A Local Transport Plan for Leicestershire

Core Document 2026 - 2040

Leicestershire County Council

BUS STOP

Introduction

Our transport network has a key role in enabling movement across the county, regionally, nationally and internationally, enabling our communities to achieve their ambitions through access to key services and employment opportunities. This access supports key markets and delivers economic growth and prosperity not only at a local level but also globally.

However, our transport infrastructure and the demands placed upon it are now changing at a rate not seen since the Victorian age. Not only have we seen significant changes to travel behaviour, new technology and innovation are transforming the way transport networks across the county are utilised, operated and maintained.

In response to such change, a new Local Transport Plan will provide a vision for the county's transport network into the future, outlining how we work with our communities, businesses, organisations, stakeholders and transport infrastructure providers to take this opportunity to tackle inequalities and challenges across the county which include:

- **Access to employment**

- **Disparity in access to education**

- **Health inequality**

- **Addressing poor connectivity**

- **Preventing isolation and social exclusion**

- **A resilient and reliable transport network**

- **Supporting enhancement and recovery of the environment**

What is the Local Transport Plan (LTP)?

The LTP is a requirement of the Local Transport Act 2008, and the key mechanism for delivering integrated transport at a local level. It helps to promote transport as an enabler of existing and future challenges, explains how transport impacts local communities and puts in place plans for infrastructure, initiatives and solutions to help people and goods travel around.

LTP3 is coming to an end in 2026, and no longer accords with national planning, transport, and environmental policies. It also has a limited focus on health and well-being and the potential benefits that active travel provides Leicestershire for local communities.

An updated LTP4 will enable Leicestershire County Council to deliver transport solutions to benefit local communities, visitors, and users throughout the county. These will aim to:

- **Meet the current and future needs of all users in a coordinated manner and enable travel choices**

- **Benefit all transport users including car drivers, freight, public transport, walking, wheeling, and cycling**

- **Provide wider public health, economic, and environmental benefits for local communities**

- **Provide the best value for money to taxpayers**

The Development of the Local Transport Plan

The LTP will be developed in three phrases and will cover the period between 2025 and 2040.

Phase 1: Up to 2030

Phase 1 comprises the LTP4 Core Document which will identify the key challenges faced across the county in terms of transport.

It will set out the strategic vision for transport, the core themes and policies and how these will be implemented. The LTP4 Core Document will provide the strategic case and narrative to aid the development and implementation of the programme for the LTF, and other funding streams, delivering transport solutions across the county.

Phase 2: Up to 2040

Phase 2 will be the development and implementation of a series of focused strategies, including freight and logistics and aviation and the development and implementation of a County Wide Strategic Transport Investment Plan and locally focused Multi-Modal Area Investment Plans (MMAIPS).

These plans will be developed with communities and partners setting out the transport solutions and the programme for delivery and implementation over a five-year period, which meet their needs and requirements. As well as supporting the delivery of new homes and employment opportunities across the county.

Phase 3: Up to 2050

Phase 3 will set out the monitoring and review processes and progress based on the LTP to identify success or where greater focus is required.

It will also set the Council's approach to a post-2050 vision for the future and 'horizon scanning' to ensure that the Council is proactive and can adapt the LTP and transport solutions to accommodate travel behaviour change, innovation, and changes to national policy and guidance.

The LTP4 Structure

LTP4 will be comprised of a series of documents which are identified below:

LTP4 Core Document: The core document will set out the strategic vision for transport across the council. It will also identify the core themes, core policies and how these will be implemented. It will provide an action plan for the development, implementation and review of focused strategies, Multi Modal Area Investment Plans, County Strategic Transport Investment Plan and provide detail on how the Local Transport Plan will be monitored.

Focused Strategies: A series of focused strategies will be developed to identify and tackle specific challenges and matters related to the transport network. These will include existing strategies such as the Cycling and Walking Strategy and the Road Safety Strategy. In addition, new focused strategies will be developed for topics including freight and logistics, transport network safety and decarbonising the transport network.

County Strategic Transport Investment Plan: This document will set out the strategic transport investment needs across the county to support the delivery of strategic development sites,. As well as identifying needs for investment and capacity enhancement on the Strategic Road Network (SRN) and the rail network building on the Leicester and Leicestershire Strategic Priorities published in November 2020.

Multi Modal Area Investment Plans: These will be focused on the local level and set out strategies and investment plans for integrated transport solutions to meet the needs and requirements of our communities.

Monitoring our Success: This will set out the core Key Performance Indicators (KPIs) and Performance Indicators (PIs) which will be used to assess the success of LTP4 and how these will be reported upon.

Core Document

Focused Strategies

Multi Modal Area Investment Plans

County Strategic Transport Investment Plan

Monitoring our Success

The LTP4 Core Document

The LTP4 Core Document sets out the strategic vision for transport, core themes and the core policies until 2040. The Core Document will also act as the foundation from which the supporting strategies, County Strategic Transport Investment Plan and Multi-Modal Area Investment Plans will be developed.

Context
Setting out the policy and geographical context to LTP4.

Challenges
Providing a summary of the challenges which LTP4 will seek to address.

Vision
Setting out the ambition and the core themes that shape the vision.

Core Policies
Identifying the core policies which will be adopted to deliver the vision.

Implentation
Setting out the policy justifications and identifying the core objectives to deliver the policies.

Monitoring Success
Setting out how we will monitor the success and progress of the LTP.

Policy Context

National Level

The Local Transport Act 2000, established the requirement of the Local Transport Plan (LTP) as a statutory document. In addition to this there are a range of national policies and guidance which the LTP will contribute to the delivery of, and include:

- **Build Back Better: our plan for growth (2021)**

- **Transport Decarbonisation Plan (2021)**

- **Gear Change (2020)**

- **Future mobility: Urban Strategy (2019)**

- **National Bus Strategy (2021)**

- **Great British railways and the Integrated Rail Plan (2021)**

- **Plan for Drivers (2024)**

- **Government Environment Plan (2018)**

- **UK Carbon Budget (2021)**

Local Level

The LTP will set out how the transport network will support delivering the Leicestershire County Council Strategic Plan and its five strategic priorities.

The LTP has also considered the following strategies published by Leicestershire County Council:

- **Our Communities Approach 2022 - 2026**

- **Leicestershire Joint Health and Wellbeing Strategy 2022 - 2032**

- **Environment Strategy 2018 - 2030**

- **Net Zero Leicestershire Strategy 2023 - 2045**

- **Leicester & Leicestershire 2050: Our Vision for Growth**

- **Leicester & Leicestershire Economic Growth Strategy 2021 - 2030**

Strategic Priorities for the Council

Clean and Green

- People act now to tackle climate change
- Nature and the local environment are valued, protected and enhanced
- Resources are used in an environmentally sustainable way
- The economy and infrastructure are low carbon and environmentally friendly

Great Communities

- Diversity is celebrated and people feel welcome and included
- People participate in service design and delivery
- Cultural and historical heritage are enjoyed and conserved
- Communities are prepared for and resilient to emergencies
- People support each other through volunteering

Safe and Well

- People are safe in their daily lives
- People enjoy long lives in good health
- People at the most risk are protected from harm
- Carers and people with care needs are supported to live active, independent and fulfilling lives

Strong Economy, Transport and Infrastructure

- There is close alignment between skill supply and demand
- Leicestershire has the infrastructure for sustainable economic and housing growth
- Leicestershire is an attractive place where businesses invest and flourish
- Economic growth delivers increased prosperity for all

Improved Opportunities

- Every child gets the best start in life
- Every child has access to good quality education
- Families are self-sufficient and enabled to be resilient
- Young people and adults are able to aim high and reach their full potential

Review of LTP3

In 2011, Leicestershire County Council approved the final LTP3 that set out the vision for transport and included a framework for how the council would manage and develop the transport system across the county up to 2026.

