion of public transport in the evenings and at weekends.	PT.01, PT.04, PT.05
	Thrussington	
T3a	Encourage improvement to the Parish's transport network making key services and facilities more accessible without the use of a car.	All measures
	Where Travel Plans are required, they should demonstrate clearly how workers and residents will commute to and from the site.	PT.03, PT.15
	Thurcaston and Cropston	
CA6	Encourage better availability of public transport.	All measures
	The Wolds Villages	
Obj.	Make fullest use of public transport, walking and cycling	All measures

10 | Smarter Choices Strategy

10.0 Smarter Choices Strategy

10.1 Overview

10.1.1 Smarter choices or 'soft' transport policy measures are those aimed at helping people to reduce their car use while enhancing the attractiveness of alternative modes. Such measures may include:

- Travel Plans
- Information and marketing
- More efficient car-based travel
- Teleworking, teleconferencing and home shopping

10.1.2 A comprehensive study of smarter choices by the Department for Transport (DfT) back in 2004 found that investment in 'smart' measures could deliver significant changes in travel behaviour and provide excellent value for money. In urban areas it was deemed that a smarter choices programme implemented over 10 years at high intensity could generate a reduction in car use by around 20% in peak periods, and around 13% off peak. Consequently, it is an area of investment that should be capitalised upon.

10.1.3 A programme of measures was implemented by the Local Sustainable Transport Fund in Charnwood between 2012-2015 and these have helped to promote sustainable transport and smarter choices measures. Leicestershire County Council and Leicester City Council promote smarter choices through the 'Choose How You Move' website⁴. This is a single source of travel information that covers all modes which makes it easier for people to reduce their need to travel or use non-car modes if possible.

10.2 Travel Plans

10.2.1 Workplace, School, Residential and Station Travel Plans help to provide a detailed understanding of the travel patterns and issues associated with specific sites and identify measures through which individuals can benefit from broader travel choice, particularly in terms of sustainable travel. The Choose How You Move website contains advice on travel planning and car sharing.

10.2.2 The authority will work with organisations to produce, deliver and monitor Travel Plans and offer incentives to identify match funding opportunities.

- **Area Wide Travel Plans:** There is scope to work with employers on the development of Area Wide Travel Plans (AWTPs). AWTPs apply the Travel Plan concept on an area basis where there are multiple small employers that could contribute towards the overall objectives.

It helps to avoid a duplication of work in the production of a Plan, give them more collective strength to lobby for improvements in bus service provision for example, and enable them to pool resources to maximise the impact on travel choice. Successful AWTPs around the country could be replicated in Charnwood.

- **Station Travel Plans:** East Midlands Railway is the train operator serving Charnwood, and CBC should look to work with the operator and LCC and use previous work on station improvements to develop a programme of Station Travel Plans and physical improvements for Loughborough, Barrow, Syston and Sileby stations. The evidence the Plans generate will be important in understanding the potential infrastructure requirements to improve interchange and integration detailed within Chapter 9.
- **School Travel Plans:** It is a statutory requirement for all schools to have a Travel Plan in place. However, with the annual turnover of pupils it is important that these remain up to date and relevant. Investment in access and safety measures in areas surrounding schools should be driven by the details

⁴ <https://www.choosehowyoumove.co.uk/>

within a School Travel Plan and an active role for both school and local authority in monitoring and evaluating their success.

- 10.2.3 The success of each Travel Plan will be dependent upon the ongoing support of the Plans by the planning and transport authorities and employers, with a long-term commitment to monitor and implement the measures they identify. The coordination and monitoring of Travel Plans by the planning authority is critical to achieving successful results.

10.3 Information & Marketing

- 10.3.1 Any investment in transport across the local network should be supported by a co-ordinated communication strategy to raise awareness and understanding of new measures introduced and to target the hearts and minds of user groups. It can result in greater take up of services and reduce barriers to access.
- 10.3.2 There are several channels through which Charnwood could work with the County Council to raise awareness of existing and emerging infrastructure and services. Personalised travel planning provides a successful, targeted, albeit resource intensive approach to changing travel behaviour and encouraging more sustainable travel choices. This should be coupled with the use of the 'Choose How You Move' website⁵ which provides a high-quality, established platform through which to disseminate travel information.

10.4 More Efficient Car Based Travel

- 10.4.1 The car is the only realistic option for some trips, particularly in the more rural parts of the Borough. However there remains scope to reduce the environmental impacts of such trips and the overall number of vehicles on the road.
- 10.4.2 The development and management of a car club or car sharing scheme helps to provide access to car-based travel for those with limited income. It addresses social exclusion issues, whilst also ensuring more effective use of road space through increasing car occupancy and therefore reducing the potential number of vehicles on the network. As this requires a large pool of potential members, it is most likely to be successful on the outskirts of Leicester or in Loughborough and could work well with the large student population in the town.
- 10.4.3 The promotion of Low Emission Vehicles does not help to curb congestion, but it does help to reduce many of the other implications of reliance on the car. By 'greening' car use through providing a network of electric charging points for vehicles for example, it contributes towards a move away from petrol or diesel-based vehicles which are the cause of many air quality and other environmental concerns.

10.5 Tele-working, Tele-conferencing and Home Shopping

- 10.5.1 Whilst outside of the direct remit of a transport strategy, the promotion of tele-working and tele-conferencing by businesses can help to reduce commuting and business-related travel. It is an area which could be explored in more detail within a Workplace Travel Plan or Residential Travel Plan as part of a package of improvements to reduce the cost of travel to businesses and residents.
- 10.5.2 Elsewhere, the availability of superfast broadband and other technologies is increasingly making home shopping more of a viable option for many, particularly those with limited mobility. This reduces the need to travel and addresses some accessibility concerns.

