

NEIGHBOURHOOD PLAN FOR SILEBY PARISH



OPEN EVENT
8 SEPTEMBER 2018

What have we done so far?

In late 2016, the PC/TSP took the decision to undertake a Neighbourhood Plan.

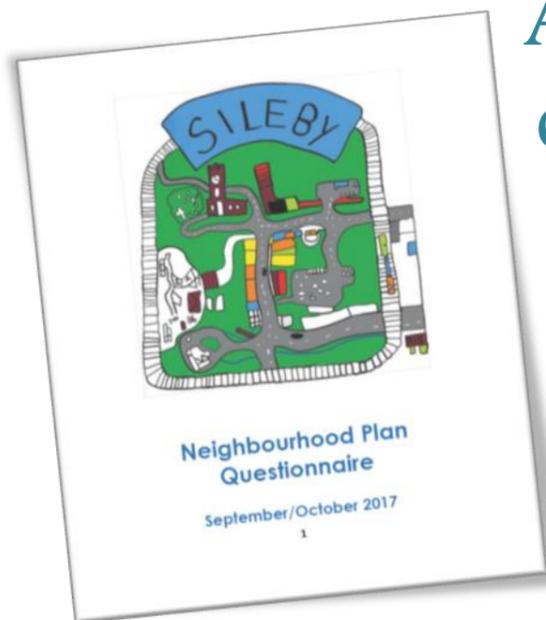
The Parish was formally designated as a Neighbourhood Plan area on 10 February 2017. The designated area is as shown on the map on this display.

An **Advisory Committee** was established involving residents and PC/TSPors, and this group have driven forward the process since then.

Funding was secured to meet the cost of



preparing the Plan and a **consultation event** took place in September 2017 attended by 147 people.



A **community questionnaire** was completed by 370 local people around the same time.

‘**Theme Groups**’ have been considering the detail of the Neighbourhood Plan since their launch in the autumn of last year and the display boards today reflect the outputs from these groups, plus other evidence gathered from the consultation and other sources.

These groups have involved PC/TSPors and members of the **community** and have considered issues to do with housing, the environment, community facilities, transport and employment.

It is through these groups that the detail of the policies has taken shape. Members of the **Theme Groups** are here today and will be happy to talk to you about the work that has taken place.

Have a look through the **emerging policies** and let us know if you agree with them.

What do we still have to do?

Following today's event, the Neighbourhood Plan will be finalised and once approved by the PC/TSP, subject to further consultation where everyone will be able to comment.

After this, the Plan will be submitted to Charnwood Borough Council, at which point it will carry a degree of **statutory weight** in planning terms and be considered when planning applications in the Parish are determined.

The Borough Council will consult on the document for a further period of 6 weeks before submitting it for an **Independent Examination** and ultimately a **referendum**, at which point the Plan will be voted on by everyone on the electoral role within the Parish. The Plan will pass or fail the referendum on the basis of a simple majority.

The display boards contain **Planning Policies** and also describe **Community Actions**. Community Actions are not planning policies and will not be subject to Examination but are issues for the Parish to take forward in support of the Plan. Please let us know if you support these community actions.

On the **display boards** in this room there is a range of information.

Please read the material on display and let us know whether you agree with the proposals! In this consultation we want to know whether or not you broadly agree with the policy. If you disagree with any of the emerging policies, please tell a member of the team who will record your concerns.

Detailed comments can be made through the formal consultation process which will take place later this year.

This is your opportunity to **shape development** in the Parish over the next 10 years or more!

Our Vision ...

Sees Sileby as a village where people of all ages and backgrounds are proud and happy to live, work and relax.

- It will provide strong support, facilities and housing for all, from the young to the very old.
- Public infrastructure (education, health and care facilities) will be excellent, fit for purpose for today and flexible for the needs of the future.
- High added value commercial activities will be incorporated into development where appropriate.

Sees movement between different parts of the village as being easy on foot, cycle, public transport, (car if necessary) and safe at all times of the day and night.

- Traffic will by-pass the village leaving streets free for local traffic with adequate public parking. The need for cars will be reduced by better public transport and by better connected footpaths.

Sees the use of the many sports and recreation facilities being more integrated. The Park and its

building will be redesigned to offer more flexibility and to facilitate inter-connection between social groups and societies.

Sees the village increase its environmental and sustainability offering, with tree and shrub planting, the brook widened and organised as an attractive and beneficial watercourse to enhance the natural environment and wildlife habitats.

