

**Introductory notes from the LCC website:**

<https://www.leicestershire.gov.uk/have-your-say/current-consultations/leicester-and-leicestershire-strategic-transport-priorities>

***Leicester and Leicestershire Working Together***

*The draft strategic transport priorities document 2020-2050 has been prepared by Leicestershire County Council and Leicester City Council to outline high level priorities for the two Local Transport Authorities (LTAs). It highlights where the two authorities can work together to deliver common aims and objectives where transport plays a key role, including those in support of the **Leicester and Leicestershire Strategic Growth Plan (LLSGP)** and of tackling the climate change emergency.*

*The document has been developed to align with wider local, regional and national priorities, such as addressing the impacts of climate change and delivering new homes and creating jobs. It is not intended to provide a detailed list of investment proposals or transport requirements and the LTAs will continue to prepare their own specific detailed plans and strategies that will set these out, but rather the document is intended as an agreed framework to identify common strategic priorities. Agreeing common priorities for the LTAs will be extremely useful in supporting future funding bids, providing a basis for stronger regional and national lobbying and demonstrates a commitment to securing value for money.*

**The objectives of the draft LLTSP are: (sic)**

- **Set out the priorities of Local Transport Authorities to meet the challenge of economic and housing growth in the city and county;**
- **Underline the need for continued investment in Leicester and Leicestershire’s transport systems and supporting infrastructure;**
- **Provide a framework for the work that has been, and is being, done to identify transport investment to support growth and;**
- **Summarise how the two Local Transport Authorities’ will continue to work together to identify further transport investment requirements towards 2050.**

**The principal aims are to:**

- **improve connectivity;**
- **support and drive the economy to unlock growth;**
- **create high quality environments for communities to thrive;**
- **ensure development is sustainable and maximises social and environmental benefits;**
- **support the transition to a low carbon and circular economy;**
- **support national and international efforts in combatting the impacts of and adapting to climate change;**
- **maximise opportunities from technological innovations;**
- **improve public health, by tackling sedentary behaviour and poor air quality and**
- **focus transport investment and funding to achieve the biggest impact for the city and county.**

<https://surveys.leics.gov.uk/snapwebhost/>

Your role

**Q1 In what role are you responding to this consultation? Please select one option only.**

- Interested member of the public
- Member of council staff
- ✓ Representative of a voluntary sector organisation, charity or community group**
- Representative of a business or private sector organisation
- Representative of a public sector organisation
- Elected Member/ councillor
- Other (please specify below)

**Q2 If you indicated that you represent an organisation, business or community group please provide your details.**

Name:

Steve Jones

Role:

Branch Secretary

Organisation:

Railfuture – East Midlands Branch [eastmidlands@railfuture.org.uk](mailto:eastmidlands@railfuture.org.uk)

Not accepted by online survey form:

*Railfuture is the UK's leading independent organisation campaigning for better rail services for passengers and freight. Railfuture is a national voluntary group representing rail users, with 20,000 affiliated and individual members. It comprises regional branches, Leicestershire falling wholly within the East Midlands Branch.*

*Though submitted by Railfuture's East Midlands Branch, this response considers comments from the adjoining West Midlands and Lincolnshire Branches for cross-boundary matters affecting them.*

This information may be subject to disclosure under the Freedom of Information Act 2000

**Q3 Are you providing your organisation's official response to the consultation?**

Yes ✓

No

**THE DRAFT STRATEGIC TRANSPORT PRIORITIES DOCUMENT 2020-2050**

**Q4 To what extent do you agree or disagree with the principle of Leicestershire County Council and Leicester City Council working together to produce an agreed framework for delivering common priorities?**

Strongly agree   Tend to agree   Neither agree nor disagree   Tend to disagree   Strongly disagree   Don't know

**Why do you say this?**

It makes obvious sense for the two authorities to work together on this. The City is entirely surrounded by the County and is the centre of both of the geographical area and the associated transport network. For them not to work together would be ludicrous.

**Q5 To what extent do you agree or disagree with Leicestershire County Council and Leicester City Council aligning their policies and resources in their respective Local Transport Plans to deliver common priorities where possible?**

Strongly agree   Tend to agree   Neither agree nor disagree   Tend to disagree   Strongly disagree   Don't know

**Why do you say this?**

As above. Having agreed on the principle, the policies and resources in the Local Transport Plans are the necessary components of implementation. They must be aligned.