10.6 Coronavirus

- 10.6.1 The Coronavirus pandemic has changed the context for the provision of transport in the short and long term. In terms of Smarter Choices the pandemic has caused major changes in travel behaviour in the short term which could have significant implications for travel in the future.
- 10.6.2 Coronavirus has represented a step-change in the adoption of homeworking, teleworking and home shopping. Many of the barriers that many people felt to using these methods have been overcome and there

⁵ <https://www.choosehowyoumove.co.uk/>

is a good probability that the use of these methods will be greater after the pandemic has passed than it was before. Employees and employers have seen the benefits and possibilities of more flexible working and this could translate into a reduction of the conventional commute to work for many people. Clearly these methods cannot apply to employees in all types of job, but if fewer people do travel during the peak hours there would also be benefits for those that still do, through reduced congestion on roads and in passenger transport.

10.7 Summary

- 10.7.1 Details of all proposed Smarter Choices interventions are included in **Table 16** and the contribution of the interventions to Neighbourhood Plan policies and actions is presented in **Table 17**.
- 10.7.2 Smarter Choices provide an important role to help maximise the benefits of investment in new services and infrastructure. They help provide a 'nudge' towards individuals making sustainable travel choices and the Choose How You Move portal provides a strong platform upon which Charnwood can disseminate information and ideas to a variety of target audiences.
- 10.7.3 The Coronavirus pandemic has prompted a breakthrough in the use of some Smarter Choices methods of working and shopping for many people that could lead to a permanent change in travel behaviour. There is now a greater opportunity to build on this change and to increase the use of these types of sustainable travel.

Table 16: Potential Smarter Choices Interventions

Ref.	Potential Measure	Related Objectives			Location(s)
		Capacity	Connectivity	Communities	
	Travel Plans				
SM.01	Workplace Travel Plans: Request the adoption of Workplace Travel Plans associated with all new commercial developments.	✓	✓		<ul style="list-style-type: none"> Major employment centres.
SM.02	Residential Travel Plans: Request the adoption of Residential Travel Plans associated with all new commercial developments.			✓	<ul style="list-style-type: none"> Major residential developments.
SM.03	Station Travel Plans: Work with train operators to develop Travel Plans for all stations within Charnwood.	✓	✓		<ul style="list-style-type: none"> All stations.
	Information & Marketing				
SM.04	Promotion of the Choose How You Move Website: Maximise use and awareness of the 'Choose How You Move' website to disseminate passenger transport information.		✓	✓	<ul style="list-style-type: none"> Authority wide.
SM.05	Personalised Travel Planning: Identify target communities within new developments to benefit from Personalised Journey Planning.		✓	✓	<ul style="list-style-type: none"> Major residential developments and major employers.
	More Efficient Travel				
SM.06	Car Share Schemes: Assess the scope for the introduction of a Car Club in Loughborough.		✓	✓	<ul style="list-style-type: none"> Loughborough Edge of Leicester Major employers / University
SM.07	Ultra-Low Emission Vehicles: Provide infrastructure to encourage the purchase of ULEVs, such as dedicated parking and charging points.			✓	<ul style="list-style-type: none"> Town and service centres
	Tele-Working, Tele-Conferencing & Home Shopping				
SM.08	Broadband: Ensure that superfast broadband is available in all new developments and existing homes.			✓	<ul style="list-style-type: none"> Authority wide.

Table 17: Smarter Choices Interventions and Neighbourhood Plans

Ref.	Neighbourhood Policies and Community Actions	Relevant Intervention
	Barrow upon Soar	
Objective	To make the fullest possible use of public transport, walking and cycling, and reduce the impact of vehicular traffic on resident's quality of life	All measures
	Quorn	
TTCA2	Encourage residents and employees to reduce car usage and encourage residents and employees to use public transport, footpaths and cycleways and be proactive in promoting their use.	All measures
	Sileby	
Vision	Sees movement between different parts of the village as being easy on foot, cycle, public transport, (car if necessary) and safe at all times of the day and night. The need for cars will be reduced by better public transport and by better connected footpaths.	All measures
	Thrussington	
T3a	Encourage improvement to the Parish's transport network making key services and facilities more accessible without the use of a car.	All measures
	Where Travel Plans are required, they should demonstrate clearly how workers and residents will commute to and from the site.	SM.01, SM.02
	The Wolds Villages	
Obj.	Make fullest use of public transport, walking and cycling	All measures

11 | Delivery Action Plan

11.0 Action Plan

11.1 Overview

- 11.1.1 The effective delivery of the Strategy will require CBC to work with delivery partners, secure stakeholder’s endorsement, manage and minimise risks, and set performance indicators upon which to measure the success of investment in the local transport network.
- 11.1.2 Many of the proposals contained in the strategy are primarily the responsibility of other authorities, organisations or businesses so CBC may have little control over the specification and delivery of these measures. This chapter details how these issues will be addressed as part of the implementation of the Strategy.

11.2 Roles and Responsibilities

- 11.2.1 Charnwood Borough Council will work in conjunction with a number of partners and stakeholders to secure the successful delivery of the Transport Strategy and Local Plan. These organisations and their respective roles and responsibilities are set out in **Table 18**.