LTP3 set out six strategic transport goals which were as follows:

Goal 1 - A transport system that supports a prosperous economy and provides successfully for population growth.

Goal 2 - An efficient, resilient and sustainable transport system that is well managed and maintained.

Goal 3 - A transport system that helps to reduce the carbon footprint of Leicestershire.

Goal 4 - An accessible and integrated transport system that helps promote equality of opportunity for all our residents.

Goal 5 - A transport system that improves the safety, health and security of our residents.

Goal 6 - A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.

As mentioned, LTP3 is coming to an end in 2026, and it no longer accords with national planning, transport and environmental policy. In addition, it has a limited focus on health and wellbeing and the potential benefits that active travel provides in this area for local communities.
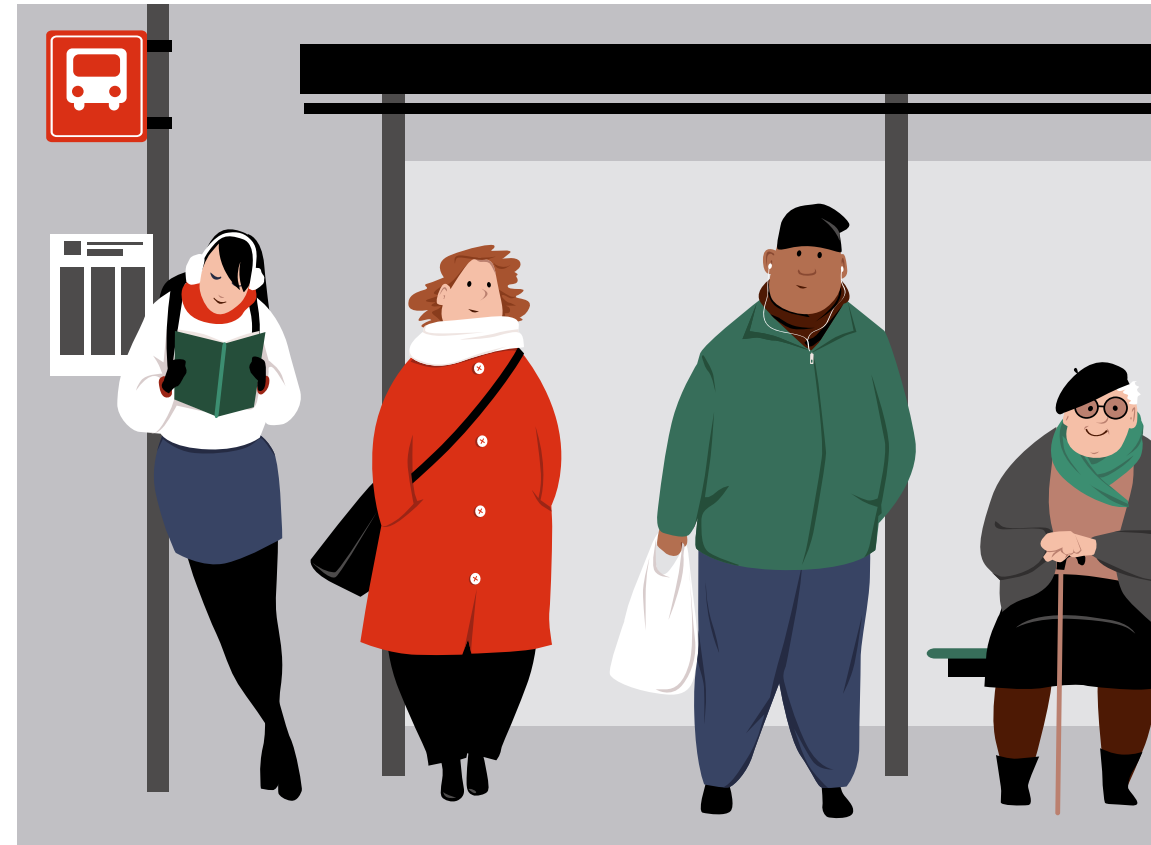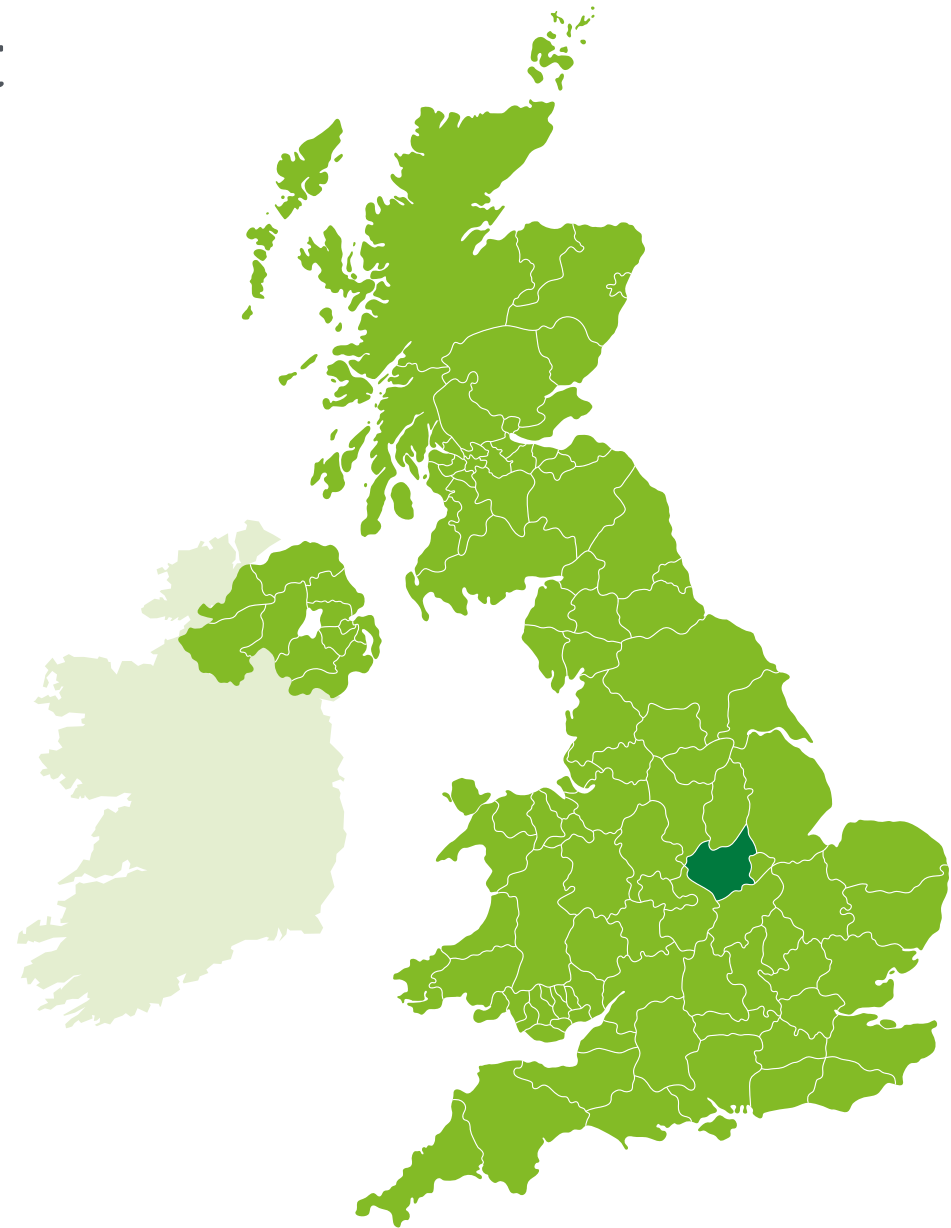
The Leicestershire Context

The county of Leicestershire is in the East Midlands and situated centrally to the national transport network, including the M1, M69, A42 and A46 Corridors of the Strategic Road Network, the Midland Mainline of the National Rail Network, and provides access to East Midlands Airport as an international gateway.