- Electric vehicle charging will be embedded into highway developments and opportunities for energy self-sufficiency utilised.

Sees us shaping further employment and residential development to meet the changing needs of our community, integrating carefully and sympathetically with the facilities of the village.

- Homes will include a mix of design features including contemporary and traditional, adding to the village's vibrancy and community focus and including a mix of housing for young, elderly and infirm.

Housing

The Parish is required to contribute to the supply of new housing across Charnwood Borough irrespective of whether it prepares a Neighbourhood Plan.

The **Neighbourhood Plan** can shape the **type, size** and **location** of new housing in the Parish – executive houses, family houses or starter homes. It can specify expensive or affordable homes, **specialist housing** for older people or people with support needs. It can also influence housing design and protect locally important buildings from inappropriate development.

In Charnwood Borough Council's Local Plan, **Sileby** is classified as a '**Service Centre**' along with 5 others. Development is required in Service Centres to help meet the Boroughs housing requirement up to 2036 of between 8,100 and 15,700 new homes.

The number of new houses currently required in the Parish is still to be confirmed.

In preparing a Neighbourhood Plan for Sileby, a target of 566 has been agreed with the Borough Council. This figure may change in the coming months as the overall target is finalised.

When all the recent planning approvals in Sileby have been taken into account, this target has already been met and no further housing allocations are required.

However, as the final target is yet to be confirmed, a number of 'Reserve Sites' are being considered which will be brought forward for development should the housing target increase at any time during the lifetime of the Neighbourhood Plan.

By doing this, the Neighbourhood Plan will continue to shape development even if circumstances change.

Limits to Development

Existing limits to development set by Charnwood Borough Council are now out of date. The Neighbourhood Plan updates these limits which define the boundary between the built-up area of Sileby and the countryside, where development will be carefully controlled.

The policy states that development proposals within the Limits to Development will be supported where they comply with other policies in this Plan.

Land outside the defined Limits to Development will be treated as open countryside, where development will be carefully controlled in line with local and national strategic planning policies. This includes agriculture-based development, some affordable housing and recreation/tourism facilities.

Do you agree?

Windfall sites

Windfall, or infill, sites are small-scale sites which come forward unexpectedly. These sites often comprise redundant or vacant buildings including barns, or a gap between existing properties in a built-up street scene.

The policy supports windfall development which:

- a) Fills a restricted gap in the continuity of existing buildings or on other sites within the built-up area where the site is closely surrounded by buildings;
- b) Is within the Limits to Development;
- c) Respects the shape and form of Sileby to maintain its distinctive character and enhance it where possible;
- d) Retains existing important natural boundaries such as trees, hedges and streams;
- e) Does not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours; and
- f) Does not result in an unacceptable loss of amenity of neighbours through loss of privacy, daylight, visual intrusion or noise.

Do you agree?

Design

Consultation has confirmed that the community wishes to ensure that any future development both reflects the village's architectural character and integrates into the village environment. There is an expectation of high quality materials and environmental sustainability in any future house building in order to sympathetically integrate with the character and environment of Sileby.

The policy requires that:

- a) Development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area. It should not have any adverse effect on the visual amenities of the street scene nor wider rural landscape views;
- b) Design principles that apply to the Conservation Area should be applied where development is adjacent to the Conservation Area to help ensure a controlled transition;
- c) Adequate off-road parking should be provided in line with Leics CC Highways standards;
- d) New housing should reflect the character and historic context of existing properties within the Parish and incorporate a diversity of quality materials. Design will be encouraged and supported where improvement can be demonstrably evidenced;

- e) Development should be enhanced by a focus on biodiversity and landscaping with as much preservation as possible of existing trees, hedges and wildlife habitats. In particular developments should where practicable:
- Integrate bird nest boxes and bat breeding and roosting;
 - Provide hedges or fences with ground level gaps that maintain connectivity of habitat for hedgehogs;
 - Ensure that any site or sports facility lighting meets the best practice guidelines in Bats and Lighting;
- f) Development should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency. Dwellings should be built with rainwater recycling to both front and rear of property. Property frontages must also have either lawns or gardens to avoid water run-off from hard standing;
- g) Development should incorporate sustainable drainage systems with maintenance regimes to minimise the risk of flooding and the effects of climate change;
- h) Development should ensure the appropriate provision for the storage of household waste and any recyclable materials;
- i) With the development of Hybrid and electric vehicles all properties should have located at the front of the property, or within allocated car parking, Electric charging points.