Table 18: Stakeholders, Roles and Responsibilities

Organisation	Roles & Responsibilities
Charnwood Borough Council	As the local planning authority, the Borough Council has the responsibility to deliver growth earmarked within the Local Plan and provide a framework for investment in the public realm to create more sustainable and attractive communities.
Leicestershire County Council	Leicestershire County Council is the local highway authority with responsibility for managing, maintaining and improving the safe and efficient operation of the highway network, and facilitating sustainable travel through improved travel choice.
Neighbouring Authorities	Neighbouring local planning and highway authorities have a duty to co-operate in the delivery of the Local Plan and there should be consistency between the Transport Strategies and other cross border issues that should be tackled jointly. Leicester City Council and North West Leicestershire District Council are important partners because of the cross-border developments that are planned with Charnwood.
Neighbourhood Planning Bodies	Communities can help shape new developments by preparing Neighbourhood Plans that establish general planning policies and land uses in towns and parishes. These will be taken into account within the Local Plan process and planning application decision-making.
Leicester and Leicestershire LEP	The Local Enterprise Partnership forms the vehicle through which to lever in funding from both Central Government and local businesses to provide financial support and guidance on deliverables.
Highways England	Responsible for the management and maintenance of the Strategic Road Network (SRN) which includes the M1 and A46. It provides a complementary role to that of Leicestershire County Council and seeks to ensure that the strategic network meets the demands of strategic traffic.
Network Rail	Network Rail is responsible for the management and maintenance of the Midland Main Line and other lines. This includes the provision of new track and programmes to improve capacity and safety.
Train Operators	East Midlands Railway are responsible for the management of the Stations they serve and operate the trains serving all of the stations within the Borough.

Organisation	Roles & Responsibilities
Bus Operators	Service providers covering both commercial and subsidised networks across Charnwood, including Trent, Kinchbus Arriva and Stagecoach.
Developers	Responsible for providing sustainable transport access to their sites and mitigating the impacts of growth on the transport networks.
Businesses	Key generators of traffic particularly at peak times, businesses need to take responsibility for the impact of the traffic they attract through the development of Workplace Travel Plans and associated measures to reduce the need to travel and the reliance on the car for employees. The Loughborough BID contributed to this study.
Education	Key generators of traffic at peak times, with the scope to create a cultural shift in travel patterns amongst young people. The adoption and implementation of School Travel Plans is central to this. Loughborough University is a key stakeholder committed to promoting sustainable transport and they have contributed to this report.
Sustrans	Charitable body with a focus on increasing levels of walking and cycling, with responsibility for managing, maintaining and promoting use of the National Cycle Network that runs through Charnwood.

- 11.2.2 This study has been developed in co-operation with Leicestershire County Council with further input from Leicester City Council, bus operators, Loughborough University and local businesses.
- 11.2.3 Ensuring the support of the public and other stakeholders in terms of the strategic approach and the appropriateness of individual schemes coming forward will help to minimise the risks associated with their delivery.
- 11.2.4 The proposed Action Plan is set out in **Table 19**. It presents the recommended sustainable transport measures and identifies the key delivery partners for each along with an assessment of their deliverability and timescales. It is assumed that Charnwood Borough Council will be involved in the delivery of all the measures, from providing funding and implementation for some schemes or as a consultee at the other extreme.
- 11.2.5 The assessments of deliverability and timescales have used assumptions about typical schemes within programmes of this type of scheme in order to derive the ratings. There are multiple factors that will determine the actual delivery issues, complexity, risks for each project within the overall programme.
- 11.2.6 The deliverability rating assumes that funding is available and there are no abnormal issues for a scheme of that type. The timescale assessment is from the inception of the project and assumes that no progress has already been made. It excludes funding applications and lobbying but includes the time required to secure all the necessary permissions and fulfil statutory processes.
- 11.2.7 The monitoring and review of progress is a fundamental part of any strategy and action plan. Each individual action will need to be monitored against an agreed set of objectives and there will also be a need to monitor the progress of groups of actions and the whole work programme. The results of the review will indicate whether the strategy needs to be refocussed and strengthened and if individual actions should be reprioritised.

Table 19: Delivery Action Plan

Ref.	Potential Measure	Key CBC Delivery Partners	Deliverability / Complexity / Risk (1-5 Scale)	Delivery Timescale (Short/Med/Long)
Walking and Cycling Measures				
Links & Networks				
WC.01	Route Hierarchy	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council 	*	Short
WC.02	Network Standards	<ul style="list-style-type: none"> Leicestershire County Council Neighbourhood Planning Bodies 	**	Short
WC.03	Primary Pedestrian Routes	<ul style="list-style-type: none"> Leicestershire County Council 	*	Short
WC.04	National Cycle Network Exemplar Routes	<ul style="list-style-type: none"> Sustrans Neighbouring Authorities 	***	Med
WC.05	New Pedestrian and Cycle Links	<ul style="list-style-type: none"> Developers Leicestershire County Council Sustrans Neighbourhood Planning Bodies 	***	Med
WC.06	Signage of the Promoted Cycle Network	<ul style="list-style-type: none"> Leicestershire County Council Sustrans 	**	Short
WC.07	Pedestrian Wayfinding Signs	<ul style="list-style-type: none"> Leicestershire County Council Loughborough University Neighbourhood Planning Bodies 	**	Short
WC.08	Mobility Hubs	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council 	***	Med
WC.09	Civilising Streets	<ul style="list-style-type: none"> Developers Leicestershire County Council 	***	Med
Junctions & Crossing Facilities				
WC.10	Junctions	<ul style="list-style-type: none"> Leicestershire County Council Highways England Developers 	****	Med / Long
WC.11	Crossing Points	<ul style="list-style-type: none"> Leicestershire County Council Developers Neighbourhood Planning Bodies 	***	Med
WC.12	20mph Zones	<ul style="list-style-type: none"> Leicestershire County Council Developers 	***	Med
Public Realm				
WC.13	Reallocation of Road Space	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council Bus Operators Sustrans 	****	Short / Med / Long
WC.14	Maintenance of Infrastructure	<ul style="list-style-type: none"> Leicestershire County Council Developers 	***	Short / Med / Long
WC.15	Lighting	<ul style="list-style-type: none"> Leicestershire County Council 	***	Short / Med
WC.16	Street Furniture	<ul style="list-style-type: none"> Leicestershire County Council Bus Operators Developers Neighbourhood Planning Bodies 	**	Short
Promotion, Awareness & Training				
WC.17	Utilise Choose How You Move Website	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council 	**	Short

