

Solutions to benefit all of Leicester

Car use can be managed instead of catered for. Public and active transport can be prioritised, resulting in a happier, healthier and cleaner Leicester.

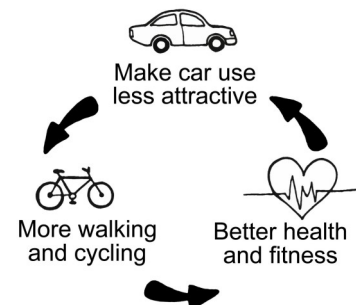
We know that the congestion and air pollution that Leicester is struggling with is primarily caused by car use. We also know that people are more likely to choose to use their cars (rather than cleaner, healthier options) and to make more trips and longer trips when it is made easier for them to drive and park. But it works the other way too. Making it less attractive for people to use their cars at the same time as improving public transport and walking and cycling options really works to reduce car use—scientific studies have shown this time and again.

So what could the council do to make driving less attractive and reduce traffic while improving air quality and public health?

- City wide residents (and guests) permit parking.
- Reallocating road space away from cars to buses and bikes by building safe pedestrian and cycleways like the plans for Belgrave and London Road.
- Raising parking charges (and extending the blue badge scheme for people who need to use cars) and working with commercial parking providers to increase their charges.
- Reprogramming signals at traffic lights to prioritise buses and cyclists over cars.
- City wide 20mph zone – this not only discourages driving but also improves traffic flow.
- Introduce car restrictions in specific areas such as outside schools.
- Bring in a work place parking levy where businesses pay a set rate per parking space per year and use the money to improve public transport. Nottingham has introduced this successfully and uses it to help fund their tram.
- Ensure public transport becomes affordable, reliable and runs where and when it is needed.

According to Leicester City Council's Essential Guide to Travel Planning⁹:

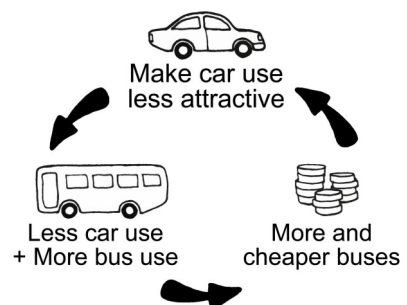
- Car sharing and cycle measures may achieve 3 - 5% reduction in drive alone commuting.
- A plan with car sharing, cycling and large discounts on public transport plus works buses will achieve around a 10% reduction.
- The combination of all the above measures, together with disincentives to drive e.g. car park management, can achieve 15-30% reduction in drive alone commuting.



Cities like London are leading the way in traffic demand management with their 2018 transport plan.

The plan includes closing some streets to cars, reallocating road space to pedestrians and cyclists, building cycle networks, removing some parking and additional congestion charging. It aims to have 80% of London trips made by walking, public transport and cycling within about 20 years. If you'd like to read this plan, go to: <https://tinyurl.com/yars9zf8>

There's no reason Leicester couldn't do something similarly visionary and forward-thinking.



"Traffic reduction is a real phenomenon that occurs when road space for cars is reduced. The scale of reduction can be quite substantial...in half the cases, over 11% of the vehicles which were previously using the road or the area where road space for general traffic was reduced, could not be found in the surrounding area afterwards"¹⁰

Building another road across the River Soar will do the opposite of reducing traffic by making driving more attractive. Why not become a green city of the future and help people to make more positive and healthy choices instead?

There are solutions: car use can be managed instead of catered for. Public and active transport can be prioritised resulting in a happier, healthier and cleaner Leicester.