**Q6 To what extent do you agree or disagree that the draft strategic transport priorities document appropriately aligns to and reflects key national, regional and local plans and strategies?**

Strongly agree    Tend to agree   Neither agree nor disagree   Tend to disagree   Strongly disagree   Don't know

**Why do you say this?**

Transport is a means to an end rather than an end in itself (except for some limited leisure purposes, such as some walking and cycling, plus heritage rail – though even for these it could be considered that leisure and the associated wellbeing are a legitimate end). The Plan is therefore entirely correct to support the planning policy principles stated at para 2.12 and the wider social policy principles such as climate change and economic growth set out in para 2.13.

It is essential that the strategic transport priorities are fully enmeshed with those of Midlands Connect as the regional sub-national transport body.

Though the coronavirus pandemic will inevitably change aspects of our national life, people's basic needs for homes, occupations and incomes plus the other less clearly defined components of quality of life remain. After the crisis is over, there will be a pressing need to rebuild the social and economic fabric of the country and the county. Transport will be fundamental to this, and climate change will return to its recent previous position at the top of the national and global agenda.

Online survey questions: Railfuture EM Branch response – submitted 23-05-2020

Five strategic transport themes have been used within the draft document. These cover the interconnected transportation issues that arise across distinctive parts the city and county and also those that extend beyond the area, as well as ensuring a transport network which is resilient to growth pressures. The five themes are:

- 1: Travel between cities
- 2: Travel around Leicester
- 3: Travel around Leicestershire
- 4: Travel around County Towns and other urban areas
- 5: Resilient Transport Network

**Q7** To what extent do you agree or disagree with the five high level themes used within the draft strategic transport priorities document?

Strongly agree     Tend to agree     Neither agree nor disagree     Tend to disagree     Strongly disagree     Don't know

**Why do you say this?**

It is impossible to disagree with any of them; these are the obvious purposes of the county's transport network. If the transport system is to fulfil these purposes effectively, it must be resilient, in terms both of capacity and reliability.

Detail on each is given at Q8 below.

**Q8** To what extent do you agree or disagree that the aims, challenges and priorities outlined within the five themes, provide an appropriate strategic framework for Leicestershire County Council and Leicester City Council to work together?

Strongly agree     Tend to agree     Neither agree nor disagree     Tend to disagree     Strongly disagree     Don't know

**Why do you say this?**

We recognise the challenges and broadly support the aims and priorities stated under each theme.

**1: Travel between cities:** We welcome the recognition of rail's importance and the support for Midlands Connect & TfEM priorities. We note the challenges, including rail's limited scope in the rural areas. We support all the rail-related priorities including the need to improve cross country services, and would stress the need to reopen the Leicester–Burton line. Full advantage should be taken of HS2, with classic-compatible links, though we feel that EM Parkway would be a better location for the HS2 Hub. Two medium-term priorities should be brought forward into short-term: Leicester–Coventry, and Midland Main Line electrification. A significant omission is connectivity to Northampton; this should be explored alongside other authorities' proposals for reopening the Market Harborough–Northampton line plus 'North-South Rail'.

(Continued)

**2: Travel around Leicester:** Public transport integration in the city centre is currently poor. We support the short-term improvements and look forward to learning more on the ‘integrated transport interchange’ between bus and rail stations, and longer-term options for mass transit. Development should be located to minimise travel and infrastructure needs, with greater significance for rail proximity in planning decisions. We welcome priority given to cycling and walking.

**3: Travel around Leicestershire:** This should recognise the greater role rail could have via selective line reopenings and some additional stations on existing lines. As well as direct rail access for e.g. Coalville and Kibworth, these would enable park+ride for wider areas and free up road space for those who have no viable alternative.

**4: Travel around County Towns and other urban areas:** We support priority for cycling and walking and recognise that rail has little direct potential here. However, expansion of rail under the other themes will relieve the towns of some of the problems caused by road traffic passing through them.

**5: Resilient Transport Network:** We welcome the recognition of changing weather and its effect on transport. Inevitably, this section refers to roads, as only these fall within the LTAs’ direct responsibility. However, the authorities should help rail resilience too, by reducing the risks where road and rail meet, e.g. level crossings and low bridges, and promoting coordination between modes so they can assist each other in the event of disruption.

**Q9 Is there anything you particularly like about the draft strategic transport priorities document?**

Reference to active travel, improved public transport – especially rail where this is mentioned, and cleaner road transport.

