

Submission to Cabinet
20th November 2020



From Max Hunt CC, on behalf of the Labour Group

Item 8: LEICESTER AND LEICESTERSHIRE STRATEGIC TRANSPORT PRIORITIES 2020 TO 2050

This was not the kind of high-level plan I was expecting but I welcome the joint working between the city and county Local Transport Authorities. I note that the Leicester Urban Area is given more recognition following the consultation. The city doesn't sit in isolation from the surrounding county conurbations.

Setting Strategic Priorities over the long term offers the opportunity for some innovative and creative thought. There are plenty of good examples to study and it is hard to detect much vision in the document. There was never much vision work in the Strategic Growth Plan and this frames much of the background. Congestion is repeatedly cited as a challenge and compromised with an offer of 'reliable journey times'. And still the programme encourages more peak time road traffic.

We have to go back to [Konrad Smigielski](#) to remind ourselves of the importance of setting high level priorities and the importance then of 'traffic plans'. Smigielski wanted to create traffic free urban environments without losing the advantages of the private car, which in the 1960s were doubling in number every few years.

If we had said, even 25 years ago, that we intended to double the number of vehicles passing the front doors of people in Coalville or Shepshed or any other small town in Leicestershire, we would have been quickly swept from office.

But these Transport Priorities are a 30 year plan. Three more decades of much of the same for our county towns.

Would we dare to look Smigielski, Buchanan or any of the pioneers of traffic in towns in the eye if they were still around today?

Officer note The reference to [Konrad Smigielski](#) above includes an embedded link that may not work once this document is published. The information can also be seen via - <https://bit.ly/2ITaPUy>

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