# Sequential Approach

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | Local Transport Plan | Local Plan Saved Policies | LDF - Preferred Options |
| A sequential approach should be applied in selecting appropriate sites for allocation within the centres where identified need is to be met. All options in the centre (including, where necessary, the extension of the centre) should be thoroughly assessed before less central sites are considered for development for main town centre uses. The sequential approach requires that locations are considered in the following order: - first, locations in appropriate existing centres where suitable sites or buildings for conversion are, or are likely to become, available within the development plan document period, taking account of an appropriate scale of development in relation to the role and function of the centre; and then - edge-of-centre locations, with preference given to sites that are or will be well-connected to the centre; and then - out-of-centre sites, with preference given to sites which are or will be well served by a choice of means of transport and which are close to the centre and have a high likelihood of forming links with the centre (ODPM, 2005:PPS6:Para 2.44). | Policy 21 "Regional Priority Areas for Regeneration Development Plans, Local Development Frameworks, Local Transport Plans and the strategies of Sub-Regional Strategic Partnerships should include proposals to assist the regeneration of areas of the greatest identified need. These include: • the region's Principal Urban Areas and Sub-Regional Centres that exhibit very high and concentrated levels of deprivation; • the Northern Sub-area, with its concentration of economic, social and environmental problems linked to the decline of the coal industry; • peripheral and isolated rural and coastal areas such as the EU Objective 2 areas of north Derbyshire and north Lincolnshire and including the towns of Gainsborough, Mablethorpe and Skegness; and • other settlements which display high levels of deprivation including Corby which is designated as a growth town in Policy 5" (EMRA, 2005. East Midlands Regional Spatial Strategy). | S.16 To improve access to facilities for all through continued investment in bus services and cycling as well as effective management of land-use planning decisions which affect the geographical relationship of people's homes to the facilities they need to access. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | | "Draft Core Strategy Policy 3 – Suitability of Sites for Development Once a site has been shown to be in a broadly appropriate location for development, the following criteria should be used to assess whether the site is suitable for development when making decisions on planning applications or allocating sites for specific uses in other Development Plan Documents: 1. It is previously developed land. 2. There are shops and services within easy walking and cycling distance or that can be accessed on an hourly bus service, which is within walking distance. 3. There is existing or potential capacity in the local infrastructure (e.g. roads, health services, schools and utilities) to support further development. 4. Where appropriate, the potential for a mixed-use development on the site has been maximised. 5. There are resources available to develop the site in the near future. 6. The site is not physically restricted in any way e.g. not at risk of flooding. 7. Developing the site will help support the local services in the area and help meet local needs. 8. The impact of the development on the natural and built environment is minimised and opportunities for enhancement maximised" (Harborough District Council, 2006. Preferred Options Report). |
| In identifying sites to be allocated for housing in local plans and UDPs, local planning authorities should follow a search sequence, starting with the re-use of previously developed land and buildings within urban areas, then urban extensions, and finally new development around nodes in good public transport corridors. Local planning authorities in assessing the suitability of sites for housing development should, amongst other things, consider their location and accessibility "to jobs, shops and services by modes other than the car, and the potential for improving such accessibility" (PPG13 Transport, Introduction & Summary, Chapter 2, Paragraph 14) | Development Plans, future Local Development Frameworks and Local Transport Plans should promote the development of multi-modal through ticketing initiatives and the integration of public and other transport services supporting health, education and social care, promote the development of a hierarchy of public transport interchange facilities at key locations, starting with the Principal Urban Areas, the Growth Towns and Sub-Regional Centres described in Policy 5, promote safe and convenient access on foot and by cycle to public transport services, consider settlements with existing or proposed public transport interchange facilities as locations for new development, subject to full consideration of Policies 2 and 3 and promote the development of new park and ride facilities in appropriate locations to reduce traffic congestion on routes into the region's Princiapl Urban Areas and along strategic transport corridors. (RTS in RSS8, Policy 52, Regional Priorities for Integrating Public Transport, page 52) | S.21 Measures identifed within the LTP to tackle congestion include using the land use planning system to influence to need to travel and mode used, and to ensure developers provide the necessary infrastructure to service new developments properly, making Smarter Choices work to influence people's travel behaviour towards more sustainable options, making walking and cycling improvements, making better use of road space, managing demand through parking policies, making the most of train services, increasing park and ride in Central Leicestershire, improving bus performance and managing the network to enable traffic to flow more freely. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S4) | | The Oadby and Wigston Preferred Options report states the following as a potential policy; "CS1 - Spatial Strategy for Development; The use and development of land will be determined on the basis of; - the Borough's assessed accomodation, economic and social needs; - protection and enhancement of the built and natural environment; - accessibility and the minimisation of energy consumption; - waste generation; - the need to travel." (Borough of Oadby and Wigston, 2006. Preffered Options Report). |
| Local authorities should actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Policy 2; Locational Priorities for Development In order to meet the objectives "Ensure the most sustainable mix of locations within, adjoining and outside of urban areas, a sequential approach to the selection of land for development should be adopted in Development Plans and Local Development Frameworks in accordance with the following priority order: a) suitable previously developed sites and buildings within urban areas that are or will be well served by public transport; b) other suitable locations within urban areas not identified as land to | | | Potential Policy CS3 - Hierarchy and Development Strategy for Town Centres and Neighbourhood Centres, states the following; "in considering new development the Borough Council will; a) assess the need for the development; b) identify the appropriate scale of the development; c) apply the sequential approach to site selection; d) assess the impact of development on existing centres; e)ensure that locations are accessible and well served by a choice of means of transport; and f) use CPO powers to bring |

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | **Local Transport Plan** | **Local Plan Saved Policies** | **LDF - Preferred Options** |
| | be protected for amenity purposes; c) suitable sites in locations adjoining urban areas, which are or will be well served by public transport, particularly where this involves the use of previously developed land; and d) suitable sites in locations outside of (that is not adjoining) urban areas, which are or will be well served by public transport, particularly where this involves the use of previously developed land (EMRA, 2005: 15, East Midlands Regional Spatial Strategy). | | | forward sites for further growth where a need has been identified" (Borough of Oadby and Wigston, 2006. Preferred Options Report). |
| Local authorities should in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Policy 5 - Concentrating Development in Urban Areas; Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should: a) locate significant levels of new development in the region's five Principal Urban Areas (PUAs) and take into consideration the roles of settlements closely related to the PUAs; the five PUAs are the built up areas centred on Derby, Leicester, Lincoln, Northampton and Nottingham; b) locate significant levels of new development in the three growth towns of Corby, Kettering and Wellingborough; c) locate appropriate development though of a lesser scale in the Sub-Regional Centres (SRCs) in the: • Eastern Sub-area: Boston, Grantham Melton Mowbray and Newark; • Northern Sub-area: Chesterfield, Mansfield and Worksop; • Southern Sub-area: Market Harborough and Daventry; • Three Cities Sub--area: Coalville, Hinckley and Loughborough; d) in conjunction with the above: • provide for the development needs of other settlements and rural areas generally (see Policy 6); and • take into consideration the influence of major urban areas outside the region, particularly those fulfilling the role of PUAs for parts of the East Midlands, such as Peterborough, Sheffield and Greater Manchester. (EMRA, 2005, East Midlands Regional Spatial Strategy). | | | The Preferred Options report for Harborough Borough provides the preferred option in response to the use of a sequential approach, as follows; " to translate the sequential approach set out in the Regional Spatial Strategy and the Leicestershire, Leicester and Rutland Structure Plan to the District level, in order to identify the locational priorities for development across the District to 2026" Core Strategy 1 - The Location of Development - a sequntial approach states the policy as follow; The following prioirty order will be used to allocate land for development in Development Plan Documents: a. suitable previously developed sites in Market Harbourgh, Lutterworth and the Leicester and Leicestershire Urban Area; b. suitable sitesin Market Harborough, Luttlerworth and the Leicester and Leicestershire Urban Area, which are or which will be well served by public transport, particulary where this involves the use of previously developed land; c. suitable sites within or adjacent to the local centres which are or will be well served by public transport; particulary where this involves the use of previously developed land; d. prevously developed land"(Harbrough District Council, 2006, Preferred Options Report, Page 45). |
| Local authorities should accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling. (PPG13 Transport, Introduction & Summary, Paragraph 6) | EMRA, 2008. East Midlands Regional Plan proposed changes July 2008: **Policy 3 - Concentrating Development in Urban Areas** *Development and economic activity should be distributed on the following basis:* *a) significant levels of new development should be located in new development will be concentrated primarily in and adjacent to the Region's five Principal Urban Areas(PUAs), the five PUAs are the built up areas centred on Derby, Leicester, Lincoln, Northampton and Nottingham;* *b) significant levels of new development should also be located in the three growth towns of Corby, Kettering and Wellingborough;* *c) appropriate development of a lesser scale should be located in the Sub-Regional Centres (SRCs),i.e.in the:* | | | |