Reference to joint working between City and County, with adjoining areas and with the various tiers of national, regional and local agencies.

**Q10 Is there anything you think is missing from the draft strategic transport priorities document?**

Q8: Theme 1: Rail connectivity for Leicester with the Northampton and Milton Keynes sub-region, to reflect other authorities’ plans for ‘North-South Rail’ and possible reopening of the Market Harborough – Northampton Line.

Q8: Theme 1: Reference to cooperation with local authorities elsewhere to achieve improved links, (e.g. in promoting upgrades to the Midland Main Line, working with authorities in Yorkshire to achieve high-speed links from Sheffield to Leeds and Doncaster for faster journeys to the North-East).

Q8: Theme 2: The potential for mass transit needs both greater prominence and priority. One option we would support is the use of the Leicester end of the Burton railway for lightweight trams, with an on-street city centre loop connecting multiple locations. This would supplement the fully reopened heavy rail service to Leicester station with a local distributor service for neighbourhoods on congested road corridors.

**Online survey questions: Railfuture EM Branch response – submitted 23-05-2020**

Q8: Theme 3: Additional stations on existing rail routes, whether to serve their immediate localities (e.g. Blaby, Croft, Elmesthorpe, Kibworth, Thurmaston, Castle Donington), provide Park+Ride (e.g. Kilby Bridge), or both (East Goscote). Burton line stations within Leicester would also promote Theme 2.

Q8: Greater reference to rail for freight, including bulk freight serving industry and mineral extraction, general merchandise traffic (mostly containers and other intermodal), and the potential for delivering light freight (pallets and parcels) into the city and town centres by passenger trains to reduce ‘white van’ traffic in urban areas. (The latter is a growing national issue; rail’s potential is enormous but currently limited in scope.) The logistics ‘Golden Triangle’ is mentioned but more should be made of rail’s growth in general merchandise handling via the strategic freight interchanges such as East Midlands Gateway and the potential to serve other locations, such as that proposed near Hinckley.

There is no mention of Bottesford, which has a station on the Nottingham – Grantham line but lies within Leicestershire. The Vale of Belvoir is an often overlooked part of the county, but there are local aspirations for enhanced train services in an area with little other public transport provision.

General: Though air quality is rightly and repeatedly mentioned, there is no apparent recognition of the ‘Oslo effect’ emissions from road vehicle tyres and brakes, which are also a significant contributor to poor air quality.

**Q11 Is there anything you particularly dislike about the draft strategic transport priorities document?**

It remains over-dominated by roads. This may not be surprising, given the nature of Leicestershire’s transport network. However, the document makes insufficient reference to the realistic potential of rail to contribute more to sustainable and accessible transport for the county, via modest expansion and greater use of the network. More should be made of rail’s potential to enable transport choice and, in so doing, free road space for those who have no real choice.

**Q12 Do you have any other comments?**

Though we neither support nor oppose a Workplace Charging Levy in Leicester, we believe it should only be introduced once the public transport offering is such as to give a real and attractive alternative to private car users. This requires rather more than cosmetic improvements to bus services. We would invite consideration of road user charging as an alternative method of relating private vehicle use to its full costs and as an incentive to transfer to more sustainable travel. It would require cooperation with all relevant local authorities to be effective.

We reiterate the need for the Leicester & Leicestershire strategic transport priorities to be fully aligned with those of Midlands Connect.

Thank you for the opportunity to comment.

Ends

**Leics CC – ‘Have your say on our draft strategic transport priorities 2020-2050’**

**Online survey questions: Railfuture EM Branch response – submitted 23-05-2020**

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*Please click the 'Submit' button to send us your response.*

*Thank you for your assistance. Your views are important to us.*

*The consultation closes at midnight on 29<sup>th</sup> June 2020\*. We will report the results back to Cabinet in October 2020. (\* The website says 25<sup>th</sup> May 2020, which date we shall use!)*

*Data Protection: Personal data supplied on this form will be held on computer and will be used in accordance with current Data Protection Legislation. The information you provide will be used for statistical analysis, management, planning and the provision of services by the county council and its partners. Leicestershire County Council will not share any personal information collected in this survey with its partners. The information will be held in accordance with the council's records management and retention policy. Information which is not in the 'About you' section of the questionnaire may be subject to disclosure under the Freedom of Information Act 2000.*