Complementary Facilities				
WC.18	Cycle Parking	<ul style="list-style-type: none"> • Developers • Businesses • Loughborough University • Leicestershire County Council • Neighbourhood Planning Bodies 	**	Short
WC.19	Cycle Facilities	<ul style="list-style-type: none"> • Leicestershire County Council • Leicester City Council • Developers • Sustrans • Neighbourhood Planning Bodies 	***	Short / Med
WC.20	Cycle Hire Scheme	<ul style="list-style-type: none"> • Leicestershire County Council • Leicester City Council • Loughborough University • EMT 	****	Med
Technology				
WC.21	Electric Charging Points	<ul style="list-style-type: none"> • Businesses • Developers • Leicestershire County Council • Loughborough University • Neighbourhood Planning Bodies 	***	Short
Passenger Transport Measures				
Passenger Transport Services				
PT.01	Bus Service Frequencies	<ul style="list-style-type: none"> • Bus Operators • Leicestershire County Council • Leicester City Council • Community Transport 	****	Med
PT.02	Rail Services	<ul style="list-style-type: none"> • EMT • Network Rail • HS2 	*****	Long
PT.03	Permeable Developments	<ul style="list-style-type: none"> • Leicestershire County Council • Bus Operators • Developers • Neighbourhood Planning Bodies 	***	Med
PT.04	Supported Bus Services	<ul style="list-style-type: none"> • Leicestershire County Council • Bus Operators • Demand Responsive Transport • Community Transport 	***	Med
PT.05	Demand Responsive Transport	<ul style="list-style-type: none"> • Leicestershire County Council • Demand Responsive Transport • Community Transport 	***	Med
PT.06	Bus/Rail Connectivity	<ul style="list-style-type: none"> • Leicestershire County Council • Network Rail • EMT • Bus Operators 	****	Med / Long
PT.07	Taxis & Private Hire Vehicles	<ul style="list-style-type: none"> • Taxi and Private Hire Operators 	***	Med
Passenger Transport Infrastructure				
PT.08	Bus Priority	<ul style="list-style-type: none"> • Leicestershire County Council • Leicester City Council • Bus Operators 	****	Med / Long
PT.09	Waiting Facilities	<ul style="list-style-type: none"> • Leicestershire County Council • Leicester City Council 	**	Short / Med

		<ul style="list-style-type: none"> • Bus Operators • Neighbourhood Planning Bodies 		
PT.10	Coach Parking	<ul style="list-style-type: none"> • Leicestershire County Council • Coach Operators 	***	Med
PT.11	Electric Vehicle Charging Points	<ul style="list-style-type: none"> • Businesses • Developers • Loughborough University and other education • Loughborough Hospital and other health care • Leicestershire County Council • Neighbourhood Planning Bodies 	***	Short / Med
PT.12	Electric and Low Emission Buses and Fleet Vehicles	<ul style="list-style-type: none"> • Bus Operators • Fleet Managers 	***	
PT.13	Rail Freight	<ul style="list-style-type: none"> • Network Rail • Rail Freight Operators • Businesses 	*****	Long
Interchange & Integration				
PT.14	Station Travel Hubs	<ul style="list-style-type: none"> • Leicestershire County Council • Network Rail • EMT • Bus Operators 	****	Long
PT.15	Station Amenities	<ul style="list-style-type: none"> • Network Rail • EMT 	***	Med
PT.16	Step-Free Access	<ul style="list-style-type: none"> • Network Rail • EMT 	*****	Long
PT.17	Density of Development at Transport Hubs	<ul style="list-style-type: none"> • Leicestershire County Council • Network Rail 	****	Long
PT.18	Loughborough Park & Ride	<ul style="list-style-type: none"> • Bus Operators • Leicestershire County Council 	****	Long
PT.19	Leicester Park & Ride	<ul style="list-style-type: none"> • Bus Operators • Leicestershire County Council • Leicester City Council 	****	Med
PT.20	Pocket Park & Ride	<ul style="list-style-type: none"> • Bus Operators • Leicestershire County Council 	***	Med
Information & Ticketing				
PT.21	Real Time Information	<ul style="list-style-type: none"> • Leicestershire County Council • Leicester City Council • Bus Operators 	***	Short
PT.22	Bespoke Timetables	<ul style="list-style-type: none"> • Bus Operators • EMT • Leicestershire County Council • Leicester City Council 	**	Short
PT.23	Web-Based Information	<ul style="list-style-type: none"> • Leicestershire County Council • Leicester City Council • Bus Operators • EMT 	**	Short
PT.24	Integrated Ticketing	<ul style="list-style-type: none"> • Bus Operators • Leicestershire County Council • Leicester City Council 	****	Med
PT.25	Cashless Ticketing	<ul style="list-style-type: none"> • Bus Operators 	***	Med