# Sequential Approach

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | **Local Transport Plan** | **Local Plan Saved Policies** | **LDF - Preferred Options** |
| Planning Policy Statement 6 sets out the approach to site selction and assembly in and around town cenres.  Principle E ensures that locations are accessible; "The Government is seeking to reduce the need to travel, to encourage the use of public transport, walking and cycling and reduce reliance on the private car, to facilitate multipurpose journeys and to ensure that everyone has access to a range of facilities. Good access to town centres is essential. Jobs, shopping, leisure and tourist facilities and a wide range of services should therefore be located in town centres wherever possible and appropriate, taking full advantage of accessibility by public transport. In selecting appropriate sites for allocation, local authorities should have regard to: i) whether the site is or will be accessible and well served by a choice of means of transport, especially public transport, walking and cycling, as well as by car; and ii) the impact on car use, traffic and congestion" (ODPM, 2005:Para 2.49). | • *Eastern Sub-area: Boston, Grantham and Spalding;* <br> • *Northern Sub-area: Chesterfield, Mansfield-Ashfield, Newark and Worksop;* <br> • *Southern Sub-area: Daventry;* <br> • *Three Cities Sub-area: Coalville, Hinckley, Hucknall, Ilkeston, Loughborough, Market Harborough, Melton Mowbray and Swadlincote;* <br><br> *d)   in conjunction with the above:* <br><br> ~~*the development needs of other settlements and rural areas generally should be provided for (see Policy 5);*~~   *The development needs of other settlements and rural areas should also be provided for.  New development in these areas should contribute to:* <br><br> • *maintaining the distinctive character and vitality of rural communities;* <br> • *respecting the quality of tranquillity, where that is recognised in planning documents;* <br> • *strengthening rural enterprise and linkages between settlements and their hinterlands; and* <br> • *shortening journeys and facilitating access to jobs and services.* ~~*and*~~ <br> • ~~*the influence of major urban areas outside the Region should be taken into consideration, particularly those fulfilling the role of PUAs for parts of the East Midlands, such as Peterborough, South Yorkshire and Greater Manchester.*~~ <br><br> *In assessing the suitability of sites for development priority should be given to making best use of previously developed land and vacant and under-used buildings, contributing to the achievement of a regional target of 60% of additional dwellings on previously developed land or through conversions.* <br><br> *In applying this policy the influence of major urban areas outside the Region should also be taken into consideration, particularly those fulfilling the role of PUAs for parts of the East Midlands, i.e. Peterborough, South Yorkshire and Greater Manchester, where policies in regional strategies for neighbouring regions will be relevant.* | | | |
| Away from larger urban areas, planning authorities should focus most new development in or near to local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together. This should help to ensure these facilities are served by public transport and provide improved opportunities for access by walking and cycling. These centres (which might be a country town, a single large village or a group of villages) should be identified in the development plan as the preferred location for such development (ODPM, 2005. Planning Policy Statement 1). | | | | |

# Economy: Promotion Competitiveness & Productivity

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | **Local Transport Plan** | **LP Saved Policies** | **LDF - Preferred Options** |
| Take account of the different locational requirements of businesses, such as the size of site required, site quality, access and proximity to markets, as well as the locally available workforce (DCLG 2007; PPG4; Para 18). | "Infrastructure connectivity and a high quality environment matter to the economy. Many businesses in the region stress the need for more to be done to improve our transport infrastructure, and there is a demonstrable link between transport accessibility improvements and economic growth" (EMDA, 2008:88, East Midlands Regional Economic Strategy ). | "Provide the right transport conditions to help economic growth through continuing emphasis on managing our existing road system effectively so as to reduce congestion and maximise capacity, with the focus on high technology information and control systems, the use of Smarter Choices to influence driver behaviour, continuing emphasis on developing bus services both as a means of providing access for all and as an alternative to the car in combating congestion, working with the rail industry to maximise the use of rail for freight and with the road freight industry to plan improved HGV access with minimum nuisance" ( Leicestershire Local Transport Plan 2006 - 2011 (Ref: Leicestershire Local Transport Plan 2006 - 2011, Pages S3 - S4) | | Policy CS1 - Spatial Strategy for Development states the following in respect of economic development; "The use and development of land will be determined on the basis of; the borough's assessed accomodation, economic and social needs" (Oadby and Wigston Borough Council, 2006. Preferred Options Report). |
| Three strategic priorities are identified within the White Paper:  (Ref: The Future of Transport, White Paper 2004, Page 13 / 14) sustained investment; improvements in transport management; planning ahead. | Local authorities, public bodies and service providers should work in partnership to increase the level of bus and light rail patronage at the regional level towards the national target of 12% by 2010 through improving the quality and quantity of bus and coach services within and between the region's Principal Urban Areas and closely related settlements, the Growth Towns and Sub-Regional Centres identified in Policy 5, and meeting identified local needs in rural areas consistent with Policy 6, developing locally sensitive and innovative transport solutions where traditional bus services prove inappropriate, developing opportunities for new light rail and guided bus services, improving the quality and availability of travel information and integrating bua and light rail services with other transport modes. (RTS in RSS8, Policy 50, Regional Priorities for Bus and Light Rail Services, page 52) | S.16 To facilitate economic growth by providing the right transport conditions through continuing emphasis on managing the existing road system effectively so as to reduce congestion and maximise capacity with the focus on high technology information and control systems, the use of Smarter Choices to influence driver behaviour, continuing emphasis on developing bus services both as a mean of providing access for all and as an alternative to the car in combating congestion and through working with the rail industry to ensure that rail services, local and intercity, play their full part; and working both with the rail industry to maximise the use of rail for freight and with the road freight industry to plan improved HGV access with minimum nuisance. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | | Table 4 - Draft Local Development Plan objectives for Harbough District hold the following objectives in relation to economic development; 2. "To meet strategic employment requirements, foster economic growth and maintain high employment levels. 7. To protect and promote the economic viability and vitality of the District's market towns and rural centres" (Harborough District Council, 2006. Preferred Options Report). |
| The 2030 transport network needs to meet the challenges of a growing economy and the increasing demand for travel, but can also achieve environmental objectives. (DfT; Future of Transport, White Paper, 2004, page 12) | Identified objectives relevant to the three cities sub-area include developing the transport infrastructure and services needed to improve access to jobs and services from deprived inner urban areas and outer estates, and also to identified Regeneration Zones. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | S.16 To make sure that the highway assets are properly maintained and renewed for the long-term by using increasingly sophisticated asset management techniques coupled with sustained and cost-effective investment. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | | CS23 - Meeting the Employment Needs of the Borough "The Borough Council will seek to increase the range of employment opportunities available through the provision of an additional 4.7 hectares of employment land between 2006 and 2016. Provision for the period 2016 to 2021 will be dependent on the review of the Regional Spatial Strategy. Freehold land and premises should account for at least 25% of the total requirement. |
| | Identified objectives relevant to the three cities sub-area include reducing congestion and improving safety along the M1 corridor and the highway network generally. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | S.17 Six objectives and initial targets for the coverage of the LTP period include tackling congestion, by increasing the use of public transport, walking and cycling with less growth in car mileage and more effective use of congested roadspace. The initial target is that congestion as measured by vehicle delays in the morning peak period should be no worse anywhere in Leicestershire in 2010 than it was in 2003. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | |
| Local authorities should use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Identified objectives relevant to the southern sub-area include developing the transport infrastructure and services needed to accommodate major planned housing and employment growth consistent with the Milton Keynes and South Midlands Sub-Regional Spatial Strategy. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | S.17 Six objectives and initial targets for the coverage of the LTP period include managing transport assets in the most cost-effective way through robust condition monitoring, timeliness of intervention and economies of scale in repairs and renewal. The initial target is to remove the maintenance backlog on all footways, carriageways, rights of way, bridges, street lighting columns and traffic signal installations by 2010. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | In order to contribute towards a sustainable pattern of employment land development within the Leicester and Leicestershire Urban Area, the main focus will be on providing land for smaller employment uses and to allow existing employment uses to expand within the Borough Where it is identified to be the most sustainable approach existing employment land and premises will be retained for employment uses.    Only higher density development and employment uses that will not have a detrimental impact on the environment through noise, smell or |
| | The Highways Agency, working closely with regional bodies and individual Transport Authorities and Local Planning Authorities should ensure that all highway capacity is managed effectively to reduce congestion and improve safety. (RTS in RSS8, Policy 52, Regional Trunk Road Investment Priorities, page 53) | S.21 Measures identifed within the LTP to tackle congestion include using the land use planning system to influence to need to travel and mode used, and to ensure developers provide the necessary infrastructure to service new developments properly, making Smarter Choices work to influence people's travel behaviour towards more sustainable options, making walking and cycling improvements, making better use of road space, managing demand through parking policies, making the most of train services, increasing park and ride in Central Leicestershire, improving bus performance and managing the network to enable traffic to flow more freely. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S4) | | |