Leicestershire also borders neighbouring counties and local authorities including, Derbyshire, Leicester City, Lincolnshire, Nottinghamshire, Northamptonshire, Staffordshire and Warwickshire

Leicestershire County Council is the responsible Transport and Highway Authority for the county and seven District and Borough Councils of Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley and Bosworth Borough Council, Melton Borough Council, North West Leicestershire District Council and Oadby and Wigston Borough Council, who are the Planning Authorities.

In its role as the Transport and Highway Authority Leicestershire County Council is responsible for the operation, maintenance and management of:

- **4,686km (2,921 miles) of roads across the county**

- **3,081km of Public Rights of Way across the county**

- **6 million miles of public transport routes across the county**

- **Providing support to 1.2 million miles of passenger transport services per year**

Challenges

Population Change

The rate of population growth in Leicestershire continues to be above the regional and national levels. The total population is 713,085 people of which 119,576 (16.8%) are under the age of 15.

Overall, the population across the county is weighted to older adults with 32.9% of the county aged between 40 and 64 and 20.6% aged 65 and over.

The population of Leicestershire is projected to increase by 23.3% to 830,618 between 2018 and 2043, an increase of 162,350 people. Whilst this growth is expected across all age ranges it is anticipated that the 65 and over age group will be the largest in 2043.

Population Distribution

Charnwood had the largest population of the Leicestershire districts in 2020 with a 188,416 people. Followed by Hinckley and Bosworth with a population of 113,666 people. Melton had the smallest population of 51,394 people.

By 2043, it is anticipated that all the districts will have experienced population growth since 2018 with Charnwood still maintaining the largest population which is projected to be 222,710 people, an increase of 23%.

North West Leicestershire is projected to experience the highest level of population growth, with its population growing by 34.4% by 2043. In addition, the largest projected age group in North West Leicestershire will be ages 65 and over with a 67% increase.

Except for Melton and Oadby and Wigston, all other districts in Leicestershire are expected to increase their population at a higher rate than the rates for the East Midlands and England.

Ageing Population

The demographics of the population in Leicestershire are changing, the largest age group at 26.9% were aged between 40-59 years old, after which those aged 60+ were the second largest age group at 26.6%. With 20-39 year olds equating to 24% and 0-19 year olds being the smallest age group at 22.5%.

Life expectancy in Leicestershire is higher than the national average for England. The average life expectancy for a male, born between 2017-2019, is 80.9, and 84.3 years and for a female, born between 2017-2018.

With an aging population, health needs are likely to increase due to the potential for the development of multiple chronic conditions.

Therefore, there is a need for a transport network which works with the community and health professionals to promote a healthy and active lifestyle, but also provides efficient access to health services and facilities when they are required by all modes of transport.

Loneliness and Social Isolation

Loneliness and social isolation can occur in any community but can be more of a common occurrence/ can be seen more by older communities, rural and isolated locations, disabilities or mobility issues, or having to rely on public transport due to being unable to drive or not having access to a car. Also, everyone can feel lonely at times which can undermine their health and wellbeing, especially their mental health.

29% increase in those aged 18 and over who have longstanding health conditions caused by a stroke by 2040

Between 2023 - 2040 the total population aged 65 and over with a BMI of 30 or more will increase by 34.7%

The average life expectancy for a female, born between 2017-2019, is 84.3 years

80.9 years the average life expectancy for a male, born between 2017-2019

Between 2023 and 2040 it is expected that the number of residents living with dementia will increase by 52.1%

A 35.5% increase in the population aged 65 and over predicted to have long term health conditions caused by bronchitis and emphysema

Between 2023 and 2040 the total population aged 18 and over predicted to have diabetes will increase by 22.5%

9% increase in the number of people suffering from common mental disorders by 2040

Obesity

Obesity is a significant challenge effecting our communities across Leicestershire, and the opportunity to achieve a healthy and active lifestyle begins at childhood. However, by reception year, 19% of children in Leicestershire were classed as either obese/overweight in 2019/20, and by year six this figure had increased to 30.6% in 2019/20. Whilst both figures are below the national average, poor habits which develop in early childhood can be difficult to overcome.

Across Leicestershire, 64.5% of adults, aged 18 and over, were classed as overweight or obese in 2018/19 when compared to 62.3% for England. It is widely recognised that being overweight or obese heightens individuals to the risk to developing long term health conditions.

Therefore, there is a need for a transport network which works with the community and health professionals to promote a healthy and active lifestyle, but also provides efficient access to health services and facilities when they are required by all modes of transport.
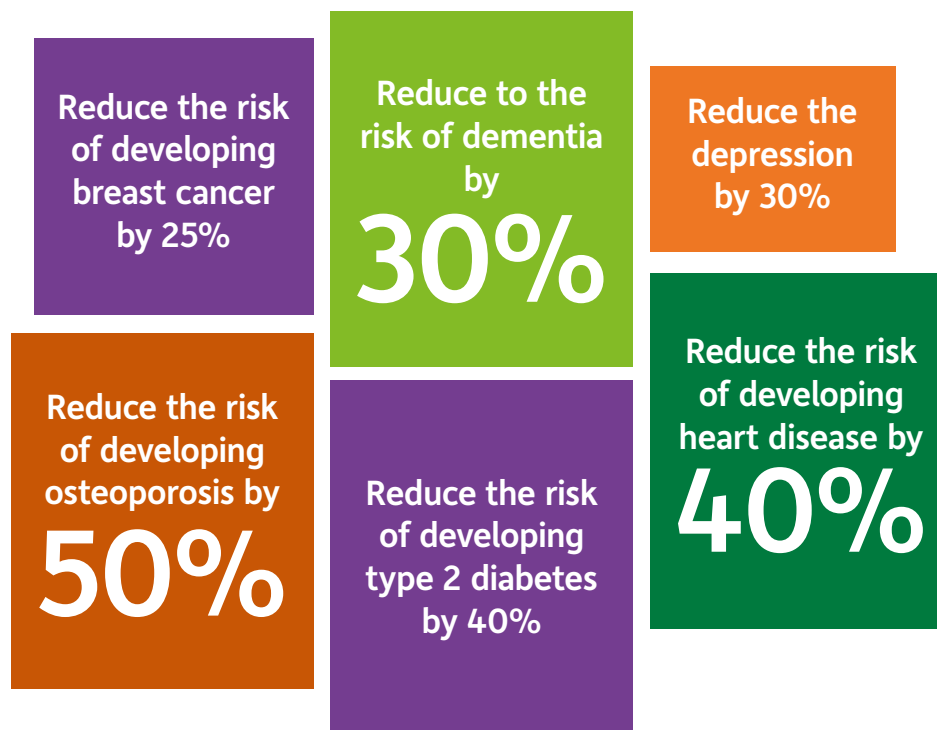
Physical Activity

Physical activity is important to maintaining a healthy weight and lifestyle, while also providing benefits to mental health and physical health. However, 26% of the population are identified as being inactive, undertaking less than 30 minutes of exercise a week.

Active transport is a key method to undertake physical activity by cycling and walking. However, only 2.4% of adults across Leicestershire cycled for travel at least three days a week in 2018/19 and only 18.5% walked for travel at least three days per week. Both of these statistics being below the national average.

School journeys provide an opportunity for children to undertake physical activity, however just 2% of school children in Leicestershire cycle to school.