Smarter Choices Measures				
Travel Plans				
SM.01	Workplace Travel Plans	<ul style="list-style-type: none"> Leicestershire County Council Businesses Developers Neighbourhood Planning Bodies 	***	Short
SM.02	Residential Travel Plans	<ul style="list-style-type: none"> Leicestershire County Council Businesses Developers Neighbourhood Planning Bodies 	***	Short
SM.03	Station Travel Plans	<ul style="list-style-type: none"> Leicestershire County Council Businesses Developers 	***	Short
Information & Marketing				
SM.04	Promotion of the Choose How You Move Website	<ul style="list-style-type: none"> Leicestershire County Council Sustrans 	**	Short
SM.05	Personalised Travel Planning	<ul style="list-style-type: none"> Leicestershire County Council 	***	Short
More Efficient Travel				
SM.06	Car Share Schemes	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council 	***	Short / Med
SM.07	Ultra-Low Emission Vehicles	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council Taxi and Private Hire Operators Freight Operators 	****	Med / Long
Tele-Working, Tele-Conference & Home Shopping				
SM.08	Broadband	<ul style="list-style-type: none"> Leicestershire County Council Leicester City Council Developers 	***	Med

NB. The 5-point scale is based on an assessment of the typical deliverability and complexity of similar projects. Individual projects could differ from this scale or could be part way through the delivery process.

The Short/Med/Long timescale is an assessment of typical timescales of similar projects. Actual timescales will depend on the details of individual projects and any progress already made.

11.3 Funding Sources and Scheme Costs

- 11.3.1 Development growth in Charnwood will contribute towards an increase in demand to travel and pressures on the network and as such the developers will be expected to provide contributions commensurate with the size and trip generating potential for their respective projects.
- 11.3.2 Many schemes included within this strategy have funding committed to enable their delivery. The sources of this funding are detailed in **Table 20** together with further capital and revenue streams the authorities and operators will utilise to maximise the level of investment in service and infrastructure improvements.
- 11.3.3 Cost estimates of the proposed measures have not been calculated at this stage. Costs will depend on multiple different factors and the quantity or scale of the projects being considered. For instance, one bus shelter would be relatively low-cost, but a Borough-wide programme of bus shelter replacement would have a substantial cost. The costs of third-party land and the diversion of utilities can have a considerable impact on scheme costs and can vary enormously between schemes of the same type.
- 11.3.4 The deliverability rating is related to scheme costs. Those schemes that are the most challenging to deliver will, in most cases, be the most expensive. Individual schemes may differ from this assumption, but this is usually the case at a programme level.

Table 20: Potential Funding Sources

Organisation	
Charnwood Borough Council	CBC has a range of funding streams that can be used to implement and promote sustainable transport. Funding is provided by Government bodies and raised from local taxation and charges that is then allocated to various capital and revenue projects in the Borough.
Leicestershire County Council	Leicestershire County Council receives an annual settlement from Central Government to deliver schemes earmarked as priorities within the Local Transport Plan and other programmes. LTP3 and the Passenger Transport Policy and Strategy which provides a transport vision for the County forms the basis to this process and through the alignment of the Charnwood Sustainable Transport Strategy and the LTP, capital funding can be secured to facilitate the provision of some of the lower cost interventions within the Strategy.
Leicester and Leicestershire LEP	The LLEP forms the vehicle through which the County and Borough Councils can secure funding from Central Government for infrastructure improvements. Allocations of Local Growth Funding (LGF) are made to LEPs who in turn support prioritised schemes which are deemed best placed to help meet their strategic economic growth objectives. The LEP investment strategy is set out in the Strategic Growth Plan that includes significant funding for sustainable transport.
Highways England	Sustainable transport in Charnwood could benefit from investment in the SRN by Highways England. Junction improvements on the M1 and A46 could include measures to improve journeys by pedestrian, cycle or bus.
Major Road Network	The Transport Investment Strategy published by the DfT in July 2017 announced the creation of a new Major Roads Network classification which will comprise the busiest and most important local authority managed 'A' roads across the country. A dedicated funding stream will be made available for necessary improvements providing opportunities for highway authorities to secure investment for local roads included within the network. Improvements to sustainable transport will be possible using this funding although its primary objective is likely to be increasing highway capacity.
Network Rail	It is envisaged that Network Rail will provide the resources to implement significant infrastructure projects over the timeframe of the strategy. Investment is set out by Control Period and future improvements to rail services are expected on the Midland Main Line. Funding may be available for encouraging the use of rail to carry freight. Funding for station improvements, improved access, interchange between modes, parking and Station Travel Plans may also be available through Network Rail.
Passenger Transport Operators	Bus and train operators will be encouraged to invest in Charnwood, whether in the form of physical improvement measures at stations and interchanges, or in terms of increases in the frequency of service provision, ticketing or information provision. The authority will work with operators to identify measures through which patronage levels can be increased and through a commitment to invest on the part of the authority it is hoped that operators would follow suit. New commercial bus services that are introduced represent a new revenue stream that will support the provision of the service in the long term.
Businesses and Developers	There is scope to lever in external investment for transport improvements from businesses and developers. By making match funding available, it encourages businesses to think about their transport needs, and what measures may benefit both them and their staff.