# Economy: Promotion Competitiveness & Productivity

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | Local Transport Plan | LP Saved Policies | LDF - Preferred Options |
| Local authorities should protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. (PPG13 Transport, Introduction & Summary, Paragraph 6) | The Regional Planning Body should work with emda, transport authorities, other public bodies and representatives of the freight industry to develop a broadly based Regional Freight Strategy in order to inform the next round of Local Transport Plans. The Strategy should contain detailed proposals to promote a more sustainable and efficient distribution industry in the East Midlands and contribute to a significant modal shift of freight from road to rail. (RTS in RSS8, Policy 54, Development of a Regional Freight Strategy, page 53) | S.44 Leicestershire's strategy for the maintenance and renewal of carriageways, footways and highway structures aims to meet the day to day requirements of all current users of the assets as well as safeguarding the long term physical integrity of assets for future users in a way which minimises whole-life costs. Defects can undermine the effectiveness of the alternatives to car travel and emergency repairs to poorly maintained roads or structures, or poor planning of routine repairs, can contribute significantly to worsening traffic congestion. Leicestershire has adopted a broader, more strategic approach to asset management with the development of the Transport Asset Management Plan (TAMP). (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S8) | | access will be acceptable on employment sites near to residential areas. A high standard of design and appropriate landscaping will be required in relation to all employment development in the Borough" (Oadby and Wigston Borough Council , 2006. Preferred Options Report). |
| Strategic priorities over the course of the next thirty years include developing sustainable freight transport that focuses on approaches which offer the best outcomes for our economy, society and the environment. (DfT; Future of Transport, White Paper, 2004, page 15) | Local authorities, public and local bodies, and service providers should work together to achieve a progressive reduction over time in the rate of traffic growth in the East Midlands and support delivery of the national PSA congestion target. This should be achieved by promoting measures to encourage behavioural change, as set out in Policy 45, reduce the need to travel, restrict unnecessary car usage, managing the demand for travel, significantly improving the quality and quantity of public transport and encouraging cycling and walking for short journeys. (RTS in RSS8, Policy 44, Regional Traffic Growth Reduction, page 49) | 5.1 The longer-term transport strategy over the next 30 years for Central Leicestershire is encompassed in community strategies, local plans and our plans for economic, social and physical regeneration and growth. It will contribute to giving Leicester a thriving, modern city centre where people can live, work and enjoy a range of indoor and outdoor leisure acilities. The biggest single challenge is to facilitate all the new people movements that will flow from the delivery of the new vision for Leicester whilst controlling congestion, improving accessibility, safety and air quality. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 9 - 10) | | |
| Effective decision making that ensures the social, economic and environmental costs and benefits are fully recognised when decisions are taken using the New Approach to Appraisal and our developing value for money analysis.(DfT; Future of Transport, White Paper, 2004, page 16) | The following is stated in the East Midlands Regional Economic Strategy as a priority action: 'IMPROVE TRANSPORT CONNECTIVITY AND ACCESSIBILITY (To maximise the contribution the region's transport infrastructure and services make to the delivery of the RES objectives, the following actions will be promoted by regional partners to be taken through national agencies, RSS and RTS, Local Transport Plans and Development Frameworks, and transport operators:- improve inter and intra-regional connectivity by strengthening links between the region's main urban centres, improving reliability on key routes for passengers and freight, and address poor connectivity or capacity to key centres in other regions, including London, Leeds, Birmingham, and Manchester; - improve international accessibility by improving surface access to NEMA and other airports serving the region (including Robin Hood Doncaster Sheffield), and strengthening connectivity to mainland Europe by a range of modes, including rail via London; - support regional regeneration and growth by improving access from all communities to employment and maximising the impacts of economic drivers and growth areas, unlocking investment sites in disadvantaged communities, and addressing inequality by improving accessibility; - contribute to environmental, quality of life, and wellbeing indicators by implementing demand management measures, and access to recreation, sport, and cultural facilities" (EMDA, 2008: 97, East Midlands Regional Economic Strategy).) | 3.4 Better Road, Footway and Cycle Route Condition - by improving the condition of the roads, footways and cycleways by spending more money on maintenance, and spending this money more effectively (Central Leicestershire LTP 2006 - 2011, Priority Objectives, page 5) | | |
| | | "The longer-term transport strategy will contribute to Leicester being a thriving, modern city where people can live, work and enjoy a range of indoor and outdoor leisure facilities. To help achieve this, five key objectives have been adopted with one overarching objective: Tackling Congestion - managing the increasing demand for travel by improving bus services, improving facilities for pedestrians and cyclists and improving the efficiency of the transport network through more effective use of road space (Leicestershire County Council, 2006. The Second Central Leicestershire Local Transport Plan 2006 - 2011 Executive Summary). | | |
| | | 3.4 Tackling Congestion - managing the increasing demand for travel by imrpoving bus services, improving facilities for pedestrians and cyclists and improving the efficiency of the transport network through more effective use of road space. (Central Leicestershire LTP 2006 - 2011, Priority Objectives, page 5) | | |
| | | 5.3 The strategy focuses on the development of an improved public transport network to serve the changing city, in tandem with a series of demand management measures. This is backed up by a package of improvements to pedestrian and cycle routes, signing and the public realm across Central Leicestershire. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 10) | | |
| | | In line with Government policy, the Core Strategy of the RTS is based on making better use of existing networks through better management. (RTS in RSS8, page 48, para 4.4.4) | | |

# Equal Opportunities & Accessibility to Services

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **LP Saved Policies** | **LDF - Preferred Options** |
| Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling (Planning Policy Guidance 13: Transport, Introduction & Summary, Objectives). | Policy 1 sets out the Regional Core Objectives, objective 5 is as follows; "to improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport" (EMRA, 2005:14, East Midlands Regional Spatial Strategy). | "Improve access to facilities for all through continued investment in bus services, walking and cycling, as well as effective management of land-use planning decisions which affect the geographical relationship of people's homes to the facilities they need to access" Leicestershire Local Transport Plan 2006 - 2011 (Leicestershire County Council, 2006: Pages s3-s4. Leicestershire Local Transport Plan 2006 - 2011,) | Policy tr/6 "The district council will promote and encourage a safe and accessible network for pedestrians and cyclists by the creation and improvement of footpaths and, where appropriate, cycleways throughout the district" (Harborough District Council, 2001. Harborough Local Plan). | Potential Policy CS3 - Hierarchy and Development Strategy for Town Centre and Neighbourhood Centres, states the following; " The Borough Council will seek to retain, and where necessary identify new neighbourhood centres that provide easily accessible, small scale shopping opportunities to meet day to day needs. Provision will be made for local services and small scale community facilities within neighbourhood centres" (Borough of Oadby and Wigston, 2006. Preferred Options Report). |
| The strategy charts a course for the next 30 years founded on the following characteristics: Local travel enhanced through freer flowing local roads delivered through measures such as congestion charging, more, and more reliable buses enjoying more road space, demand responsive bus services that provide accessibility in areas that cannot support conventional services, looking at ways to make services more accessible so that people have a real choice about when and how they travel, promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars and creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children (Ref: The Future of Transport, White Paper 2004, Page 15) | Policy 4 for the East Midlands Regional Spatial Strategy lists the criteria that should be followed to in achieving improvement to design and construction, one of these is; "access from new development to local facilities on foot, by cycle or by public transport" (EMRA, 2005: 16, East Midlands Regional Spatial Strategy). | The longer-term transport strategy will contribute to Leicester being a thriving, modern city where people can live, work and enjoy a range of indoor and outdoor leisure facilities. To help achieve this, five key objectives have been adopted with one overarching objective: Delivering Accessibility - by improving access to everyday services, places of work, leisure and shopping, by more effective planning and improvements to public transport, walking and cycling facilities (Leicestershire County Council, 2006.The Second Central Leicestershire Local Transport Plan 2006 - 2011 Executive Summary). | Transport Proposal 15: "All development proposals should demonstrate regard for the needs of those people who have impaired mobility and should ensure that, as far as practicable, their access to all public facilities, including transport, open spaces, car parks, highways and other areas is safe and convenient" (Borough of Oadby and Wigston, 1999, Local Plan). | The Borough of Oadby and Wigston Core Strategy Preferred Options Report lists the Core Strategy Spatial Objectives. Spatial Objective 8 states the following; " Promote Healthy lifestyles by providing access to health services and ensuring leisure facilities are available throughout the Borough (Borough of Oadby and Wigston, 2006: 10). |
| In order to achieve the Governments key objective of promoting vitality and viability in town centres accessibility should be improved, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport (ODPM, 2005 PPS6:Para1.4). | Core Strategy and Regional Transport Objectives should seek to promote accessibility and overcome peripherality in the region's rural areas in support of Policy 6. (RTS in RSS8, Policy 42, page 48) | S.16 To improve access to facilities for all through continued investment in bus services and cycling as well as effective management of land-use planning decisions which affect the geographical relationship of people's homes to the facilities they need to access. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | | The Harborough District Council Core Strategy Preferred Option Policy 6 – The Design of New Development states the approach to design; "The District Council will support high quality design which results in usable, durable and adaptable places which reflect local distinctiveness." Point I of this policy states the following in relation to accessibility; "provides safe access to the site by a choice of means of transport and meets the access needs of all users, particularly disabled people and the elderly" (Harborough District Council, 2006.Core Strategy Preferred Options Report). |