Do you agree?

Housing Mix

Home ownership levels are high with around 76% of households owning their homes outright or with a mortgage or loan. This is above the district (72%), regional (67%) and national (63%) rates.

An ageing population will further increase under-occupancy across the village and the NP will encourage people to move out of the larger detached properties that are under-occupied into more suitable and age-appropriate housing.

The policy says:

New housing development proposals should:

- a) Provide a range of housing suited to local need and appropriate to their location;
- b) Ensure that at least 60% of new market housing in developments of 5 dwellings or more comprise 2 and/or 3-bedroom dwellings to redress the shortfall of smaller houses available locally;
- c) Provide a balance of accommodation, including bungalows, which meets the needs of people of all ages, including older people; and
- d) Be constructed to a minimum space standard of building regulations 2015 M2 – “accessible housing” whilst a minimum of 4% of new housing will be built to a minimum space standard of building regulations 2015 M3 – “wheelchair housing”.

Do you agree?

Development on Brownfield Sites

Factory and business sites remain across the Plan area which are suitable for development and where land owners have indicated a desire to develop.

Community consultation showed that redevelopment of redundant 'brownfield sites' instead of building on greenfield sites should be a priority. National planning policy encourages the effective use of land by giving 'substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.'

The policy says that within the Limits to Development, development proposals for the redevelopment or change of use of redundant land or buildings will be supported above non-brownfield sites where appropriate remediation measures have been taken.

Do you agree?

Community Facilities

Support for existing

Villagers place widespread importance on Sileby having its own range of affordable and accessible indoor and outdoor community facilities and amenities. There is a heightened desire to see village facilities and amenities protected.

The important village requirements that are consistently highly prioritised in community consultations are: GP surgeries (97%), local schools and nurseries (84%), dog waste bins (51%), upkeep of significant buildings (77%) and library (70%). Responses to community consultations offer a good insight into the concerns, aspirations and creative thinking of Sileby Parishioners.

The policy aims to ensure that none of the present community facilities are changed or lost unless it can be clearly demonstrated that the facility is no longer financially viable or no longer considered necessary or no longer of value to the community unless a suitable replacement can be provided in an accessible and appropriate location.

Do you agree?

New and improved community facilities

There is a wealth of ideas about developing more opportunities on the memorial park, parking solutions, leisure facilities, shops, opportunities for children and young people, public toilet facilities, public transport and community events. Every opportunity to widely consult and engage the community will be welcomed.

The policy states that proposals that improve the quality and/or range of community facilities will be supported subject to them meeting the design criteria, being of an appropriate scale, provide adequate parking, not create additional transport problems and meet the needs of people with disabilities and dementia.

Do you agree?

Assets of community value

The designation of a community facility as an Asset of Community Value provides the opportunity to give it added protection from inappropriate development. In addition, if an asset is 'Listed' the PC/TSP or other community organisations will then be given the opportunity to bid to purchase the asset on behalf of the local community, if it comes up for sale.

Through consultation, some community assets have been identified which are considered important for community life.

The policy states that development that would result in the loss of or has a significant adverse effect on a designated asset of community value will not be permitted unless in special circumstances, such as the asset is replaced by an equivalent or better provision in terms of quantity and quality in an equally suitable location or it can be clearly demonstrated that it is not viable or is no longer needed.

Do you agree?

Schools

Sileby has 2 Primary Schools (Redlands Primary School and Highgate Primary School) and a small specialist College (Homefield College) that supports individuals with Learning disabilities. The schools are the only secure community infrastructures where resources for sports and creative arts can preside. Each Primary school is expanding its services and will require further investment in order to provide the high level of quality education our children deserve in Sileby.

The NP encourages the opening up of school sports facilities to the wider community, when they are not required by the school.

The policy supports proposals for the expansion of existing schools in the village where it can be demonstrated that:

a) Expansion would not exacerbate existing access-related or traffic circulation problems, or that suitable mitigation measures are brought forward as part of the proposal:

b) There is no loss of land already used for recreation by the schools, and

c) The development would not result in a significant loss of amenity to residents or other adjacent users.