Organisation	
	<p>The development of Area Wide Travel Plans provide the opportunity through which this can be targeted on schemes that will most effectively encourage more sustainable travel.</p> <p>Developers of sites will need to mitigate the transport effects of new developments and provide sustainable access by all modes. Funding will be available for transport projects through the S106, S278 and S38 processes associated with new land use developments.</p>
<p>Housing Infrastructure Fund</p>	<p>In July 2017 the Department for Communities and Local Government (DCLG) announced the designation of a pot of funding through which to facilitate the delivery of infrastructure to support housing growth in those locations where the financial viability of development would be marginal without the support of additional extra investment.</p>
<p>Advertising</p>	<p>The provision of new, modern bus shelters provides an opportunity to sell advertising space. This in turn can pay for their installation and upkeep and provide a cost neutral improvement to the bus infrastructure across the Borough.</p>

11.4 New Development Design Principles

11.4.1 The detailed design of new developments should comply with the guidance set out in the Leicestershire Highway Design Guide <https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>

11.4.2 New developments should incorporate the following principles in their design:

- The width of footways and cycleways should be adequate to meet the needs of all users, to allow wheelchairs, prams, mobility scooters and cyclists to pass each other.
- Street clutter should be minimised and kept clear of the pedestrian areas.
- Footways, footpaths and cycleways should be constructed to an adoptable standard.
- Routes should be direct, overlooked, well lit (where appropriate), wide and visible.
- Walking and cycling connections need to be provided to the surrounding Public Rights of Way.
- The use of 20mph zones should be considered and built into the design from the outset. Speed reduction features should be incorporated into the design from the outset.
- Road humps should not be necessary on development roads but if vertical deflections are proposed then speed cushions should be used instead of humps on any roads where a bus service is proposed or likely.
- Large developments are likely to be easier to serve by passenger transport than smaller ones but the need for a bus route should be identified at an early stage and the layout needs to be designed for buses from the outset.
- Bus routes should achieve a good balance between passenger walking distance and the bus route length within the development.
- Bus stop locations should be identified and installed at an early stage before the adjacent homes are occupied.
- The costs of running and maintaining a bus service and the supporting infrastructure need to be agreed at the planning application stage by binding commitments for all parties.

12 | Local Plan and Neighbourhood Plan Recommendations

12.0 Local Plan and Neighbourhood Plan Recommendations

12.1 Overview

- 12.1.1 This section of the report includes a review of the policy approach to sustainable transport in the draft Charnwood Local Plan. The following table sets out the policies that relate to sustainable transport in the Draft Local Plan and the adopted Local Plan Core Strategy with an accompanying assessment of the advantages and disadvantages of the proposed changes.

12.2 Sustainable Transport Policy Appraisal

- 12.2.1 As previously discussed in this report, in terms of sustainable transport policy, Policy CS 17 and Policy CS 18 are set to be superseded in the draft Local Plan by Policy LP 33 and Policy LP 34 respectively.
- 12.2.2 **Table 15** provides a review of the previous policy submissions against the proposed policies as cited within the Draft Local Plan. In addition, any adjustments to the policies as recommended are provided along with an appraisal of the advantages and disadvantages of these adjustments.
- 12.2.3 The New Policy LP 33 seeks to ensure that developments encourage walking, cycling and public transport infrastructure. Applied to development proposals, this should have positive effects, especially when considered alongside the focus on the regeneration of Shepshed and Loughborough central areas, which have good accessibility.
- 12.2.4 The New Policy LP 34 considers impacts on road networks and ways to tackle congestion through sustainable modes of transport (firstly) and improvements to roads. Decreased congestion would lead to quicker trips and therefore improved access to jobs and services. This would not necessarily be by passenger transport, but the policy makes clear that this should be the first consideration.

Table 21: Appraisal of Proposed Local Plan Policies

Existing Local Plan Policy 2011-2028	Draft Local Plan Policy 2019-2036	Advantages of Adjustments	Disadvantages of Adjustments
Policy CS 17 - By 2028, we will seek to achieve a 6% shift from travel by private car to walking, cycling and public transport by:	Draft Policy LP 33 - We will improve the sustainable transport offer in our Borough. We will do this by:		
"requiring new major developments to provide walking, cycling and public transport access to key facilities and services."	"requiring new major developments to provide walking, cycling and public transport access to key facilities and services."	N/A	The wording fails to acknowledge to possibility that new developments could improve existing cycleways, footpaths, bridleways and passenger transport infrastructure
"requiring new major developments to provide safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network".	"requiring new developments to provide well-lit, safe and attractive walking and cycling routes."	The change in wording means all and not just 'major' developments are required to provide well-lit, safe and attractive walking routes.	In rural areas or for smaller developments, it may not be possible to provide such infrastructure due to costs and/or existing surroundings.
"securing new and enhanced bus services from major developments and new bus stops where new development is more than 400 metres walk from an existing bus stop".	"securing new and enhanced bus services serving major developments to ensure the new development is no more than a 400m walk from a bus stop."	The reworded policy provides clarity as to ensure that any new development is located within a 400m walk from a bus stop. This will ensure new developments either provide such infrastructure or are in appropriate areas which have such provision.	Smaller 'major' developments may not be able to meet with this threshold in rural areas and provisions of bus infrastructure may be uneconomic. The frequency of bus service at the bus stop is not specified, so that it may not provide a practical service for residents.
"securing contributions from our sustainable urban extensions towards improvements to public transport corridors into Leicester City and Loughborough in accordance with Policy CS19, CS20 and CS22".	"ensuring that sustainable transport infrastructure is well designed and contributes towards making high quality places".	By removing specific reference to securing contributions from SUEs, all new developments could be required to provide financial contributions to sustainable transport infrastructure.	Determination as to what level of contribution each new development could be asked to provide would need to be clarified. Development on the edge of the Leicester PUA could be asked to support the use and provision of Park and Ride or travel hubs.