# Equal Opportunities & Accessibility to Services

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **LP Saved Policies** | **LDF - Preferred Options** |
| Planning Policy Statement 1 outlines the key principles of good design central to this is access to services and jobs; "address the connections between people and places by considering the needs of people to access jobs and key services" (ODPM, 2005: Para 35). | Core Strategy and Regional Transport Objectives should seek to promote improvements to inter-regional and international linkages that will support sustainable development within the region. (RTS in RSS8, Policy 42, page 48) | S.17 Six objectives and initial targets for the coverage of the LTP period include improving access to facilities including employment, education, health care and food shopping, particularly where analysis shows the greatest levels of social deprivation. The initial target is for access times by scheduled public transport to main centres to be better in 2010 than they became in 2004 with the completion of the hourly bus services network. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | The Borough of Oadby and Wigston Core Strategy Preferred Options Report lists the Core Strategy Spatial Objectives. Spatial Objective 6 states the following; "Enhance mobility within the Borough and promote the use and development of sustainable transport (including public transport, cycling and walking) ensuring good access to facilities and services for the entire community" (Borough of Oadby and Wigston, 2006:10). |
| Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services (DCLG, 2006 Planning Policy Statement 3, Housing: Para 38). | Identified objectives relevant to the three cities sub-area include developing the transport infrastructure and services needed to improve access to jobs and services from deprived inner urban areas and outer estates, and also to identified Regeneration Zones. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | S.24 Leicestershire's vision for accessibility is "to work with partners to ensure that scarce transport resources are directed to those groups and individuals most likely to suffer from social exclusion and where improving accessibility will be of the greatest benefit to society as a whole". Proposals focus on improving access to facilities for those who do not have a car available or who choose not to use a car. Leicestershire has a two-part strategy for providing this improved access. The first pays particular attention to the needs of people on low incomes, to ensure targeted improvements for them.         S.25 The second part of the strategy is a development of work undertaken over a long period to bring about general improvements to access by public transport, walking and cycling. This helps the many people living across the county who do not have access to a car, particularly those on low incomes, elderly people and teenagers. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S5) | | |
| Planning Policy Statement 1 highlights social cohesion and inclusion as key to delivering sustainable development, it states that the following should be addressed when considering this aspect of sustainability; "address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities" (ODPM, 2005:Para 16). | **Policy 6; Regional Priorities for Development in Rural Areas;Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies** should ensure that new development maintains the distinctive character and vitality of rural communities, strengthens rural enterprise and linkages between settlements and their hinterlands, helps to; | S.25 The second part of the strategy also gives improved choice for those who do have a car available and thus contributes to tackling congestion and pollution and improving personal health. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S5) | | |

# Equal Opportunities & Accessibility to Services

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **LP Saved Policies** | **LDF - Preferred Options** |
| "People who live or work in rural areas should have reasonable access to a range of services and facilities. Local planning authorities should: where possible, ensure that new development in identified service centres is supported through improvements to public transport, and to walking and cycling facilities, provided in partnership with the developer where appropriate" (ODPM, 2004:Para 6. Planning Policy Statement 7, Sustainable Development in Rural Areas) | - shorten journeys and facilitate access to jobs and services by: encouraging the provision of public transport and opportunities for the use of other non-car modes of travel; -securing improvements in transport and communications infrastructure where it can be demonstrated that poor linkages have led to disadvantage compared to the rest of the region" (EMRA, 2005: 20, East Midlands Regional Spatial Strategy). | S.25 Improvements to local bus services are key to the strategy for improving access to facilities and hence full integration of the bus strategy within the accessibility strategy. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S5) | | |
| Coherent transport networks with bus services that are reliable, flexible, convenient and tailored to local needs (DfT; Future of Transport, White Paper, 2004, page 12) | | 3.4 Delivering Accessibility - by improving access to everyday services, places of work, leisure and shopping, by more effective planning and improvements to public transport, walking and cycling facilities (Central Leicestershire LTP 2006 - 2011, Priority Objectives, page 5) | | |
| Local travel enhanced through demand responsive bus services that provide accessibility in areas that cannot support conventional services and looking at ways to make services more accessible so that people have a real choice about when and how they travel; (DfT; Future of Transport, White Paper, 2004, page 15) | | | | |
| Deliver improvements to the accessibility, punctuality and reliability of local and regional transport systems through.....increased use of public transport and other appropriate local solutions. (DfT; Future of Transport, White Paper, 2004, page 135 - Annex B) | | | | |
| Improved bus services must be at the heart of Local Transport Plans designed to improve access to jobs and services, particularly for those most in need.  (DfT; Future of Transport, White Paper, 2004, page 67) | | | | |
| PPG13 objective to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. (PPG13 Transport, Introduction & Summary, Paragraph 4) | | | | |
| Local authorities should locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling. (PPG13 Transport, Introduction & Summary, Paragraph 6) | | | | |
| Local authorities should ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas. (PPG13 Transport, Introduction & Summary, Paragraph 6) | | | | |
| Local authorities should ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety. (PPG13 Transport, Introduction & Summary, Paragraph 6) | | | | |
| A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who | | | | |

# Equal Opportunities & Accessibility to Services

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **LP Saved Policies** | **LDF - Preferred Options** |
| do not have regular use of a car, and to promote social inclusion. In preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located, to ensure they will offer realistic, safe and easy access by a range of transport modes, and not exclusively by car 8 (rural authorities should take note of the advice in paragraphs 40 to 44). RPG should set a strategic framework for this exercise through the use of public transport accessibility criteria for regionally or sub-regionally significant levels or types of development. (PPG13 Transport, Introduction & Summary, Chapter 2, Paragraph 19) | | | | |
| Planning Policy Statement 6 sets out the Health Checks for measuring Vitality and Viability, one of these is accessibility, is stated below; "ease and convenience of access by a choice of means of travel, including; the quality, quantity and type of car parking; the frequency and quality of public transport services and the range of customer origins served; and, the quality of provision for pedestrians, cyclists and disabled people and the ease of access from main arrival points to the main attractions (ODPM, 2005: 29). | | | | |
| Planning Policy Statement 1 sets out the general principles that development plans should follow. One of these being the need to ensure accessibility, as stated below; "provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be more difficult in rural areas" (ODPM, 2005:Para 27). | | | | |

# Health, Safety & Security

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **Local Plan Saved Policies** | **LDF - Preferred Options** |
| Older people are likely to become increasingly dependent on public transport. It is important that this is accessible, reliable and affordable, and that people feel safe and secure while they are using it. (DfT; Future of Transport, White Paper, 2004, page 22) Bus services should be safe for passengers whilst travelling on the bus and when walking to and from the bus stop. (DfT; Future of Transport, White Paper, 2004, page 66) | The East Midlands Regional Transport Strategy states the following as an objective of local planning; improving safety across the region and reducing congestion, particularly within the region's Principal Urban Areas and on major inter-urban corridors (EMRA, 2005:47-55. East Midlands Regional Transport Strategy; within Regional Spatial Strategy). | The longer-term transport strategy will contribute to Leicester being a thriving, modern city where people can live, work and enjoy a range of indoor and outdoor leisure facilities. To help achieve this, five key objectives have been adopted with one overarching objective: Safer Roads - through the implementation of more tried and tested safety initiatives such as Safer Routes to School and traffic calming to continue reducing the number of people killed or hurt on the roads   (Ref: The Second Central Leicestershire Local Transport Plan 2006 - 2011 Executive Summary 2006) | | "The Core Strategy Preferred option Policy 6 - The Design of New Development; The District Council will support high quality design which results in usable, durable and adaptable places which reflect local distinctiveness.. The design of new development will be required to achieve, where relevant each of the following core design principles (the following of which is of relevance); i) provides safe access to the site by a choice of means of transport and meets the access needs of all users, particular disabled people and the elderly" (Harborough District Council, 2006. Preferred Options Report; Page 67). |
| Local authorities should ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety. (DfT; Future of Transport, White Paper, 2004, page 66) | Core Strategy and Regional Transport Objectives should seek to improve safety across the region and reduce congestion, particularly within the region's Principal Urban Areas and on major inter-urban corridors. (RTS in RSS8, Policy 42, page 48) | "keep transport safe, by persisting with and further developing the casualty reduction work over the long-term"    (Ref: Leicestershire Local Transport Plan 2006 - 2011, Pages S3 - S4) | | |
| To Be Completed | Identified objectives relevant to the three cities sub-area include reducing congestion and improving safety along the M1 corridor and the highway network generally. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | S.16 To keep transport safe by persisting with and further developing casualty reduction over the long-term. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | | |
| | The Regional Assembly, with Government, public and local bodies, and service providers, should work together to develop and implement measures for behavioural change to encourage a reduction in the need to travel and to change public attitudes toward car usage and public transport, walking and cycling. Such measures should be co-ordinated with the implementation of other policies in the RTS and in Local Transport Plans, and will include workplace and school travel plans, for both new and existing settlements, quality public transport partnerships, travel awareness programmes, educational programmes and pilot projects promoting innovations in teleworking and personalised travel plans. Development Plans, future Local Development Frameworks and Local Transport Plans should also include | S.17 Six objectives and initial targets for the coverage of the LTP period include reducing road casualties through local safety schemes and speed management activities as well as continuing road safety education, training and publicity campaigns. The initial Local Transport Plan summary target is to reduce the number of people killed and seriously injured on all roads in Leicestershire by 2010 to half the 1994 to 1998 average. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | |

# Health, Safety & Security

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **Local Plan Saved Policies** | **LDF - Preferred Options** |
| | measures to encourage an increase in walking and cycling. Such measures should include the provision of safe routes, convenient access to buildings and sufficient secure cycle parking in new developments. (RTS in RSS8, Policy 45, Behavioural Change, page 50) | | | |
| | The Highways Agency, working closely with regional bodies and individual Transport Authorities and Local Planning Authorities should ensure that all highway capacity is managed effectively to reduce congestion and improve safety. (RTS in RSS8, Policy 52, Regional Trunk Road Investment Priorities, page 53) | S.17 Six objectives and initial targets for the coverage of the LTP period include reducing the impact of traffic through local communities, near schools and within town centres by reducing vehicle speeds and in exceptional cases re-routing the traffic. The initial target is that, by 2010, there should be no villages or larger communities where a majority of local people think urgent action is necessary to reduce the impact of speeding traffic on the quality of life. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | |
| | | S.29 Leicestershire's strategy reflects the high priority given to improving road safety in the Leicestershire Community Strategy, our Medium Term Corporate Strategy and the Local Public Service Agreement (PSA) with the Government that has successfully achieved a greater reduction in killed and seriously injured road casualties (KSIs) than the national target. S.33 The strategy for the next five years has been developed to build on experience and progress so far and sets out how Leicestershire will achieve the objective through a safer road environment, lower and more appropriate traffic speed, improved safety for vulnerable road users, improved safety for people in more disadvantaged communities and better driver behaviour and skills. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S6) | | |
| | | S.42 The local priority to reduce the impact of traffic builds on the successful programme of speed reduction work carried out throughout LTP1. The package of measures for LTP2 show how Leicestershire will achieve objectives through schemes which reduce inappropriate traffic speeds, using a variety of techniques but with a particular emphasis on entry treatments and vehicle activated signs, the further introduction of Home Zones with new development, following the recent completion of our heavy lorry route network, further work to minimise the impact of lorries on communities they must still travel through and, in exceptional circumstances, the provision of bypasses. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S8) | | |
| | | 3.4 Safer Roads - through the implementation of more tried and tested safety initiatives such as Safer Routes to School and traffic calming to continue reducing the number of people killed or hurt on the roads (Central Leicestershire LTP 2006 - 2011, Priority Objectives, page 5) | | |
| | | 5.1 The longer-term transport strategy over the next 30 years for Central Leicestershire is encompassed in community strategies, local plans and our plans for economic, social and physical regeneration and growth. It will contribute to giving Leicester a thriving, modern city centre where people can live, work and enjoy a range of indoor and outdoor leisure acilities. The biggest single challenge is to facilitate all the new people movements that will flow from the delivery of the new vision for Leicester whilst controlling congestion, improving accessibility, safety and air quality. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 9 - 10) | | |
| | | 5.5 The high level outcomes for the first stage 2006-2011 will be to reduce the rate of growth of congestion, to improve accessibility – particularly for deprived groups, and to improve air quality whilst improving safety. This will be achieved by introducing quality bus corridors into the city, junction alterations at the outer ring to ensure better use of that orbital route, inner city centre road alterations to allow for increased bus stopping and improved circulation, two further park and ride sites, real time information, inetlligent transport systems to improve vehicle flows and safety, a comprehensive and co-ordinated behavioural | | |

# Health, Safety & Security

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **Local Plan Saved Policies** | **LDF - Preferred Options** |
| | | change and travel promotion package and improved management of the buses. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 10) | | |
| | | 6.6 We work corporately in developing the health priorities of the Council and the six NHS Primary Care Trusts (PCTs) within Central Leicestershire. Our transport work includes preparation of action plans for the key priority of accident prevention, with the development of co-ordinated work programmes to achieve this. This includes pedestrian and cyclist training and road safety scheme auditing. Reducing crime and the fear of crime through improved street lighting, new bus shelters, patch walks and car park security initiatives: this accessibility based initiative aims to promote independence, leading to improved mental health and working with the World Health Organisation (WHO) to identify the impacts of traffic on the lives of junior school children through air quality and road safety. (Central Leicestershire LTP 2006 - 2011, Corporate Transport Work, page 14) | | |
| | | 6.8 Transport work includes placing an emphasis on the high quality design of appropriate safe road layouts and street lighting in areas of new housing: this access based aim of reducing crime and the fear of crime improves quality of life through facilitating safer walking and cycling after dark. (Central Leicestershire LTP 2006 - 2011, Corporate Transport Work, page 15) | | |
| | | S.17 Six objectives and initial targets for the coverage of the LTP period include reducing the impact of traffic through local communities, near schools and within town centres by reducing vehicle speeds and in exceptional cases re-routing the traffic. The initial target is that, by 2010, there should be no villages or larger communities where a majority of local people think urgent action is necessary to reduce the impact of speeding traffic on the quality of life. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | |

# Quality of Life & Integration

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | Local Transport Plan | Local Plan Saved Policies | LDF - Preferred Options |
| PPG 13 Objectives: (Planning Policy Guidance 13: Transport, Introduction & Summary, Objectives) the objectives of the guidance are to integrate planning and transport at the national, regional, strategic and local level to; promote more sustainable transport choices for both people and for moving freight. | Policy 3 of the East Midlands Regional Spatial Strategy lists the sustainability criteria that should be followed when assessing the nature and location of development;                               The capacity of existing infrastructure, including the highway network, public transport, utilities and social infrastructure (such as schools and hospitals) to absorb further development (EMRA, 2005: 15, East Midlands Regional Spatial Strategy). | S.16 To improve access to facilities for all through continued investment in bus services and cycling as well as effective management of land-use planning decisions which affect the geographical relationship of people's homes to the facilities they need to access. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | POLICY TR/3 6.28   " THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR NEW DEVELOPMENT WHERE THE TRAFFIC FLOW GENERATED BY THE DEVELOPMENT WOULD CREATE A SUBSTANTIAL ADVERSE EFFECT ON THE EXISTING ROAD NETWORK UNLESS SATISFACTORY AND ENVIRONMENTALLY ACCEPTABLE IMPROVEMENTS CAN BE IMPLEMENTED TO ALLEVIATE THE IMPACTS OF THE DEVELOPMENT" (Borough of Harborough Local Plan,  2001). | The draft local development framework objectives as listed in table 4 of the preferred option report states the following for objective 3; "to locate new development in sustainable locations with appropriate infrastructure, services and facilities in place or where these can realistically be provided" (Harborough District Council, 2006, Preferred Options Report, Page 29). |
| Planning Policy Statement 1 states that the following objective should be followed when ensuring good design and access; "optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks" (ODPM, 2005:Para 36). | Policy 5 - Concentrating Development in Urban Areas; Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should: a) locate significant levels of new development in the region's five Principal Urban Areas (PUAs) and take into consideration the roles of settlements closely related to the PUAs; the five PUAs are the built up areas centred on Derby, Leicester, Lincoln, Northampton and Nottingham; b) locate significant levels of new development in the three growth towns of Corby, Kettering and Wellingborough; c) locate appropriate development though of a lesser scale in the Sub-Regional Centres (SRCs) in the: • Eastern Sub-area: Boston, Grantham Melton Mowbray and Newark; • Northern Sub-area: Chesterfield, Mansfield and Worksop; • Southern Sub-area: Market Harborough and Daventry; • Three Cities Sub--area: Coalville, Hinckley and Loughborough; d) in conjunction with the above: • provide for the development needs of other settlements and rural areas generally (see Policy 6); and • take into consideration the influence of major urban areas outside the region, particularly those fulfilling the role of PUAs for parts of the East Midlands, such as Peterborough, Sheffield and Greater Manchester. (EMRA, 2005, East Midlands Regional Spatial Strategy). | S.21 Measures identifed within the LTP to tackle congestion include using the land use planning system to influence to need to travel and mode used, and to ensure developers provide the necessary infrastructure to service new developments properly, making Smarter Choices work to influence people's travel behaviour towards more sustainable options, making walking and cycling improvements, making better use of road space, managing demand through parking policies, making the most of train services, increasing park and ride in Central Leicestershire, improving bus performance and managing the network to enable traffic to flow more freely. (Leicestershire LTP 2006 - 2011, Delivering Objectives, page S4) | | Potential Policy CS1 - Spatial Strategy for Development, states the following; " to meet the aims of sustainability, new development will be enabled on the basis of the following hierarchy having regard to the function and character of each area and existing or potential capacity to provide necessary infrastructure" (Oadby and Wigston, 2006. Preferred Options Report, Page 14). |
| When assessing sites for new housing the availability and capacity of, and accessibility to, existing major strategic infrastructure, including public and other transport services, and/or feasibility of delivering the required level of new infrastructure to support the proposed distribution of development (DCLG, 2006 PPS3:Para 37). | Policy 15 - Development within the 3 Cities Sub-region Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should support the continued regeneration of Derby, Leicester and Nottingham, and maintain and strengthen the economic, commercial and cultural roles of all three cities. This will be achieved by ensuring that provision is made: • for a mix of housing types; • for employment land to meet the expansion needs of indigenous manufacturing and distribution uses and to encourage new investment; • to regenerate deprived inner urban areas and outer estates; • to enhance the transport links and accessibility both within and between the cities; and • for retailing, office, residential, entertainment and service uses within central areas, to provide for a mix of uses to support the vitality and viability of the city centres. Outside Nottingham, Leicester and Derby, employment and housing development should be located within and adjoining settlements. Such development should be in scale with the size of | 3.4 Quality of Life – In addition, there exists an overall objective of contributing to an improvement of the quality of life for all - improving public spaces, security, safety and health, helping with neighbourhood renewal and regeneration, reducing noise and greenhouse gases  (Central Leicestershire LTP 2006 - 2011, Priority Objectives, page 5) | | CS19 - Meeting the Housing Needs of the Borough; To facilitate the management of site release and prioritise the use of brownfield sites, the following criteria will be taken into account when allocating sites for housing and considering proposals for residential development: a) the capability, viability and implementation feasibility of previously developed land and/or buildings to be redeveloped; b) demonstrate good principles of design and layout which makes the most economical |