Undertaking 150 minutes of exercise per week as an adult can have the following health benefits

Reduce the risk of developing breast cancer by 25%

Reduce to the risk of dementia by **30%**

Reduce the depression by 30%

Reduce the risk of developing osteoporosis by **50%**

Reduce the risk of developing type 2 diabetes by 40%

Reduce the risk of developing heart disease by **40%**

Housing Demand

A key aspect of the LTP will be to support the Local Plan Process in the delivery of new homes across the county. The latest Leicester & Leicestershire Housing and Economic Needs Assessment (HENA) commissioned by the local authorities and the Leicester and Leicestershire Enterprise Partnership (LLEP) has identified that during the period of 2020 to 2041 an additional 120,000 dwellings will be required across the county.

Household Growth
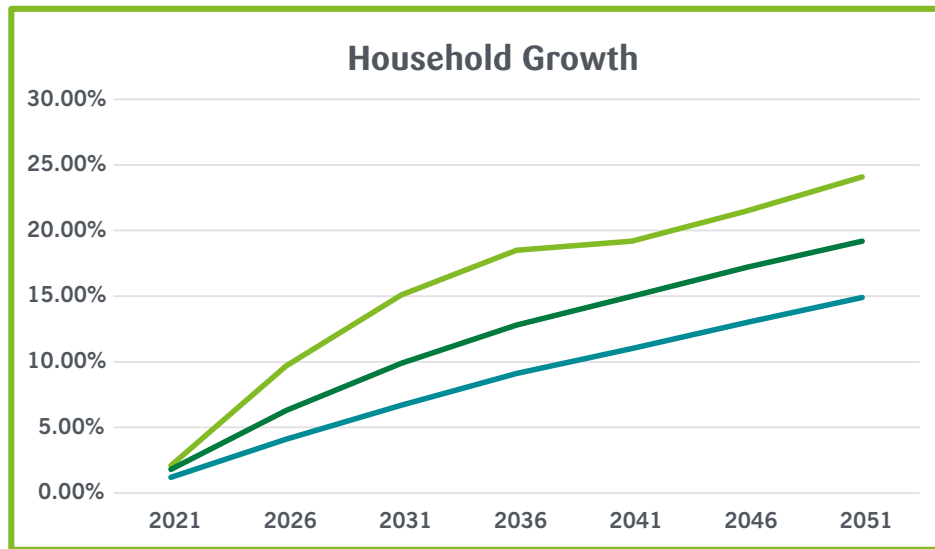
Legend:
- Leicestershire
- East Midlands
- England
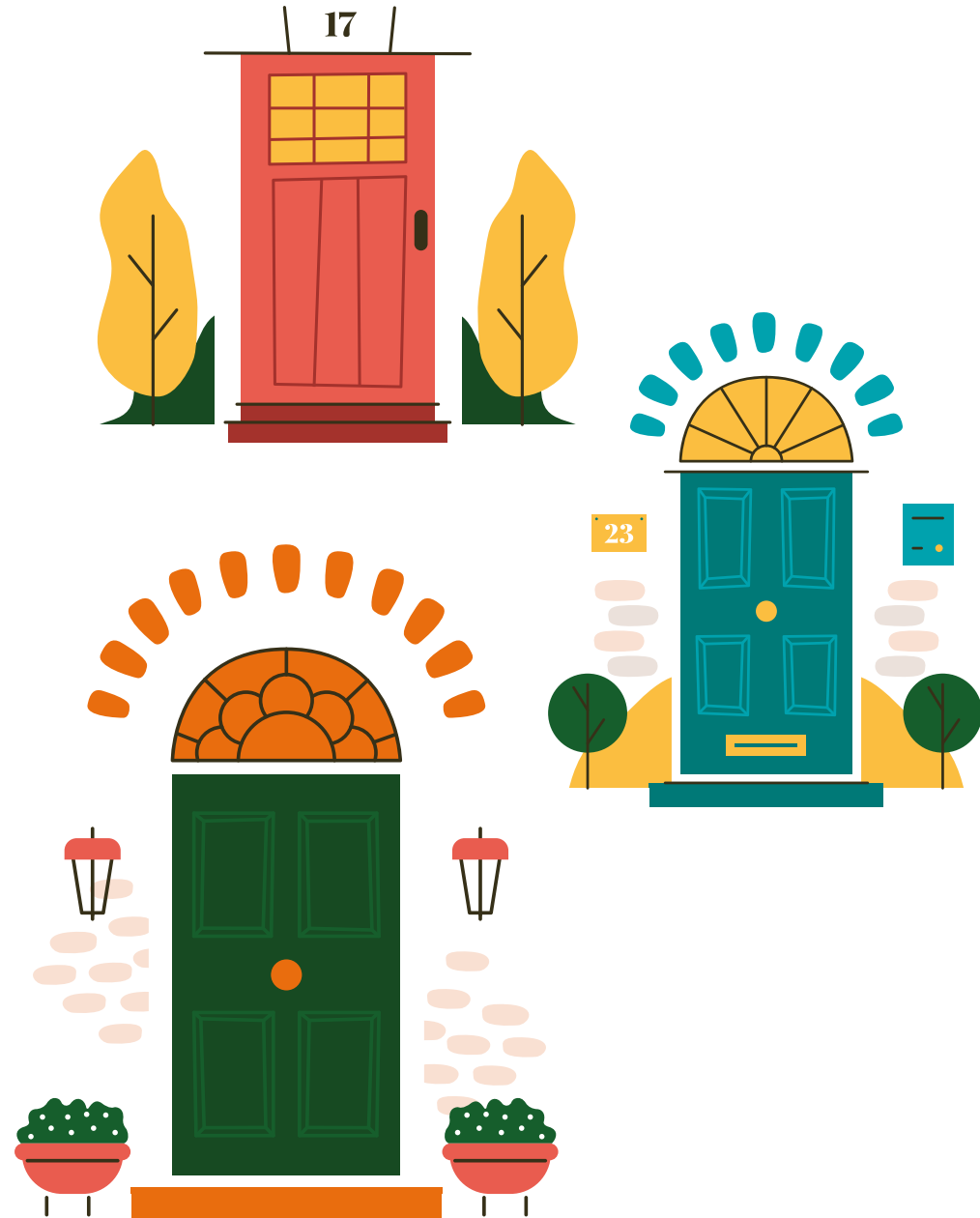
Employment Demand

Leicester and Leicestershire equate to a £27 billion economy which supported over 550,000 jobs in 2019, and it is anticipated that by 2041 this figure will have increased by 14%.

A key element of the economy is freight and logistics which has seen substantial growth with existing logistic parks expanding, and new parks coming online, including East Midlands Gateway at M1 Junction 24 and the expansion of Magna Park on the A5. This demand is in part due to the excellent connectivity the county benefits from to the Strategic Road Network, the Rail Network and East Midlands Airport as an international gateway of importance for the movement of freight.

The HENA identifies a total employment land need across the county at 417.2 hectares, of which 365.2 hectares would be for industrial and logistic uses.

A Digital Economy

The COVID Pandemic demonstrated that remote and agile working were a viable and practical method of work, resulting in employees working from home more often compared to before the pandemic. This has changed the requirements of demand on the transport network with travel now reduced on certain days and the peak travel periods have changed, but the number of Heavy Goods Vehicles and Large Good Vehicles has increased due to an increase in online shopping.

In addition, greater demand has been placed on high speed and reliable broadband speeds, not only in urban centres but also rural communities. Through Project Gigabit, with funding from the UK Government, reliable internet is being delivered to hard to reach communities accessing reliable broadband. In January 2024 the government announced that gigabit coverage had reached 80 per cent of the UK, up from just six per cent in 2019, and the UK is on track to achieve 85 per cent by 2025.

