

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

NETWORK MANAGEMENT PLAN 2014-2026

MINUTE EXTRACT

48. The Committee considered a report of the Director of Environment and Transport outlining the Network Management Plan (NMP), a supporting document to LTP3, which described how the County Council intended to manage its transport network, and sought the Committee's views prior to it being considered by the Cabinet on 1 April 2014. A copy of the report marked 'Agenda Item 9' is filed with these minutes.

Arising from discussion and in response to questions and concerns raised by members, the Committee was advised that:-

- (i) There were no plans to introduce road user charging in the short to medium term. However, with the expected increase in pressure on the County's road network up to and beyond 2026, the possibility of road user charging could not be ruled out as a potential option in the longer term;
- (ii) Whilst the NMP focused to a large extent on promoting alternative transport means it recognised the need for a balanced approach to all transport needs which included the recognition of the importance of a good road network. £14.7 million spent on a new inner relief road at Loughborough and the current redesign work taking place around the M1 Junction 21 was evidence of this;
- (iii) Alternative means of transport were often appropriate for shorter journeys. Benefits for alternative transport were not just environmental but also economic. People were encouraged to use alternative methods of transport to the car where appropriate and avoid long commutes. If focus was placed solely on cars, congestion would continue to increase and the road network would deteriorate. This would have a detrimental impact on the local economy;
- (iv) The County Council sought to influence local businesses and partners such as bus operators to vary the working day beyond the traditional 9-5 in order to ease peak time road congestion;
- (v) With regard to the concerns about large lorries travelling through villages, the Lorry Management Strategy sought to impose zonal restrictions on where lorries were able to travel. Where there was evidence that lorries were not adhering to these restrictions the County Council would work with the Police

although it was noted there was a difficulty in enforcement due to limited police resources.

AGREED:

That the comments now made in respect of the draft Network Management Plan 2014-26 be drawn to the attention of the Cabinet at its meeting of 1 April 2014.