Existing Local Plan Policy 2011-2028	Draft Local Plan Policy 2019-2036	Advantages of Adjustments	Disadvantages of Adjustments
N/A	"requiring new residential dwellings with a dedicated car parking space (excluding apartments and residential care homes with communal parking areas) to include an appropriate means to recharge electric vehicles".	Any new dwellings will be required to provide a means of EV charging due to the growing number of electric vehicles on roads and the desire to encourage the adoption of low emission vehicles.	Many UK properties which have a dedicated vehicle space already provide this via a 3-pin mains socket within a garage or on the side of the property. By stating a minimum type of 'appropriate means' and providing a distance to the vehicle space from this means could provide further clarity on requirements. The exclusion of apartments and care homes could be a missed opportunity if appropriate EV charging technology is developed for those uses.
N/A	"requiring non-residential developments that have at least 100 car parking spaces, to make provision for at least 20 electric charging points".	New developments would be required to supply ECPs as to meet with the growing number of electric vehicles on the road and encourage the adoption of these vehicles.	Providing EV spaces would increase the cost of development. The exclusion of sites with fewer than 100 spaces could be a missed opportunity to increase the number of EV charging points.
"working with our partners to maximise opportunities for freight movement by Rail".	N/A	N/A	No mention in relation to rail freight is made within the draft local plan policy.
	CBC commit to working with their partners to: <ul style="list-style-type: none"> • secure funding for and delivery of sustainable transport improvements; • prepare a Local Cycling and Walking Infrastructure Plan and; • Deliver infrastructure for electric vehicles and ensure charging points are provided at appropriate locations. 	These are appropriate policies that will aid partnership working and the delivery of sustainable transport measures.	

Existing Local Plan Policy 2011-2028	Draft Local Plan Policy 2019-2036	Advantages of Adjustments	Disadvantages of Adjustments
Existing Policy CS 18 - We will maximise the efficiency of the local and strategic road network by 2028. We will do this by:	Draft Policy LP 34 - We will reduce congestion and improve the efficiency of our local and strategic road network by:		
"delivering sustainable travel improvements in accordance with policy CS17".	"requiring that sustainable transport proposals are considered first before any improvements to the local and strategic road network".	The change in policy makes clear that improvements to sustainable modes of transport this should be the first consideration prior to physical mitigation works. This will ensure improvements to sustainable travel modes are likely to be provided which will benefit all users.	N/A
"requiring our strategic developments to deliver an appropriate and comprehensive package of transport improvements in accordance with Policies CS19, CS20, CS21, CS22 and CS23".	"ensuring that all developments mitigate the impact of their proposals on the road network including any residual cumulative impact".	Developments will not have a severe impact upon the highway network, specifically at junctions, if they mitigate their impacts.	Smaller developments may not be able to provide such mitigation measures as they would be uneconomical. It may be prudent to specify a development quantum or outline smaller developments contribute to public transport improvements.
	"ensuring that any road improvements are supported by a robust transport assessment".	Robust Transport Assessments will identify areas of the highway network which may need improvement to cater for demand and thus, improving overall journey times.	N/A
"requiring other network improvements as identified by appropriate Transport Assessments".	"requiring other network improvements as identified by appropriate Transport Assessments".	N/A	No reference to the need for Transport Statements for some smaller developments

12.3 Additional Local Plan Policy Considerations

12.3.1 In addition to the transport related policies set out in the draft Local Plan there are several policies that could be considered for inclusion in the final version of the Local Plan. Some of these policies are referred to in the supporting text of the draft Local Plan but are not specific policies.

12.3.1 The following list of potential policies has been derived during the production of this report and from the consultation with stakeholders. The wording of the policies would need to be considered in detail but the following present the broad concepts for discussion. They could be standalone policies, additions to existing policies or part of the supporting text.

1. Reducing the need to travel by locating homes, jobs and services where sustainable modes are a viable option.
2. Reducing the need to travel by encouraging home working and providing access to high quality broadband. Travel plan co-ordination and monitoring will improve the effectiveness of measures.
3. Different sustainable transport policies will be appropriate in the rural and urban areas of the Borough. Some measures are likely to be impractical in some areas because of the limited travel demand and difficulty and cost of implementation.
4. New passenger transport services should only be provided where there is a realistic prospect of them being commercially viable in the long term. Supported bus service proposals should align with the LCC Passenger Transport Policy and Strategy.
5. Walking and cycling measures should be developed through the Local Cycling and Walking Plan process. An LCWIP is required for urban areas but not for the whole Borough.
6. Larger development sites are generally able to provide more comprehensive passenger transport solutions and increased commercial viability. A larger number of smaller sites is likely to be more difficult to serve by passenger transport.
7. Development at the edges of the urban areas of Loughborough and Leicester is likely to be more difficult to serve by sustainable modes than sites closer to the urban centres because routes are more dispersed, passenger transport frequencies are lower and distances to the rest of the conurbation are greater.
8. Support for proposed and potential rail improvements will be provided, including Midland Main Line improvements and HS2 and new development should be located and planned to take advantage of these opportunities.
9. The long-term maintenance of sustainable transport measures is a key consideration and schemes need to align with the highway authority Highway Infrastructure Asset Management Plan.
10. Electric bike and E-scooter charging points could be added to the list of sustainable transport measures.
11. There are likely to be many cross-boundary cumulative transport impacts with the developments proposed in neighbouring authorities, so there will be a need for pooled contributions towards mitigation measures and sustainable transport schemes.
12. Electric vehicle charging could be applied to apartments and other communal uses on a similar basis to that applied to non-residential uses.
13. The Local Plan policies and supporting text could make specific reference to Neighbourhood Plans and offer guidance to plans about how they should define, promote and deliver the sustainable transport measures that are important to their local areas.