Demand for Public Transport

The bus network plays a crucial role within the county as it provides accessibility and connections to urban centres and market towns to provide access to services and facilities, especially for those members of communities who do not have access to a car or are unable to drive, including younger generations who use the public transport network to access education, higher education and employment, as well as the older generation to access health services and social amenities.

Nationally, bus usage remains below pre-pandemic levels, with the Department for Transport publishing that bus boardings outside of London on Monday 8th April 2024 were 76% of the observed volume on an equivalent day in the third week of January 2020.

Across Leicestershire, 7.6 million public transport passenger journeys were undertaken across the county, which is low when compared to levels across the region. 12 million bus passenger journeys were undertaken in Derbyshire, and 17.7 million passenger journeys across Leicester City.

In terms of the bus network, (in mileage) for Leicestershire, it equates to 6 million miles, of which 4.8 million miles is commercial and 1.2 million miles supported by Leicestershire County Council.

However, in comparison the size of the network is smaller when compared to Derbyshire and Nottinghamshire, and a greater level of the network is supported in comparison.

7.6 million
public transport journeys taken across county

6 million miles
of bus network across the county

4,917
bus stops across the county

1.2 million miles
of bus network supported by Leicestershire County Council

Demand for Rail

Passenger Services

Leicestershire is served by the National Rail Network with services operated by East Midlands Railway and CrossCountry which focus on Leicester Station which has been identified as having limited connections to the national rail network when comparted to other comparable major cities across England.

Leicester Station is the busiest within the county and located in Leicester city centre. The wider county is served by stations in settlements across the county, which feed into Leicester station and provides the opportunity to interchange.

Department for Transport statistics show that nationally rail usage continues to be below pre-pandemic levels, with passenger journeys in the week ending the 31st March 2024 72% of those observed in the equivalent week in 2018.

In addition, only 27% of journeys are within the East Midlands region, and 73% of journeys being to and from other regions, showing that strategic trips are mainly undertaken by rail rather than locally focussed trips.

This issue is also observed through station entry and exit statistics published by the Office of Rail Regulation. All stations have a lower level of movements in 2022/23 when compared to 2017/18, with the only exception being South Wigston which has seen an increase in passenger movements.

Rail Freight

There are significant opportunities to increase the amount of freight moved by rail as a viable alternative to road-based freight movement, providing greater environmental benefits. Due to Leicestershire being located at the heart of the freight and logistics 'golden' triangle, there is clear demand with the approval of a rail freight interchange facility at East Midlands Gateway 2 and other proposals being developed through the planning process.

A key challenge going forward is to support the movement of freight by rail, whilst not compromising the existing and future provision of passenger services which can provide a viable alternative to road-based journeys.

Station	2017 / 18 Entries and Exits	2022 / 23 Entries and Exits
Leicester Station	5,392,710	4,869,863
Loughborough	1,292,244	1,227,122
Market Harborough	894,320	762,792
East Midlands Parkway	338,456	309,864
Hinckley	337,972	235,416
Narborough	393,814	207,592
Melton Mowbray	269,224	205,574
Syston	205,834	149,102
Sileby	111,890	109,414
South Wigston	74,234	90,504
Barrow-Upon-Soar	80,612	75,716
Bottesford	64,728	48,508

Demand for Road Based Travel

There continues to be a significant demand for road-based travel with 9.6 billion vehicle km driven in 2022 within the county, which was two per cent below pre-covid levels.

However, data published by the Department for Transport stated that on the 8th April 2024 traffic volumes nationally were 99% of the levels during the first week of February 2020 ,and that during the reporting period of between April 2023 and April 2024 weekday traffic volumes have been between 94% and 103% of the pre-pandemic baseline.

In terms of road-based movements within the county, 37% utilised the Local Road Network (LRN) and 63% utilised the Strategic Road Network (SRN), however the make up of traffic is very different. 84% of movements were undertaken by car on the LRN, whereas 75% of movements were car based on the SRN and 25% were movements by Heavy Goods Vehicles (HGVs) or Large Goods Vehicles (LGVs).

Looking to the future, the movement by type remains the same in 2045, however it is anticipated that the vehicles Kms travelled across the network will increase by 2.1bn.

Car Ownership

Based on the 2021 census data, across Leicestershire just under 87% of homes have access to at least one vehicle. 13% of households have access to three vehicles or more, with the highest proportion being in Harborough at 15.5%. Oadby and Wigston has the highest proportion of households with no access to a vehicle at 16.8%.

Freight Movements

In 2022, nationally 1.64 billion tonnes of freight were moved by HGVs operating in the UK, which equated to 156 million HGV journeys. Of which 6 million were intermodal comprising of:

- **76% of intermodal HGV journeys began or ended at a shipping dock**

- **23% of intermodal HGV journeys began or ended at a rail terminal**

- **3% of intermodal HGV journeys began or ended at an airport**

- **Additionally, 5, 846 million kilometres were travelled by empty HGVs across the UK**

The freight and logistics sector is a key economic driver for Leicestershire due to it being placed at the heart of the freight and logistics 'golden triangle'. There are a number of new and existing logistic centres across the county including;

- **Magna Park, Lutterworth**

- **East Midlands Gateway, North West Leicestershire**

- **Logix Park, Hinckley**

- **Hinckley Park, Hinckley**

- **Grove Park, Blaby**

Demand for Aviation

East Midlands Airport

East Midlands Airport is a key international gateway of national and regional economic importance both for the movement of passengers and freight for the East Midlands region. However, one of the key challenges for the airport is that it can only be accessed primarily by road-based travel.

East Midlands Airport handled 3,932,000 passengers in 2023, 19.3% lower than passenger numbers in 2018. In addition, it handled 352,741 tonnes of freight with only Heathrow handling more freight across all airports.

Birmingham Airport

Whilst Birmingham Airport is in the West Midlands it does serve Leicestershire as an international gateway and is easily accessible through the M42 / A42 Corridor. Birmingham Airport also benefits from having access to the rail network through Birmingham International Station, but for access to Leicestershire this requires passengers utilising routes to enable interchange at Birmingham New Street or Coventry.

Birmingham Airport handled 11,479,000 passengers in 2023, 7.8% lower than passenger numbers in 2018. Birmingham Airport handled 21,371 tonnes of freight which is substantially less than East Midlands Airport.

3,932,000 passenger movements handled by East Midlands Airport in 2023

352, 751 tonnes of freight movements handled by East Midlands Airport in 2023

11,479,000 passenger movements handled by Birmingham Airport in 2023

21,371 tonnes of freight movements handled by Birmingham Airport in 2023

Transport Network Emissions

In 2022 the transport sector across the UK generated 112.5 million tonnes of carbon dioxide which is a four per cent increase on 2021. With the transport sector being the largest emitting sector nationally.

Between 2005 and 2019 the emissions share generated by transport within Leicestershire grew from 24% to 35%. The largest transport generator in the county is the road network, notably the SRN which will generate 68% of carbon dioxide emissions in 2045, 44% of which will be generated by HGV movements.

Electric Vehicles (EVs)

As of December 2023, there were 13,100 privately registered private and company EVs and there are 470 electric charging points across the county. The are no on-street electric charging points and a quarter of homes across the county have limited or no access to off-street parking.

Demand for EVs is expected to grow significantly to a projected 415,800 EVs in 2040, and a demand for 11,400 charging points to meet this demand. Through this take up of EVs, carbon dioxide emissions from cars and vans could be reduced by 29% by 2040.

Alternative Fuels

Whilst electric power is viable for some vehicles it is not a reliable fuel for large vehicles including Heavy Goods Vehicles and Large Goods Vehicles. Looking to the future, we need to support alternative fuels and the required infrastructure to provide alternatives to diesel and oil-based fuels which reduce emission creation by the transport network.

