



Charnwood Local Plan 2011 to 2028

Core Strategy

Adopted 9th November 2015



Managing the Road Network

- 8.17** The strategic goals of the Leicestershire Local Transport Plan 3 (2011-2026) are to achieve a transport system that:
- supports a prosperous economy and growing population;
 - is efficient, resilient and well managed and maintained;
 - helps to reduce the carbon footprint;
 - addresses inequalities in access to transport;
 - improves safety;
 - and improves the quality of life of Leicestershire residents.
- 8.18** We expect the growth to be delivered by our strategy to manage the impact of traffic in order to avoid further congestion, increased emissions and poorer accessibility. Our strategy reflects the objectives and goals of the Leicestershire Local Transport Plan 3.
- 8.19** Our evidence shows that 63.7% of people who live in Charnwood make their journey to work by car or taxi. Whilst we 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.
- 8.20** We enjoy good access to the M1 motorway and the A46 which is an advantage for our community and businesses. However, congestion in Loughborough during the morning and evening peak periods is high and our community has told us that congestion is a major problem for business efficiency and discourages inward investment. Our evidence suggests that traffic levels in Charnwood by 2026 will have increased by 19% and congestion by 120%.
- 8.21** Congestion in and around Loughborough and across Charnwood could prevent us from maximising our contribution towards the economy and community. We are working with our partners to address this and work has already been completed on the Inner Relief Road which forms part of the Loughborough Town Centre Transport Scheme which will help Town Centre regeneration. The Scheme will remove the majority of traffic from the town centre, provide safety benefits, connect those parts of the town separated by the A6 and provide a higher quality public realm and environment.
- 8.22** Our plans to increase the opportunities available for walking and cycling will help reduce the pressure on our network but there will still be journeys that must be made by car. We have considered the impact of our strategy for growth and have identified key pieces of infrastructure that will be needed to make our developments work.
- 8.23** The sustainable urban extension to the west of Loughborough will need a new strategic distributor road from the A512 to the A6 north of Loughborough. This will include a link from the strategic distributor road to Hathern Road. There will also be a new road providing the function of a high street where it passes through the new main centre.

- 8.24** Our evidence also suggests that improvements will be needed at Junction 23 of the M1 motorway and that the A512 will need to be dualled, at least to the west of Snell's Nook Lane. This will help to improve the relationship between existing housing and employment areas as well as mitigating against traffic movements resulting from the developments.
- 8.25** The sustainable urban extension to the north east of Leicester will need to provide a new road through the development from Barkby Thorpe Lane at the north to Sandhills Avenue at the south. Appropriate capacity enhancements will be needed along Barkby Thorpe Lane and at the A607 /Barkby Thorpe Lane roundabout. It may also be necessary to provide a new road link from the development to Melton Road and the A607 north of the A607 Barkby Thorpe Lane junction.
- 8.26** The sustainable urban extension to the north of Birstall will need to provide a new signalised roundabout on the A6, north of the A46 interchange; appropriate access arrangements including a connection to the A6 and Rothley; capacity enhancements at the A46 interchange.
- 8.27** For all our strategic sites an appropriate Transport Assessment will identify any other network improvements that may be necessary to support the development set out in Policies CS19, CS20 and CS22.
- 8.28** The 6C's Design Guide published by Leicestershire County Council covers advice on highway design (including car parking), transport assessments and transport plans. These documents are the starting point for defining proposals which affect transport in Charnwood and include car parking standards to be applied in new developments.
- 8.29** It will also be important to monitor car parking to ensure there is not an overprovision and that car parking areas do not dominate the layout of new developments and the public realm.
- 8.30** The amount of public money available to fund transport schemes has reduced significantly due to the current economic climate. This has placed great pressure on local authorities to find innovative new ways to support and deliver growth, whilst reducing the need to travel by car. Our Infrastructure Schedule in Appendix 2 sets out the key pieces of transport infrastructure required to support growth in the Borough and how we intend for it to be delivered.
- 8.31** We will work with our partners, including Leicester City Council, Leicestershire County Council and Highways England, to maximise the delivery of transport infrastructure.

Policy CS 18

The Local and Strategic Road Network

We will maximise the efficiency of the local and strategic road network by 2028. We will do this 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.**