| | | | | |
|---|---|---|---|---|
| | those settlements, in locations that respect environmental constraints and the surrounding countryside, and where there are good public transport linkages. Development associated with Nottingham East Midlands Airport should be focussed where possible, in surrounding urban areas, in particular the Principal Urban Areas of Derby, Leicester and Nottingham and the Sub-Regional Centre of Loughborough (EMRA, 2005, East Midlands Regional Spatial Strategy). | | | use of the land; c) the proximity of and accessibility to public transport, cycling and pedestrian routes; d) proximity of and accessibility to local centres and community facilities; e) the capacity of existing health, education services |
| Current availability or future development of transport infrastructure and choice of modes should be a key part of the decision-making process on the location of new centres (ODPM, 2005:PPS6:Para 2.53). | Core Strategy and Regional Transport Objectives should support sustainable development in the region's Principal Urban Areas and Sub-Regional Centres described in Policy 5. (RTS in RSS8, Policy 42, page 48) | 5.1 The longer-term transport strategy over the next 30 years for Central Leicestershire is encompassed in community strategies, local plans and our plans for economic, social and physical regeneration and growth. It will contribute to giving Leicester a thriving, modern city centre where people can live, work and enjoy a range of indoor and outdoor leisure acilities. The biggest single challenge is to facilitate all the new people movements that will flow from the delivery of the new vision for Leicester whilst controlling congestion, improving accessibility, safety and air quality. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 9 - 10) | TRANSPORT PROPOSAL 13: "Permission will not be granted for development where the projected traffic levels will, individually or cumulatively with other development already permitted or allocated in this plan: 1) exceed the capacity available in the local or wider highway system; 2) impair the safety and the satisfactory operation of the highway system, particularly major road junctions; or 3) have an unacceptable effect on the environment; unless satisfactory and environmentally acceptable improvements with a reasonable design life are provided to overcome such consequences" (Borough of Oadby and Wigston, 1999. Local Plan). | and community facilities or the potential to provide additional or improved facilities should the development create increased demand; f) the availability and capacity of necessary utilities; g) the development would not adversely impact on important open spaces, green linkages and biodiversity, h) achievement of appropriate densities; and i) physical constraints on development, including ground contamination and stability and flood risk (Borough of Oadby and Wigston, 2006. Preferred Options Report). |
| Changes to the role and status of lower level centres, and the implications of changes in the status of higher level centres, should be brought forward through development plan documents. In all cases, consideration should be given to the relevant transport policies and strategies (ODPM, 2005: PP6: Para 2.10) | Policy 13 "Spatial Priorities for Development in the Southern Sub-Area Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should ensure that new development is concentrated in, or in planned extensions to, existing urban areas. In particular: • Northampton's role and function as one of the region's five Principal Urban Areas should be strengthened by new public transport infrastructure and facilities; • as part of the expansion proposals the regeneration of Corby should be pursued. It will be assisted by the provision in development plans of a level of housing development that would will significantly reduce the need for in-commuting. New transport infrastructure and improved connections to the national rail passenger network will also support regeneration. Development should be located and designed to respect the character of the surrounding countryside, taking particular account of the distinctive qualities of the landscape, woodland, and settlement pattern of Rockingham Forest; • the role of the small towns in the sub-area should be maintained through the retention of basic services and facilities, environmental improvements and the safeguarding of their rural hinterlands from encroachment by larger centres; • the quality of villages, particularly in north Northamptonshire, should not be degraded by inappropriate growth; and • in those parts of the sub-area influenced by major urban areas in adjoining regions provision for development should respect sustainable development principles" (EMRA, 2005. East Midlands Regional Spatial Strategy | | | |
| Planning Policy Statement 7 makes the following comment on the location of development in respect of transport and accessibility; "Away from larger urban areas, planning authorities should focus most new development in or near to local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together. This should help to ensure these facilities are served by public transport and provide improved opportunities for access by walking and cycling. These centres (which might be a country town, a single large village or a group of villages) should be identified in the development plan as the preferred location for such development" (ODPM, 2004:Para 3). | Core Strategy and Regional Transport Objectives should seek to support the region's regeneration priorities outlined in Policy 21. (RTS in RSS8, Policy 42, page 48) | | | The Borough of Oadby and Wigston Core Strategy Preferred Options Report lists the Core Strategy Spatial Objectives. Spatial Objective 4 states the following; " Encourage mixed use development that integrates housing with employment, leisure and retail activity within the existing infrastructure" (Borough of Oadby and Wigston, 2006:9). |
| "The road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices | Identified objectives relevant to the southern sub-area include developing the transport infrastructure and services needed to accommodate major planned housing and employment growth consistent with the Milton Keynes and South | | | |

| | | | | |
|---|---|---|---|---|
| about how and when they travel. ( DFT, 2004:12 Future of Transport, White Paper) | Midlands Sub-Regional Spatial Strategy. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | | | |
| Local authorities should ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Local authorities, public and local bodies, and service providers should work together to achieve a progressive reduction over time in the rate of traffic growth in the East Midlands and support delivery of the national PSA congestion target. This should be achieved by promoting measures to encourage behavioural change, as set out in Policy 45, reduce the need to travel, restrict unnecessary car usage, managing the demand for travel, significantly improving the quality and quantity of public transport and encouraging cycling and walking for short journeys. (RTS in RSS8, Policy 44, Regional Traffic Growth Reduction, page 49) | | | |
| Local authorities should protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. (PPG13 Transport, Introduction & Summary, Paragraph 6) | The Regional Assembly, with Government, public and local bodies, and service providers, should work together to develop and implement measures for behavioural change to encourage a reduction in the need to travel and to change public attitudes toward car usage and public transport, walking and cycling. Such measures should be co-ordinated with the implementation of other policies in the RTS and in Local Transport Plans, and will include workplace and school travel plans, for both new and existing settlements, quality public transport partnerships, travel awareness programmes, educational programmes and pilot projects promoting innovations in teleworking and personalised travel plans. Development Plans, future Local Development Frameworks and Local Transport Plans should also include measures to encourage an increase in walking and cycling. Such measures should include the provision of safe routes, convenient access to buildings and sufficient secure cycle parking in new developments. (RTS in RSS8, Policy 45, Behavioural Change, page 50) | | | |
| | Development Plans, future Local Development Frameworks and Local Transport Plans should promote the development of multi-modal through ticketing initiatives and the integration of public and other transport services supporting health, education and social care, promote the development of a hierarchy of public transport interchange facilities at key locations, starting with the Principal Urban Areas, the Growth Towns and Sub-Regional Centres described in Policy 5, promote safe and convenient access on foot and by cycle to public transport services, consider settlements with existing or proposed public transport interchange facilities as locations for new development, subject to full consideration of Policies 2 and 3 and promote the development of new park and ride facilities in appropriate locations to reduce traffic congestion on routes into the region's Princiapl Urban Areas and along strategic transport corridors. (RTS in RSS8, Policy 52, Regional Priorities for Integrating Public Transport, page 52) | | | |
| | The East Midlands Regional Economic Strategy sets out the following priority action;        Supporting Infrastructure for Housing Growth: "In areas of housing growth, ensure provision of transport, economic, cultural, and community infrastructure, including green infrastructure, to support the creation of sustainable and integrated communities. This will be achieved by:   using development briefs and planning policies and decisions to ensure provision of adequate land supply for employment and community uses to support housing growth;   assessing and addressing the deficiencies and needs for utility provision to service the new development (EMDA, 2008:116)" | | | |