Air Quality

Across the transport network, road-based travel is a key contributor to poor air quality which undermines the health of our communities, notably with respiratory illnesses. Emissions including carbon dioxide, particulate matters and nitrogen oxides are generated particularly by diesel fuelled vehicles.

CO2e Emissions by Road Type

- 68% SRN
- 32% LRN
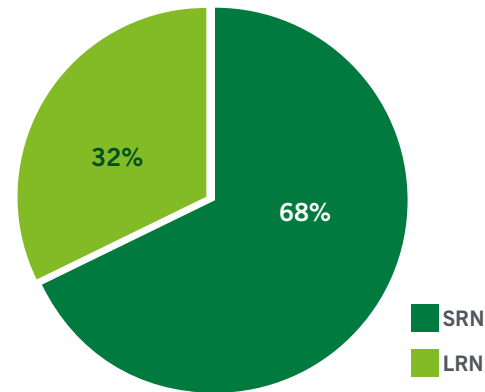
CO2e Emissions by Vehicle Type

LRN:
- 8%
- 19%
- 12%
- 61%

SRN:
- 1%
- 15%
- 44%
- 40%

- PSV
- LGV
- HGV
- Car
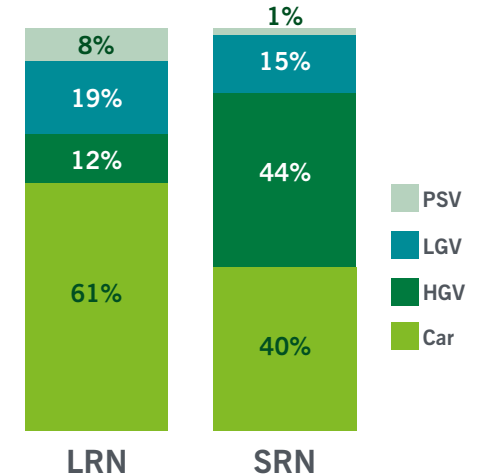
Adapting to Climate Change

Leicestershire County Council declared a climate emergency in 2019, with the effects of climate change being felt locally with extreme weather events occurring more frequently. These included record-breaking temperatures of 39°C being recorded in the summer of 2022 and an increased number of storms being reported causing mass disruption. There have been 11 storms during the current storm season of 2023/24, including Storm Henk in January 2024.

These extreme events are having implications for the safe operation of the transport network and the maintenance of our assets. Moving forward we must adapt to these situations to ensure the transport network continues to operate in a safe efficient and reliable state.

Freezing Temperatures

Frost, ice, and snow are the most frequent severe weather events observed. To ensure the operation of the highway network we have an extensive winter service network comprising of approximately 48% network coverage for precautionary gritting.

The transport network is also impacted on by such events, in terms of road condition. The freeze thaw cycle causes significant damage to the road surface which has a considerable impact on road user journeys and experience. In addition, the rail network can also suffer with points becoming frozen and the need to operate at reduced speeds resulting in delay.

Strong Winds

Strong winds can cause extensive damage over a wide area. During periods of heavy winds measures may be put in place to ensure the safe operation of the transport networks speed restrictions, temporary road closures on bridges or raised highways can be put in place. The situation can be worsened should a tree fall, or if a building or structure fail which comprises the operation of the transport network.

Prolonged High Temperatures and drought damage

Prolonged high temperatures can reduce soil moisture content and lower the ground water table resulting in a reduction of strength in supporting soil conditions. This can lead to more occurrences of pavement deterioration and subsidence and surface failures such as significant road cracking, rutting and even subsidence.

On the rail network, during hot weather the rails can expand, or points fail, which results in reduced speeds and cancellations of services which results in delay to passengers.

Prolonged Rainfall

Prolonged rainfall over a sustained period can lead to both surface water and river flooding, and potentially also a rise in groundwater levels as soil reaches its saturation level. Such instances will reduce the capacity of the surrounding land and drainage systems to accept surface water and excess water progressively results in flooding impacting on the operation of the transport network. In addition, it can result in landslips occurring where elements of the transport network are in cuttings or on embankments causing delay and additional financial burdens.

Intense Rainfall

Intense rainfall can lead to localised surface water flooding and 'flash' river flooding. These can be highly localised and can last from a few minutes to several hours. Such instances can also reduce visibility significantly impacting on the safe operation of the transport networks.
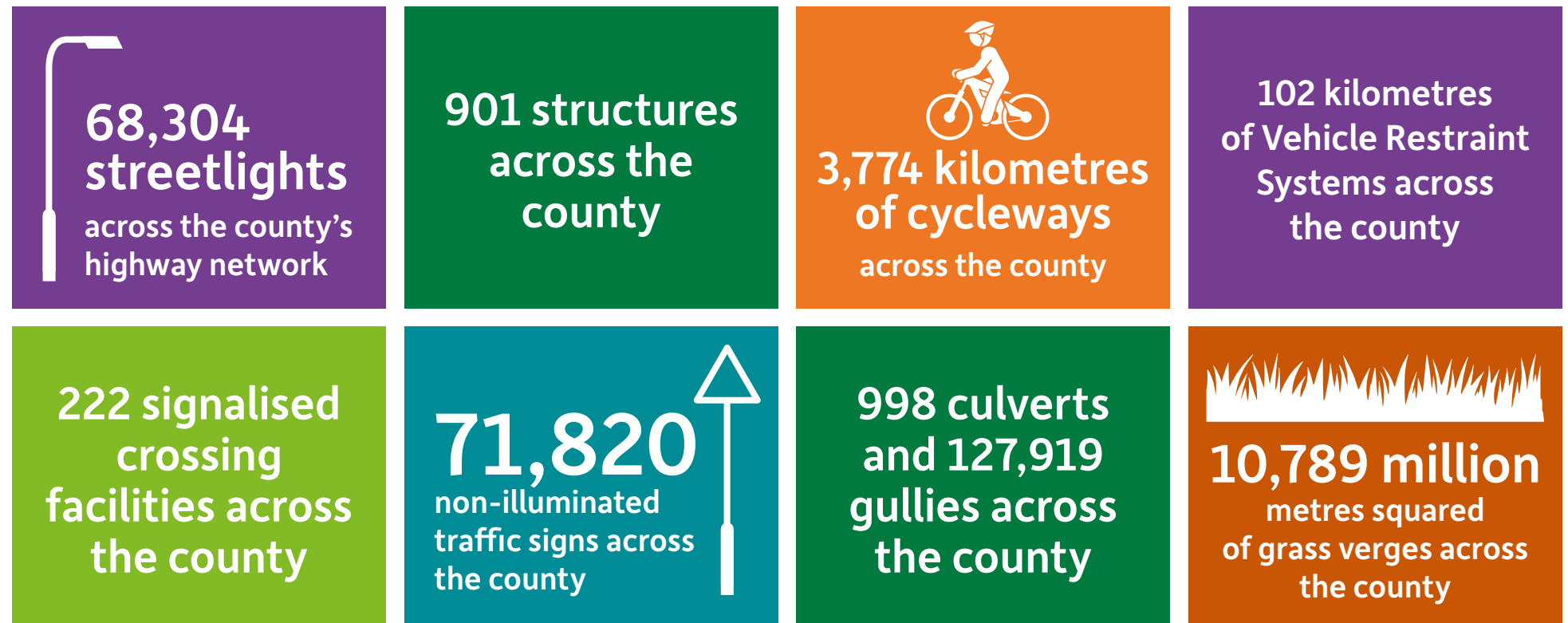
Events such as these can quickly exceed drainage capacity causing severe flooding and compromises the safe operation of the transport network. By their very nature, their exact location and intensity are often hard to forecast far in advance.