Proposals for the creation of a new school would be supported where it can be demonstrated that the development:

a) Would be safely accessible for pedestrians and cyclists, and is well related to bus routes and/or there is adequate provision for waiting school buses to park;

b) Has appropriate vehicular access, and does not adversely impact upon traffic circulation; and

c) Would not result in a significant loss of open space, amenity to residents or other users.

The use of a Community Use Agreement will be required to prevent facilities being underused and to help ensure a viable and sustainable business model over the longer term.

Do you agree?

Health and wellbeing

Currently Sileby has 2 Medical Centres and the equivalent of less than 4 full time GP's between them. Both practices are situated in buildings in locations where they have restricted planning. Residents of Sileby are satisfied with the level of service, however there are already concerns over availability of GPs. The population of Sileby is now 10,000 people with a life expectancy of 80+ and yet there has been no increase in the number of GPs or provision of additional premises to cope with the growing population.

The policy says that proposals for additional GP premises that increase the accessibility of health and wellbeing services for residents living in Sileby will be supported providing that it will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties and will include adequate parking provision.

Do you agree?

Play areas

Sileby has three smaller children's parks and one larger Memorial park. The Memorial park currently has a recently extended skatepark, mini enclosed basketball court and is currently used as a pitch for five a side football by the Sileby Juniors. This space is widely under used particularly the open space as it is prone to flooding.

Consultation identified that enhancement of the play parks was strongly supported, and additional play equipment would be welcomed.

The policy says where recreational provision is required as part of a new development the enhancement of existing play provision, including equipment for a wide range of users, is supported in preference to the creation of new small play areas.

Do you agree?

Noisy Sports

The Parish is popular for sporting and recreational activities. The vast majority of these activities can be undertaken in the Parish without issue. There have been some concerns that the enjoyment and the quality of the countryside and in some instances residential amenity can be spoilt by noise and other disturbance from some sporting and recreational activities where for example they involve (though not exclusively) loud team sports activities and gun sports – often known as ‘noisy sports’.

The policy says that proposals for the permanent use of land for noisy sport will be supported provided that:

Their noise impact on areas valued for their tranquility can be adequately mitigated and they would not result in excessive noise levels.

Do you agree?

Business and Employment

Sileby is a semi-rural parish with limited employment opportunities and close to the significant employment centre of Loughborough and the cities of Leicester, Nottingham and Derby. Supporting the economy through growth of small businesses in the Parish is therefore an important theme of the Neighbourhood Plan. Respondents to the questionnaire felt that any new business should be in keeping with the rural, traditionally industrial and residential nature of the Parish.

The policy resists the loss of commercial premises or land that provides employment or future potential employment opportunities, unless it is clearly demonstrated that there is little prospect of the existing building or land being used for employment purposes. New small-scale employment related development or the expansion of existing employment uses will be supported where it can be demonstrated that it will not generate unacceptable impacts (including noise, fumes, smell and vehicular movements); they respect and are compatible with the local character and surrounding uses and where appropriate protect residential amenity.

Do you agree?

Farm Diversification

There are several working farms in the Parish, managed directly or farmed on a contract basis. Given potential challenges facing the agricultural economy, the NP will seek to support farming businesses as they are essential to maintaining a balanced and vibrant rural community.

The policy supports the re-use, conversion and adaptation of existing agricultural buildings for small businesses purposes subject to the following:

- a) The use proposed is appropriate to the rural location and respects the local character of the surrounding area;
- b) The development will not have an adverse impact on any archaeological, architectural, historic or environmental features;
- c) The local road system is capable of accommodating the traffic generated by the proposed new use and adequate parking can be accommodated within the site;
- d) There is no significant adverse impact on neighbours – e.g. through noise, light or other pollution, increased traffic levels or flood risk.

Do you agree?

Homeworking

The benefit of supporting home working is that it helps to promote local employment activities whilst reducing the dependency of the car for long journeys to employment sites outside the Parish. However, people may not have a suitable space within their home from which to run a business, or they may wish to distinctly separate their work and living spaces. The construction of extensions, the conversion of outbuildings, and the development of new freestanding buildings in gardens from which businesses can operate will be supported to maximise the opportunities for entrepreneurial activity and employment in Sileby Parish.

The policy supports proposals for the use of part of a dwelling for office and/or light industrial uses, and for small scale free standing buildings, extensions or conversion of outbuildings for those uses, where planning permission is required.

They must not cause traffic related problems, have no adverse impacts to nearby residents and should not detract from the quality and character of the building to which they are subservient.