# Climate Change: Transport Impact on Environment & Air Quality, Promoting Sustainable Transport

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | Local Transport Plan | LP Saved Policy | LDF - Preferred Options |
| "Making walking and cycling a real alternative for local trips" (The Future of Transport, 2004. White Paper, Page 12) | In line with Government policy, the Core Strategy of the RTS is based on;                               -reducing the need to travel, especially by car and reducing traffic growth and congestion;        -promoting a step change in the level of public transport; -making better use of existing networks through better management;                                        - only developing additional highway capacity when all other measures have been exhausted (EMRA, 2005:47-55. East Midlands Regional Transport Strategy within Regional Spatial Strategy). | "Reduce transport's impact on the environment through local measures to reduce pollution and traffic nuisance, as well as an increasing contribution to controlling the emissions of carbon dioxide"  (Leicestershire County Council, 2006: Pages S3-S4. Local Transport Plan 2006 - 2011). | Transport Proposal 17; "Development will not be permitted where the design would discourage the use of public transport; new road layouts in major developments should ensure that bus access on new or extended service routes is feasible" (Borough of Oadby and Wigston, 1999, Local Plan). | The draft local development framework objectives as listed in table 4 of the preferred option report states the following for objective 9; "to encourage alternative modes of transport so as to lesson the need for private car use and reduce the environmental impacts of road traffic" (Harborough District Council, 2006; Preferred Options Report, Page 29). |
| "The Regional Spatial Strategy should identify broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a way that reflects sustainable development principles. Regional Planning Bodies should, working with stakeholders, set out the criteria to be used for selecting suitable broad locations for new housing, taking into account the contribution to be made to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private car and where it can readily and viably draw its energy supply from decentralised energy supply systems based on renewable and low-carbon forms of energy supply, or where there is clear potential for this to be realised" (DCLG, 2006:Para 3. Planning Policy Statement 3; Housing). | Local authorities should have regard to the following objectives when drawing up their local transport plans and local development documents: -  Supporting sustainable development in the region's Principal Urban Areas and Sub-    Regional Centres; -  Promoting accessibility and overcoming peripherally in the region's rural areas;        -  Supporting the region's regeneration priorities;                                        - Promoting improvements to inter-regional and international linkages that will support    sustainable development within the region. (EMRA, 2005:47-55. East Midlands Regional Transport Strategy within East Midlands Regional Spatial Strategy) | "The longer-term transport strategy will contribute to Leicester being a thriving, modern city where people can live, work and enjoy a range of indoor and outdoor leisure facilities. To help achieve this, five key objectives have been adopted with one overarching objective:... "Quality of Life – In addition, there exists an overall objective of contributing to an improvement of the quality of life for all - improving public spaces, security, safety and health, helping with neighbourhood renewal and regeneration, reducing noise and greenhouse gases"  (Leicestershire Country Council, 2006. The Second Central Leicestershire Local Transport Plan 2006 - 2011 Executive Summary). | | CS6 - Sustainable Transport and Accessibility New development and the provision of essential services should be located and designed so as to reduce the need to travel, in particular by private car, enhance pedestrian and road safety and improve accessibility to those with poor transport choice and availability. New development: a) should incorporate new or |
| "To deliver more sustainable patterns of development, ensuring that locations are fully exploited through high-density, mixed-use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use" (ODPM, 2005:Para 1.5. Planning Policy Statement 6; Planning for Town Centres). | The East Midlands Regional Transport Strategy states the following as an objective of local planning; - reducing the use of the car in and around Nottingham, Derby and Leicester and promoting a step change in the quality and quantity of local public transport provision - improving public transport linkages between Derby, Leicester and Nottingham and to London, the rest of the East Midlands and other key cities such as Birmingham, Leeds, Manchester and Sheffield  (Ref: East Midlands Regional Transport Strategy; within Regional Spatial Strategy (RSS8) 2005, Pages 47 - 55) reducing the need to travel, especially by car and reducing traffic growth and congestion | | Policy ev/1 "In the consideration of all development proposals the district council will have regard to the need to safeguard or enhance the environment of the district" (Harborough District Council, 2001. Harborough District Council Local Plan). | enhance existing walking, cycling and public transport access as part of any internal site movement network with appropriate linkages to external transit systems. In particular, vehicular transport should not be given priority over more sustainable transport modes except where access routes form part of the national highway network; b) should include streets and other access routes within the development that are safe, convenient and accessible. They should be designed using high quality and suitable materials that are appropriate |
| Planning Policy Statement 6 sets out the approach to site selction and assembly in and around town cenres.  Principle E ensures that locations are accessible; "The Government is seeking to reduce the need to travel, to encourage the use of public transport, walking and cycling and reduce reliance on the private car, to facilitate multipurpose journeys and to ensure that everyone has access to a range of facilities. Good access to town centres is essential. Jobs, shopping, leisure and tourist facilities and a wide range of services should therefore be | Chart 5 of the Regional Economic Strategy states the following aim for transport and logistics in the region; "To increase the proportion of the East Midlands workforce travelling to work by public transport, walking or cycling to 23% by 2009" (EMDA, 2008: 41). | | | for all, including those with visual, auditory or physical impairment and the elderly, are readily maintained and are visually acceptable in both the short and long-term; c) should necessitate easy and safe access between homes, jobs, schools, leisure and other facilities, within and outside the development, using a range of |

# Climate Change: Transport Impact on Environment & Air Quality, Promoting Sustainable Transport

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | **Local Transport Plan** | **LP Saved Policy** | **LDF - Preferred Options** |
| located in town centres wherever possible and appropriate, taking full advantage of accessibility by public transport. In selecting appropriate sites for allocation, local authorities should have regard to: i) whether the site is or will be accessible and well served by a choice of means of transport, especially public transport, walking and cycling, as well as by car; and ii) the impact on car use, traffic and congestion" (ODPM, 2005:Para 2.49). | | | | modes of transport other than the private car where travel is necessary; d) should be able to accommodate any necessary servicing requirements for the new development (e.g. deliveries, refuse collection etc) or not compromise servicing requirements of existing development; e) should not result in any adverse impacts/effects on the existing transport network. If development would result in an adverse impact/effect that could be mitigated, any improvement works would be the financial responsibility of the developer; f) should only include necessary vehicle parking facilities which do not exceed defined maximum standards; and g) where the development is considered of a significant size, it should provide a green travel plan, indicating how access to sustainable forms of transport will be incorporated into the scheme" (Borough of Oadby and Wigston, 2006. Preferred Options Report). |
| "In rural areas, local planning authorities should focus town centre development in local service centres, such as market towns and large villages, where there is potential to maximise accessibility by public transport and by walking and cycling, whilst ensuring that the lack of public transport facilities does not preclude small-scale retail or service developments, where these would serve local needs." (ODPM, 2005:Para 2.50. Planning Policy Statement 6). | In line with Government policy, the Core Strategy of the RTS is based on reducing the need to travel, especially by car, and reducing traffic growth and congestion. (RTS in RSS8, page 48, para 4.4.4) | S.16. To reduce transport's impact on the environment, through local measures to reduce pollution and traffic nuisance, as well as an increasing contribution to controlling the emission of carbon dioxide. (Leicestershire LTP 2006 - 2011, Vision & Strategy Summary, page S3) | | |
| The following is one of the General Principles in Planning Policy Statement 1; "Reduce the need to travel and encourage accessible public transport provision tosecure more sustainable patterns of transport development. Planning should activelymanage patterns of urban growth to make the fullest use of public transport andfocus development in existing centres and near to major public transport interchanges" (ODPM, 2005:Para 27). | In line with Government policy, the Core Strategy of the RTS is based on promoting a step change in the level of public transport. (RTS in RSS8, page 48, para 4.4.4) | S.17 Six objectives and initial targets for the coverage of the LTP period include improving air quality in the traffic-related air quality management areas through action plans and robust monitoring of nitrogen dioxide levels against national target levels. The initial target is that there should be no local traffic related air quality management areas in Leicestershire by 2010. (Leicestershire LTP 2006 - 2011, Five Year Objectives, page S3 - S4) | | |
| "Support the provision of small-scale, local facilities (e.g. childcare facilities) to meet community needs outside identified local service centres, particularly where they would benefit those rural residents who would find it difficult to use more distant service centres. These local facilities should be located within or adjacent to existing villages and settlements where access can be gained by walking, cycling and (where available) public transport" (ODPM, 2004:Para 6. Planning Policy Statement 7 Sustainable Development in Rural Areas). | In line with Government policy, the Core Strategy of the RTS is based on only developing additional highway capacity when all other measures have been exhausted. (RTS in RSS8, page 48, para 4.4.4) | 3.4 Better Air Quality - through the reduction of air pollution caused by traffic by making bus travel, walking and cycling more attractive  (Central Leicestershire LTP 2006 - 2011, Priority Objectives, page 5) | | |
| "Identify, protect and promote key distribution networks, and locate or co-locate developments which generate substantial freight movements in such a way as to minimise carbon emissions. Such networks and development should be in sustainably sited locations, so as to avoid congestion and to preserve local amenity interests as far as possible whilst ensuring accessibility (including to rail and water transport where feasible)" (DCLG, 2007: PPS4 Consultation Document: Para 18). | Core Strategy and Regional Transport Objectives should support sustainable development in the region's Principal Urban Areas and Sub-Regional Centres described in Policy 5. (RTS in RSS8, Policy 42, page 48) | 5.4 Much of the new capacity to cater for increased travel will be bus-based, with contributions from walking and cycling. This Second Central Leicestershire LTP is crucial to support the ongoing regeneration process. In developing forward programmes, we have taken full account of the emerging themes from this longer term strategy, as well as the long term goals of the Regional Spatial Strategy. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 10) | | |
| "In rural areas, recognising that accessibility – whether by private transport, public transport, walking and cycling – is a key consideration, local planning authorities should: Recognise that a site may be an acceptable location for development even though it may not be readily accessible by public transport" (DCLG, 2007:Para 32. Consultation Paper on a new Planning | Core Strategy and Regional Transport Objectives should seek to support the region's regeneration priorities outlined in Policy 21. (RTS in RSS8, Policy 42, page 48) | 5.5 The high level outcomes for the first stage 2006-2011 will be to reduce the rate of growth of congestion, to improve accessibility – particularly for deprived groups, and to improve air quality whilst improving safety. This will be achieved by introducing quality bus corridors into the city, | | |