Asset Management

Through its legal requirements, Leicestershire County Council functions as the Local Transport Authority and Local Highway Authority and is responsible to ensure that the transport network is well managed to ensure its safe, efficient and resilient operation for all its users.

However, with challenges around climate change, resilience, larger heavier vehicles and finances is placing greater pressure on the condition of our assets, which include:

68,304 streetlights across the county's highway network

901 structures across the county

3,774 kilometres of cycleways across the county

102 kilometres of Vehicle Restraint Systems across the county

222 signalised crossing facilities across the county

71,820 non-illuminated traffic signs across the county

998 culverts and 127,919 gullies across the county

10,789 million metres squared of grass verges across the county

As we look to the future, in 2043 we expect these are the key challenges which we will need to address through LTP4

Leicestershire's population to grow by 23.3%

The largest population group is expected to be those aged 65 and over

29% increase in vehicle kilometres travelled across the county

52.1% increase in residents living with dementia between 2023 and 2040

A need to accommodate additional 120,000 homes

5.5% increase in carbon emissions impacting on air quality and the health of our communities

26% increase in a demand for rail travel

A nine per cent increase in the number of people suffering from common mental disorders by 2040

Seven per cent reduction in average speeds across the network

Adapting to climate change and extreme weather events to enable reliable and resilient transport network

Only a 1.2% increase in travel by active modes on existing low level of usage

30% increase in freight demand across the county

69% increase in delay observed across the network

Between 2023 and 2040 the total population aged 18 and over predicted to have diabetes will increase by 22.5%

The Challenge

We have undertaken various stages of engagement in the development of the LTP4 and the Core Document. These have been through the LTP4 Conference, and a series of workstreams and discussions held with representatives across Leicestershire County Council, key partners and other strategic infrastructure providers.

The key areas of focus which were identified are:

• **Health**

• **Carbon**

• **Enabling growth (homes and jobs)**

• **Climate change**

• **Minimising future levels of damage to Leicestershire County Council highway assets**

• **Influencing behaviour change**

• **Network resilience**

• **Wider benefit to the environment**

The Strategic Vision

The Strategic Vision - Core Themes

The following core themes have been identified which form the structure and the direction of LTP4.

In addition, these core themes will need to be fully considered for the identification, development and implementation of transport solutions and interventions across the county. As well as those which are developed by developers, third parties and strategic infrastructure providers to ensure they are meeting the requirements of LTP4.
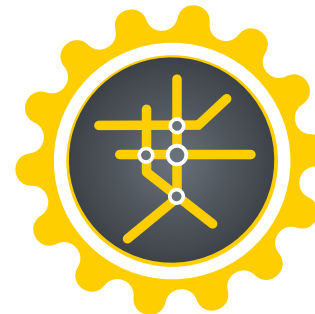
Enabling Health And Wellbeing

Protecting The Environment

Delivering Economic Growth

Enhancing Our Transport Network's Resilience
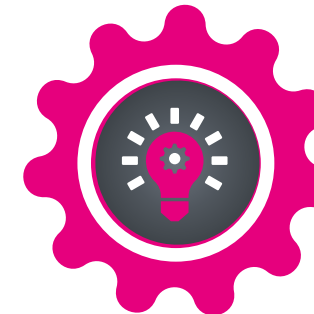
Embracing Innovation

Our Vision for Transport Across Leicestershire

"Delivering a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment."

The Core Policies

Enabling Health And Wellbeing

Protecting The Environment

Delivering Economic Growth

Enhancing Our Transport Network's Resilience

Embracing Innovation

Core Policy 1: Delivering the Vision

Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.

Core Policy 2: Managing Demand

Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets.

Core Policy 3: Enabling Travel Choice

Enabling travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment.

Core Policy 4: Delivering Solutions

Work collaboratively to identify and develop innovative transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities.

Core Policy 5: Embracing Innovation

Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and promoting the health and wellbeing of our communities.

Core Policy 6: Evaluating Progress

Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.

The Core Policies - Implementation

Core Policy 1:
Delivering the Vision

Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.

Policy Justification

Within the vision to provide a safe, connected, efficient, resilient and well-managed transport network we will identify transport solutions which meet the needs of our communities.

This will be achieved through the development of a Countywide Strategic Transport Investment Plan and locally focused multimodal area investment plans (MMAIPS) which will tailor the transport solutions to suit the local requirements. This will enable us to resolve the variety of challenges and needs which different localities across the county require.

Enabling Health And Wellbeing
Facilitate a transport network which benefits the health and wellbeing of our communities from transport solutions.

Protecting The Environment
Enable a transport network which minimises the impact and where possible provides benefit to the environment.

Delivering Economic Growth
Facilitate a transport network which delivers transport solutions that are viable and enable economic growth, and deliver best value for money.

Enhancing Our Transport Network's Resilience
Provide a transport network which ensures the delivery of transport solutions which minimise delay, enable travel choice and positive user experiences.

Embracing Innovation
Actively enable the transport network to trial and implement innovation which provides betterment to our communities and resilience to its operation.

Core Policy 2: Managing Demand

Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets.

Policy Justification

A key objective of the LTP is to provide residents access to the transport network to enable them to achieve their goals, ambitions and aspirations as well as obtaining the goods and services they desire, while also ensuring the transport network supports businesses in meeting their requirements and needs.

To deliver this, the transport network needs to be resilient and reliable to make sure that users experience minimal delay between their origins and destination, and organisations and businesses can provide and deliver their goods and services in a timely and responsive manner to support the local, regional, national and international economies.

Enabling Health And Wellbeing
Deliver an accessible transport network that meets the requirements of users and provides them with the ability to access employment, education and social amenities which reduces inequality and isolation within our communities.

Protecting The Environment
Provide a transport network which minimises the impact on the environment, and where feasible enable enhancement and recovery towards a reliable transport network.

Delivering Economic Growth
Provide a transport network which enables the ability of people and goods to move with ease across the county to support and benefit the economy and our communities.

Enhancing Our Transport Network's Resilience
Provide a transport network which is safe, reliable and resilient which minimises the delay of people and goods across and through the county.
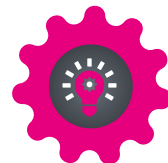
Embracing Innovation
Provide a transport network which responds to new technology, ways to travel and innovation which provides greater resilience in meeting the transport demands of our communities.

Core Policy 3:
Enabling Travel Choice

Enabling travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment.

Policy Justification

A key aspect to provide a resilient transport network is to enable travel choice for users of the transport network, which enables them to utilise the most appropriate form of transport for their unique needs and requirements.

To enable travel choice viable, safe and attractive transport alternatives need to be provided to reduce single occupancy vehicle journeys. This not only includes active and sustainable travel. This would also include access to new fuels and innovation which enable users to identify low carbon methods of travel, which will support and provide benefit to the health and wellbeing of our communities and the environment.

Enabling Health And Wellbeing
Enable travel choice which proactively encourages and allows users to make travel choices which meet their needs and requirements and benefits their and the wider communities health and wellbeing.

Protecting The Environment
Facilitate a transport network to enable travel choices which meet users needs and requirements whilst reducing carbon production, lowering emissions and provide benefit to the environment.

Delivering Economic Growth
Provide a transport network which supports the delivery of new homes and jobs across the county in a sustainable approach by ensuring the provision of transport connectivity to enable travel choice.

Enhancing Our Transport Network's Resilience
Have a well managed transport network which enables travel choice by ensuring viable transport alternatives to car-based journeys that are safe, reliable and resilient to better our communities.
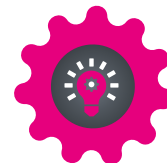
Embracing Innovation
Enable the transport network to support the development of viable low carbon transport alternatives and fuels which provide benefit to the health and wellbeing of communities and the environment.

