



**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE**

**7 SEPTEMBER 2023**

**AGENDA ITEM 8: DEVELOPMENT OF THE LOCAL TRANSPORT PLAN (LPT4) 2026 - 2040**

**Comments from Mr. Hunt CC, Group Spokesman of the Environment and Climate Change Overview and Scrutiny Committee.**

“Member of the Climate Change Committee have been invited to the meeting this week. I cannot attend in person but I’d like to record some comments.

The “strategic vision” with core policies until 2040 may be just the first stage of the Development of the Local Transport Plan (LTP4) 2026 – 2040 but its importance is all the greater.

The document starts by suggesting transport behaviours are changing at a rate not seen “since the Victorian age” and that the county transport networks is being used differently – transforming, it says.

The Plan then continues to promise the same transport model we have followed since the sixties.

We are told that as Leicestershire’s population rises, travel modes will be demand led but without any genuine choices. The expression used for this in the sixties was “*predict and provide*” but was discredited years ago.

The predict and provide model assumes (a) that we will continue to afford new roads – which we can’t; and (b) that congestion will be controlled – yet it continues to rise relentlessly.

The focus on travel choice fails to say how travel choice will be increased. Most urban and rural areas lack realistic travel choice. No attention is given to making walking and cycling a pleasant and preferred experience. (Sadly, Leicestershire’s CWIS plans focus on cycling beside busy traffic lanes squeezing other traffic).

The Plan says that traffic congestion cripples the bus network but fails to say the same for the road network as car journeys in built up areas and motorways are increasingly affected.

The effects of climate change to 2050 are almost certainly understate latest predictions. And there is no attention given to reducing climate change, for example by reducing journeys.

The plan ought to take its example from towns and cities where congestion has force change to mass transit and active modes.

It's strange that little or no consideration is given to improving travel choice on journeys in and out of the Leicester Built Up Area

In summary the Plan risks:

- More traffic congestion.
- Less public transport.
- Poorer public health.
- And limited choices

Leicestershire can do better".

**Max Hunt CC**