12.4 Neighbourhood Plan Recommendations

- 12.4.1 Neighbourhood Plans need to be in conformity with the NPPF and Local Plan policies and therefore should take account of the policies and measures in the adopted Core Strategy and emerging draft Local Plan. Adopted Neighbourhood Plans are used in the planning application process and enable local communities to have a say about what happens locally. However, not all areas have a Plan and there is much variability in the amount of content and detail relating to sustainable transport between the different plans that have been adopted.
- 12.4.2 Neighbourhood Plan areas are diverse in their needs and objectives so some recommendations may be more relevant to some areas than others. For instance, rural areas may find it difficult to increase the amount of walking and cycling because of the nature of their transport network, so passenger transport connections would be their main priority for sustainable transport.
- 12.4.3 In relation to the plans themselves, they should preferably include specific reference in support (or opposition) to specific transport measures of local and strategic importance and make recommendations about any mitigation measures that should accompany the relevant land use development schemes.
- 12.4.4 Ideally, Neighbourhood Plans would include general policies in relation to transport and the use of sustainable modes along with specific objectives relating to their key aims. These should be consistent with the relevant environmental, economic and social objectives. Specific schemes and measures can be referenced in the plans. The preferred transport principles for new developments should be included, with reference to specific mitigation measures where appropriate.
- 12.4.5 Some Neighbourhood Plans include details about the mechanisms for delivery, the funding of schemes and the delivery partners involved. They can also act as a lobbying document for the promotion or opposition of strategic transport measures.

13 | Conclusion

13.0 Conclusion

- 13.1.1 This study has presented the existing policies and provision of sustainable transport and examined how people currently use sustainable modes of travel. The study analysed this information along with the perceptions of key stakeholders, the growth aspirations and the proposed transport measures in the Borough to develop an Action Plan to achieve the objectives of the Sustainable Transport Study:
- Inform the policies in the emerging Local Plan ensuring that sustainable travel is central to the development strategy;
 - Help to significantly increase the number of journeys made in the Borough by walking, cycling and public transport; and
 - Support the Borough's overall aspiration to mitigate the impacts of climate change by reducing CO2 emissions from travel by car.
- 13.1.2 The draft Local Plan includes proposals for considerable growth, and it is essential to achieve a balance between these economic growth aspirations and the increase in the demand to travel that could have negative environmental and transport consequences.
- 13.1.3 Improvements to sustainable transport will provide better access to jobs, education, health and services and these will mitigate some of the impacts of economic growth. Concentrating development in the most appropriate locations that can be accessed by all transport modes will spread the load of increased travel demand.
- 13.1.4 Charnwood is in a highly accessible geographic location and has strategic transport advantages over many other similar locations. The Borough needs to develop these connections and prepare to exploit the opportunities that the new developments and transport projects will provide.
- 13.1.5 Much work to promote sustainable transport in Charnwood has already been done and successes have been achieved, but other measures have had more mixed results and passenger transport usage has not expanded in many cases.
- 13.1.6 Car use is essential in the rural areas of the Borough because of the distances involved and the lack of sustainable transport options. Sustainable transport will only be a viable option for a proportion of the Borough's residents and visitors. Loughborough and the urban settlements of Shepshed, Birstall, Syston and Thurmaston have the best sustainable transport options currently. Some service centres also have good connections, because of the passenger transport that passes through towns like Barrow, Quorn and Sileby or because they are close enough to larger centres for cycling to be an option. Other centres may be more difficult to serve by sustainable modes, but there is some potential to improve the offer there and in other parts of the Borough.
- 13.1.7 New developments provide an opportunity to embed the use of sustainable transport from the outset and to provide facilities that could help existing movements. Large developments are generally easier to serve by passenger transport than many smaller, dispersed sites and large sites are better able to contribute towards significant measures. Conversely, smaller sites may be more appropriate on those sites that already have good sustainable transport connections or services exist nearby.
- 13.1.8 The Coronavirus pandemic has introduced change and uncertainty about current and future transport demands by all modes of travel. Travel behaviour will change in the future and new operational methods will be required to ensure that travellers and staff are safe. The virus has had a dramatic impact on the way many people work, shop and access services and some of these changes are likely to be long-term. Transport providers will need to adapt to the new circumstances, but there are opportunities to reduce the need to travel and increase the use of sustainable modes alongside the threat of declining passenger numbers.

- 13.1.9 The report is structured around the 5Ps of Policy, Provision, Practice, Perceptions and Proposals. The Provision and Practice sections revealed some general conclusions:
- Rural areas have relatively high car use and low sustainable transport use.
 - Loughborough has good provision for pedestrians and cyclists and consequently the mode share of these is high.
 - Commercial bus services in Loughborough, Shepshed and the edge of Leicester are good, but journeys that require more than one bus can be inconvenient.
 - The redirection of bus routes from the core of Loughborough is considered to have had a negative impact on bus use in the town centre. Whether the benefits of the scheme on the public realm outweigh the impacts on bus use is debatable.
 - Contracted/supported passenger transport are threatened by a lack of funding and alternative ways of delivering essential transport are being considered.
 - Rail services, waiting facilities and opportunities to interchange are relatively good in Loughborough but are lacking at the other stations in Charnwood.
- 13.1.10 The Proposals section set out the major land use development proposals and the significant transport projects that are in the pipeline that provide opportunities and threats to the delivery and use of sustainable modes of travel. The Perceptions section presented the views of some of the key stakeholders in the Borough.
- 13.1.11 The content of these chapters was used to develop the recommended strategies for the different types of sustainable mode (walking, cycling, passenger transport and smarter choices) and the Delivery Action Plan set out how these are expected to be implemented. Recommendations were made on what could be included in Neighbourhood Plans to provide local communities with the opportunity to address transport issues in their area.
- 13.1.12 The study has shown that it is difficult to develop a one-size-fits-all approach to sustainable transport in the Borough because of the geographical differences that exist and the variability in the provision of passenger transport. The recommendations and delivery plan aim to propose measures that are realistic and appropriate for all of the different communities in the Borough, but each area will need to be reviewed on its own merits in order to develop a detailed programme of actions.