Core Policy 4: Delivering Solutions

Work collaboratively to identify and develop innovative transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities.

Policy Justification

The management, maintenance and improvement of the transport network requires collaboration with communities, key partners and stakeholders to deliver a safe, reliable and resilient transport network.

In addition, through the collaborative process transport solutions will be identified delivered which that maximise economic growth, support sustainable development and minimise delay across the transport network.

All transport solutions will need to fully consider the impact on the health and wellbeing of communities and the environment and seek and delivery benefits to these.

Enabling Health And Wellbeing
Identify and deliver transport solutions across the transport network which supports and benefits the health and wellbeing of our communities.

Protecting The Environment
Develop and deliver transport solutions across the transport network fully consider and where feasible provide betterment to the environment.

Delivering Economic Growth
Identify and implement viable transport solutions which support economic growth sustainable development and deliver best value for money.

Enhancing Our Transport Network's Resilience
Implement transport solutions which minimise delay and enable a well-managed and resilient transport network to the benefit of our community.
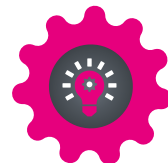
Embracing Innovation
Actively seek to implement innovation which provides betterment to our communities' health & wellbeing, protects the environment and supports economic prosperity.

Core Policy 5:
Embracing Innovation

Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and promoting the health and wellbeing of our communities.

Policy Justification

A key aspect of the vision and policy is to provide a reliable transport network which can adapt to challenges and demands in the future. Most notable the biggest challenge is from Climate Change and extreme weather events which can severely impact its operation in a safe an efficient manner.

As one of the largest carbon generators, the transport network needs to actively embrace trials, initiatives, innovation and new ways of working practices which enable the decarbonisation of transport and associated infrastructure and adapt to climate change.

We will seek to work collaboratively to lead the agenda around decarbonising and adapting the transport network to these challenges.

Enabling Health And Wellbeing
Work with our communities, key partners and transport infrastructure providers to embrace innovation which seeks to minimise the impact the transport network has on the health and well-being of our communities.

Protecting The Environment
In collaboration with our communities, key partners and transport infrastructure providers innovation will be embraces which minimises the impact, and where feasible provide benefit to the environment.

Delivering Economic Growth
Ensure that through maintenance, renewal and improvement identify innovation and activities which support the decarbonisation of the transport network and provide good value for money.

Enhancing Our Transport Network's Resilience
Working collaboratively with our communities, key partners and transport infrastructure providers to embrace innovation which proactively supports the decarbonisation and adapts to climate change.
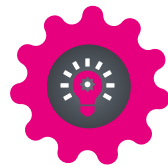
Embracing Innovation
Work with our communities, key partners and transport infrastructure providers to embrace innovation that provide betterment to the operation of the transport network and reduces its carbon impacts.

Core Policy 6: Evaluating Progress

Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.

Policy Justification

We will proactively monitor and evaluate our transport solutions to identify the benefits which have been delivered in relation to the core themes, through the implementation of the core policies and demonstrate our success in providing betterment to our communities.

This information will enable us to utilise the data to focus on future trends and forecasting so that we are able to adapt the transport network to address these emerging challenges and opportunities.

This approach will also allow evidenced and informed decisions to be made for policy and programme development to support the implementation of innovation, new technology and secure funding opportunities to deliver the vision for the transport network in the county.

Enabling Health And Wellbeing
Work with key partners to identify and monitor the impacts which transport solutions are having on the health & wellbeing of our communities.

Protecting The Environment
Work with key partners to identify and monitor the impacts of transport solutions are having on the environment across the county.

Delivering Economic Growth
Work with partners to understand the potential benefits which have been released through transport solutions to the economy, job creation, and housing delivery.

Enhancing Our Transport Network's Resilience
Work with partners and transport infrastructure providers to monitor and manage the transport network to ensure it operates in a safe, efficient, reliable and resilient manner.
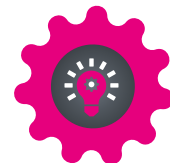
Embracing Innovation
Actively monitor innovations and trials which have been implemented to support new ways of working and operating the transport network whilst ensuring best value for money.

Monitoring Our Success

LTP4 will be fully monitored on a regular basis through 'Monitoring Our Success'. This document will set out the core Key Performance Indicators and Performance Indicators which will be used to assess the success of the LTP4 Core Documents, supporting focused strategies, County Strategic Transport Investment Plan and Multi Modal Area Investment Plans. This will be developed and implemented under Phase 3 of the LTP4 development.

While this is developed, a series of indicators have been identified to assess the progress of the LTP4 Core Document. These will be utilised alongside the monitoring requirements and outputs for the Local Transport Fund, Road Resurfacing Fund and Bus Service Improvement Plan funding as required by the Department for Transport, and the requirements for the Active Travel England Capability Funding.

Monitoring will also include the roll-out of the focused strategies, County Strategic Transport Investment Plan and Multi Modal Area Investment Plans and delivering improvements and wider benefits for our communities.

Life expectancy
Levels of physical activity
Travel by active modes of transport
Public health indicators

Travel and journey data
Air quality levels
Water quality levels
Biodiversity indicators

Economic growth indicators
Housing delivery
Education and skill levels

Modal share data
Journey time data
Maintenance and renewal indicators
Transport network incidents

Transport solution delivery
Carbon production levels from transport
Time and cost saving

Development of Plan

Phase 1

Phase 1 of the LTP4 began in December 2023 and is currently in progress with the development of the LTP4 Core Document which is anticipated to be adopted in September 2024.

The Core Document will be utilised to provide the strategic case and narrative to support the development and implementation of programmes for the following funding streams.

- **Local Transport Fund**
- **Road Resurfacing Fund**
- **Bus Service Improvement Plan**
- **Active Travel England Capability Funding**

In addition, a programme will be developed to set out the timescales for delivery of the elements set out in phases 2 and 3 of the LTP4 development.

Phase 2

Phase 2 of the LTP4 will take place between the summer of 2024 until spring 2026. During this phase the following initial activities will be undertaken.

Implementation of the LTP4 Core Document:
The LTP4 Core Document will be implemented to support the delivery of the programmes for the Local Transport Fund, Road Resurfacing Fund and Bus Service Improvement Plan.

Focused Strategies:
The programme for the focused strategies will be developed, by reviewing and updating existing strategies including the Cycling and Walking Strategy. As well as the identification of new focused strategies, initial topics will include:

- **Freight and Logistics**
- **Aviation**
- **Decarbonising the Transport Network**
- **A Safe and Accessible Transport Network**

County Strategic Transport Investment Plan:
An evidence led approach will be undertaken to identify the key strategic transport priorities for the county.

Multi Modal Area Investment Plans:
A programme will be developed for the development of the Multi Modal Area Investment Plans and a communications and consultation strategy will be implemented to enable communities, businesses and key partners to input into the development of the plan.

Phase 3

Phase 3 of the LTP4 development will take place between the summer of 2024 and winter 2026.

The core focus will be to set up the monitoring processes for LTP4 as well as the horizon scanning of key trends, changes and emerging policy which will impact on the transport network.

This will require the identification and understanding of the report requirements for the Department for Transport and other bodies including Active Travel England require around existing and future funding streams including;

- **Local Transport Fund**
- **Road Resurfacing Fund**
- **Bus Service Improvement Plan**
- **Active Travel England Capability Funding**

In addition, monitoring will also be focused on the core themes, and work will take place with partners to understand their reporting and how these can be linked to monitoring of the LTP4. Alongside the delivery of schemes and initiatives identified within the investment plans.

BUS STOP

Y0056