



Charnwood Local Plan 2011 to 2028

Core Strategy

Adopted 9th November 2015

Chapter 8: Access and Travel

Sustainable Travel

- 8.1 Transport plays an important role in supporting growth and allowing communities to access jobs and services. Our Vision is to provide a genuine choice for our community to walk or cycle or take longer trips by public transport. We need to manage growth in a way which secures improvements where possible, but importantly results in an efficient and effective transport network. This is essential for our continuing prosperity.
- 8.2 Most of our community enjoys quick and easy access to the road network and good public transport connections by bus and train. Our development strategy locates the majority of new development in places where it will be possible to walk, cycle or use public transport.
- 8.3 However, we know that as our population grows there will be increasing pressure on our transport network. Where possible we want to reduce reliance on the car by helping our community to make journeys by walking, cycling and public transport, especially for shorter trips to work and school. We will do this by delivering infrastructure and transport measures that create genuine travel choices.

Walking and Cycling

- 8.4 Although the number of journeys by foot or on bicycle has declined nationally, this has not been the case in Loughborough. This is thanks largely to significant investment in a number of improvements to the walking and cycling network and the accessibility of the town centre.
- 8.5 A Loughborough Town Centre Transport Scheme has been funded. It was completed in late 2014 and will improve walking, cycling and bus access to the town centre to the benefit of our community and visitors. This will also help the town centre's economy and regeneration.
- 8.6 National Cycle Route 6 connects Birstall in the south of the Borough to Loughborough in the north, via our Soar Valley villages. It is part of our network of safe cycle routes which includes the Connect 2 project in the Watermead area. We have worked with our partners, including Sustrans and Leicester City Council, to deliver walking and cycling links between the south and north of Charnwood. We will continue to work with our partners to build on the success of schemes like this throughout Charnwood.
- 8.7 We will expect major developments in the Borough to extend our walking and cycling network, particularly in our strategic developments. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between built-up areas through green corridors. We will require our strategic developments set out in Policies CS19, CS20, CS21, CS22 and CS23 to be accompanied by appropriate Travel

Plans, which will need to be target driven and effectively monitored.

Public Transport

- 8.8 We are fortunate to have a good bus network, providing links between Loughborough, Shepshed and our smaller settlements and beyond to Leicester, Nottingham and Derby. Our evidence shows that over 80% of people who live in Charnwood describe themselves as having 'good access' to public transport.
- 8.9 However, less than half of our community uses a local bus service at least once a month. This compares poorly to other districts in Leicestershire. The main reasons given by people not using local bus services more often were related to congestion during peak periods and poor interchanges.
- 8.10 More people are likely to use buses for their journeys where there is easy access to half hourly or more frequent services. Easy access is generally considered to mean a bus stop is less than a 400m walk from home and the place being visited. People are also more likely to use the bus rather than their car if there are good quality passenger facilities and the bus has priority over the car on congested routes.
- 8.11 The Midland Mainline railway runs through Loughborough, providing good local and national rail connections to Leicester and London. Loughborough station is the busiest in Leicestershire, attracting well over a million passengers each year. Our station at Loughborough has recently been improved as part of the Loughborough Eastern Gateway Scheme. This included a new bus interchange with improvements to the road network to give priority for buses. Local passenger services run along the Ivanhoe railway line and serve some of our service centres including Syston, Sileby and Barrow-upon-Soar.
- 8.12 Our railway network also makes a positive contribution to the movement of aggregates from the area's quarrying industry. There is the potential for the use of the Great Central Railway for the transport of aggregates, delivering greater efficiencies on the Midland Mainline in the process. That opportunity will be dependent upon the volume and value of aggregates transported and operational benefits to the Mainline to justify the funding required to reconnect the presently severed heritage railway at Loughborough.

Improving Sustainable Travel Options

- 8.13 We expect comprehensive, well-designed developments which are connected to existing networks to deliver walking, cycling and public transport improvements. Across the Borough we will seek to achieve a 6% shift away from travel by private car.
- 8.14 Our plans for the sustainable urban extensions and other strategic developments will make the most of existing public transport corridors as well as provide for new services to create genuine travel choice. We expect these development to achieve a significantly higher shift away from travel by private car than our Borough-wide target.

- 8.15** We want to improve the quality and frequency of bus and rail passenger services and maximise opportunities for freight movement by rail.
- 8.16** We will work with our partners to make sure that these developments provide smarter travel choices. We will also work with our partners, including Leicestershire County Council, Leicester City Council, Network Rail and local service providers and user groups to improve access to our bus network and railway stations.

Policy CS 17

Sustainable Travel

By 2028, we 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.

We will do this by:

- assessing the impact of major developments through Transport Assessments and Travel Plans; and
- working with our partners, including Leicestershire County Council and Leicester City Council, to secure funding for and delivery of sustainable transport improvements.