# Climate Change: Transport Impact on Environment & Air Quality, Promoting Sustainable Transport

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | Local Transport Plan | LP Saved Policy | LDF - Preferred Options |
| Policy Statement 4: Planning for Sustainable Economic Development). | | junction alterations at the outer ring to ensure better use of that orbital route, inner city centre road alterations to allow for increased bus stopping and improved circulation, two further park and ride sites, real time information, inetlligent transport systems to improve vehicle flows and safety, a comprehensive and co-ordinated behavioural change and travel promotion package and improved management of the buses. (Central Leicestershire LTP 2006 - 2011, Long-term Transport Strategy, page 10) | | |
| "Deliver patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, which overall, reduce the need to travel, especially by car" (DCLG, 2007:Para 9. Planning Policy Statement Planning and Climate Change: Supplement to Planning Policy Statement 1). | Core Strategy and Regional Transport Objectives should seek to promote improvements to inter-regional and international linkages that will support sustainable development within the region. (RTS in RSS8, Policy 42, page 48) | Vision: The Transport Vision for Central Leicestershire is to develop a transport system that enables everyone to take part in all aspects of everyday life, at a reasonable cost. Aims to see a Leicester in 2011 with congestion under control, improved accessibility for all and particularly for deprived groups, improved air quality and reduced road casualties  (Ref: The Second Central Leicestershire Local Transport Plan 2006 - 2011 Main Doc. Page 3) "Guided by the longer-term strategy, the following six objectives and initial targets have been identified covering the next five years: Tackling congestion, by increasing the use of public transport, walking and cycling with less growth in car mileage and more effective use of congested roadspace. Improving access to facilities including employment, education, health care and food shopping, particularly where analysis shows the greatest levels of social deprivation. The initial target is for access times by scheduled public transport to main centres to be better in 2010 than they became in 2004 with the completion of our hourly bus services network. (Ref: Leicestershire Local Transport Plan 2006 - 2011, Pages S3 - S4) Tackling Congestion - managing the increasing demand for travel by imrpoving bus services, improving facilities for pedestrians and cyclists and improving the efficiency of the transport network through more effective use of road space Delivering Accessibility - by improving access to everyday services, places of work, leisure and shopping, by more effective planning and improvements to public transport, walking and cycling facilities  (Ref: The Second Central Leicestershire Local Transport Plan 2006 - 2011 Executive Summary 2006(Ref: The Second Central Leicestershire Local Transport Plan 2006 - 2011 Executive Summary 2006) "Improve access to facilities for all through continued investment in bus services, walking and cycling, as well as effective management of land-use planning decisions which affect the geographical relationship of people's homes to the facilities they need to access"  Leicestershire Local | | |
| "In doing so, planning authorities should take into account: whether there is, or the potential for, a realistic choice of access by means other than the private car and for opportunities to service the site through sustainable transport" (DCLG, 2007:Para24. Planning Policy Statement Planning and Climate Change: Supplement to Planning Policy Statement 1). | Core Strategy and Regional Transport Objectives should seek to promote opportunities for modal shift away from the private car and road based freight transport across the region. (RTS in RSS8, Policy 42, page 48) | | | |
| PPG13 objective to promote more sustainable transport choices for both people and for moving freight. (PPG13 Transport, Introduction & Summary, Paragraph 4) | Identified objectives relevant to the three cities sub-area include reducing the use of the car in and around Nottingham, Derby and Leicester and promoting a step change in the quality and quantity of local public transport provision. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | | | |
| Strategic priorities over the course of the next thirty years include promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars. Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children. (DfT; Future of Transport, White Paper, 2004, page 15) | Identified objectives relevant to the three cities sub-area include developing opportunities for modal switch away from road based transport in the manufacturing, retail and freight distribution sectors. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | | | |
| Local authorities should actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Local authorities, public bodies and service providers should work in partnership to increase the level of bus and light rail patronage at the regional level towards the national target of 12% by 2010 through improving the quality and quantity of bus and coach services within and between the region's Principal Urban Areas and closely related settlements, the Growth Towns and Sub-Regional Centres identified in Policy 5, and meeting identified local needs in rural areas consistent with Policy 6, developing locally sensitive and innovative transport solutions where traditional bus services prove inappropriate, developing opportunities for new light rail and guided bus services, improving the quality and availability of travel information and integrating bua and light rail services with other transport modes. (RTS in RSS8, Policy 50, Regional Priorities for Bus and Light Rail Services, page 52) | | | |

# Climate Change: Transport Impact on Environment & Air Quality, Promoting Sustainable Transport

| National Policy | Regional Policy | Local Policy | | |
|---|---|---|---|---|
| | | **Local Transport Plan** | **LP Saved Policy** | **LDF - Preferred Options** |
| | | Transport Plan 2006 - 2011  (Ref: Leicestershire Local Transport Plan 2006 - 2011, Pages S3 - S4) | | |
| Local authorities should locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Identified objectives relevant to the southern sub-area include developing opportunities for modal switch away from road based transport in the nationally important freight distribution sector. (RTS in RSS8, Policy 43, Sub-area Objectives, page 49) | | | |
| Local authorities should ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas. (PPG13 Transport, Introduction & Summary, Paragraph 6) | The Regional Assembly, with Government, public and local bodies, and service providers, should work together to develop and implement measures for behavioural change to encourage a reduction in the need to travel and to change public attitudes toward car usage and public transport, walking and cycling. Such measures should be co-ordinated with the implementation of other policies in the RTS and in Local Transport Plans, and will include workplace and school travel plans, for both new and existing settlements, quality public transport partnerships, travel awareness programmes, educational programmes and pilot projects promoting innovations in teleworking and personalised travel plans. Development Plans, future Local Development Frameworks and Local Transport Plans should also include measures to encourage an increase in walking and cycling. Such measures should include the provision of safe routes, convenient access to buildings and sufficient secure cycle parking in new developments. (RTS in RSS8, Policy 45, Behavioural Change, page 50) | "Guided by the longer-term strategy, the following six objectives and initial targets have been identified covering the next five years: Tackling congestion, by increasing the use of public transport, walking and cycling with less growth in car mileage and more effective use of congested roadspace. The initial target is that congestion as measured by vehicle delays in the morning peak period should be no worse anywhere in Leicestershire in 2010 than it was in 2003. Improving access to facilities including employment, education, health care and food shopping, particularly where analysis shows the greatest levels of social deprivation. The initial target is for access times by scheduled public transport to main  centres to be better in 2010 than they became in 2004 with the completion of our hourly bus services network. Reducing road casualties through local safety schemes and speed management activities as well as continuing road safety education, training and publicity campaigns. The initial target is to reduce the number of people killed and seriously injured on all roads in Leicestershire by 2010 to half the 1994 to 1998 average. Improving air quality in the traffic-related air quality management areas through action plans and robust monitoring of nitrogen dioxide levels against national target levels. The initial target is that there should be no local traffic related air quality management areas in Leicestershire by 2010. Reducing the impact of traffic through local communities, near schools and within town centres by reducing vehicle speeds and in exceptional cases re-routing the traffic. Initial target is that, by 2010, there should be no villages or larger communities where a majority of local people think urgent action is necessary to reduce the impact of speeding traffic on the quality of life. Managing transport assets in the most cost-effective way through robust condition monitoring, timeliness of intervention and economies of scale in repairs and renewal. The initial target is to remove the maintenance backlog on all footways, carriageways, rights of way, bridges, street lighting columns and traffic signal installations by 2010" (Ref: Leicestershire Local Transport Plan 2006 - 2011, Pages S3 - S4) | | |
| Local authorities should in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Local authorities, public bodies and service providers should work in partnership to increase the level of bus and light rail patronage at the regional level towards the national target of 12% by 2010 through improving the quality and quantity of bus and coach services within and between the region's Principal Urban Areas and closely related settlements, the Growth Towns and Sub-Regional Centres identified in Policy 5, and meeting identified local needs in rural areas consistent with Policy 6, developing locally sensitive and innovative transport solutions where traditional bus services prove inappropriate, developing opportunities for new light rail and guided bus services, improving the quality and availability of travel information and integrating bua and light rail services with other transport modes. (RTS in RSS8, Policy 50, Regional Priorities for Bus and Light Rail Services, page 52) | | | |
| Local authorities should use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys. (PPG13 Transport, Introduction & Summary, Paragraph 6) | Development Plans, future Local Development Frameworks and Local Transport Plans should promote the development of multi-modal through ticketing initiatives and the integration of public and other transport services supporting health, education and social care, promote the development of a hierarchy of public transport interchange facilities at key locations, starting with the Principal Urban Areas, the Growth Towns and Sub-Regional Centres described in Policy 5, promote safe and convenient access on foot and by cycle to public transport services, consider settlements with existing or proposed public transport interchange facilities as locations for new development, subject to full consideration of Policies 2 and 3 and promote the development of new park and ride facilities in appropriate | | | |

# Climate Change: Transport Impact on Environment & Air Quality, Promoting Sustainable Transport

| National Policy | Regional Policy | Local Policy | | |
| --- | --- | --- | --- | --- |
| | | **Local Transport Plan** | **LP Saved Policy** | **LDF - Preferred Options** |
| | locations to reduce traffic congestion on routes into the region's Princiapl Urban Areas and along strategic transport corridors. (RTS in RSS8, Policy 52, Regional Priorities for Integrating Public Transport, page 52) | | | |
| "Reduce the need to travel, especially by car" (ODPM, 2001: Introduction. Planning Policy Guidance 13: Transport). | The Regional Planning Body should work with emda, transport authorities, other public bodies and | | | |
| Local authorities should give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses. (PPG13 Transport, Introduction & Summary, Paragraph 6) | representatives of the freight industry to develop a broadly based Regional Freight Strategy in order to inform the next round of Local Transport Plans. The Strategy should contain detailed proposals to promote a more sustainable and efficient distribution industry in the East Midlands and contribute to a significant modal shift of freight from road to rail. (RTS in RSS8, Policy 54, Development of a Regional Freight Strategy, page 53) | | | |