

**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE –  
20 MARCH 2014**

**LOCAL TRANSPORT PLAN THREE (LTP3): SECOND IMPLEMENTATION PLAN  
2014 - 2017**

**MINUTE EXTRACT**

47. The Committee considered a report of the Director of Environment and Transport which advised members of the progress made with the on-going development and delivery of the Leicestershire Local Transport Plan (LTP3) and sought the Committees views on the draft second LTP3 Implementation Plan 2014-17 prior to it being considered by the Cabinet on 1 April 2014. A copy of the report marked 'Agenda Item 8' is filed with these minutes.

The Chairman welcomed Mr P C Osborne CC, Cabinet Lead Member for Highways and Transport, to the meeting for this and other items.

Mr Osborne CC advised the Committee that the focus of the LTP3 would continue to be on the identified priority areas in Loughborough, Coalville, Hinckley, South West Leicester and Leicestershire.

Previous work in Loughborough and Coalville had resulted in infrastructure improvements as well as economic benefits to the area. Similar work was now proposed for the Hinckley area.

Arising from discussion the following points were raised:-

- (i) The Committee suggested that any future substantial changes to the Implementation Plan should be reported to the Environment and Transport Overview and Scrutiny Committee. The Director confirmed that the Scrutiny Committee would continue to receive updates on LTP3 but that the likelihood of any major changes to the Plan was minimal;
- (ii) It was noted by the Committee that detailed LTP3 work in the Hinckley area had recently commenced with the 'Zone One' consultation phase. Although it was pleasing to see investment in the Hinckley area it was suggested that LTP3 may have focussed too heavily on promoting walking and cycling as travel options, overlooking other road users. The majority of people used cars to travel to work and the County Council needed to give weight to these road users. It was explained that by promoting alternative transport methods, particularly those drivers who made journeys of under five kilometres, this would mean there was less competition for road space by car users. The County Council was also trying to encourage people to use methods of transport such as walking and cycling as these provided health benefits;

- (iii) At peak congestion times it was difficult to accommodate all road users. With regard to buses occupying space on roads, the majority of bus services were run commercially and, as such, the County Council had no control over how services were operated;
- (iv) It was noted that the new cycleways in Coalville had been a success with a good number of users. It was hoped that cycleways could be rolled out and extended in other areas across the County.

**AGREED:**

That the comments now made in respect of the draft proposals for the LTP3 Second Implementation Plan 2014-17 be drawn to the attention of the Cabinet at its meeting of 1 April 2014.