Do you agree?

Tourism and Visitor Economy

Sileby has emerging tourist services throughout the village. Sileby Mill and boat yard, cafes, takeaway restaurants and local pubs.

There is a vibrant music scene in Sileby but limited accommodation for tourists.

There are many local tourist attractions within ten miles of the village, including the National Space Centre and Richard III Visitor Centre in Leicester, Bradgate Park, Beacon Hill and Swithland Woods in Charnwood Forest.

The policy supports tourism-related activities where they do not have adverse residential or visual amenity impacts.

The loss of tourism and leisure facilities will not be supported unless they are no longer viable or alternative provision is made available.

Do you agree?

Broadband infrastructure

The modern economy is changing and increasingly requires a good communications infrastructure as a basic requirement for commonly adopted and effective working practices. The internet is driving business innovation and growth, helping people access services, opening up new opportunities for learning and defining the way businesses interact. This is particularly important in rural settings such as Sileby where better broadband will enable home working, reduce dependence on the car, enable small businesses to operate efficiently and compete effectively in their markets, improve access to an increasing number of on-line applications and services provided by the public and private sector to help to reduce social exclusion.

The policy supports proposals to provide access to a super-fast broadband service for new development (of at least 30mbps) and to improve the mobile telecommunication network that will serve businesses and other properties within the Parish. This may require above ground network installations, which must be sympathetically located and designed to integrate into the landscape and not be located in or near to open landscapes.

Do you agree?

Public Car Parking

Sileby continues to suffer from a shortage of vehicle parking spaces in the village centre. The NP consultation surveys and questionnaires highlight that the lack of car parking is of major concern to residents. Two thirds of questionnaire respondents expressed concern about off-street or on-street car parking.

The parking situation in Sileby has raised significant concerns. This inadequate parking situation is set to become far worse in the wake of new housing and business development planned, both for Sileby and other nearby sections of the Soar valley. In this challenging climate of housing growth, the NP Transport Theme Group have considered multiple stages of car park improvement, namely with potential to address (A) the current lack of suitable parking spaces and (B) stages of additional vehicle use that will naturally follow housing and business development.

The Transport Theme groups' report on traffic flow measurements highlighted concerns about the legally permitted on-street parking through most roads in the village centre. This report explains that normally cars are only parked on one side of

roads; but that occasionally cars are also parked on both sides, sometimes partially on pavements.

There are also frequent incidents of illegal and inconsiderate parking opposite junctions, on double yellow lines, pavements, outside schools and nearby pedestrian crossings.

Additional off-street car parking is essential to maintain the vitality and viability of the Sileby Village Centre. The policy states:

The extension and improvement of existing off-street car parks to provide additional spaces and cycle parking to serve the Village Centre will be supported. The loss of Village Centre car parking will not be supported unless it is replaced by equivalent or better car parking provision in terms of quality, quantity and location.

New developments within the limits to development are to incorporate additional car parking spaces in accordance with the LCC Highways standards for residential and commercial development.

Improved on-street parking schemes, such as along Cossington Road, Barrow Road, Seagrave Road, Ratcliffe Road and Mountsorrel Lane, linking the village centre and the central link roads, will be supported where they improve the efficiency of operation and capacity of the Sileby road network

Do you agree?

Roads and Rail

Many people have raised concerns about congestion within the village. The expansion of Sileby and surrounding villages is constrained without public investment. Residents have said that they are affected by traffic flow issues in and out of the village at peak times. Community actions (see later in the display) address this issue.

Sileby railway station is located on the Midland Mainline between Leicester and Loughborough. The station was reopened in 1994 as part of phase one of the Ivanhoe Line. There is a limited service and the station is only accessible by many steps, so it is unsuitable for people with mobility problems.

The policy supports an upgrade of the Midland Main Line and improvements to off-street car parking, access and facilities at Sileby Railway Station.

Do you agree?

Walking and Cycling

Feedback from the questionnaire indicated that 70% of respondents considered the existing footpath provision in the village was adequate. A quarter of the survey respondents walk to work.

There are good opportunities in Sileby to make walking and cycling more attractive alternatives to the car and link into the existing cycle routes linking Leicester and Loughborough.

There are concerns about cycle safety on the links to Mountsorrel and Quorn where the road is narrow and unlit and Barrow Road which is also narrow and subject to speeding motorists.

The NP will promote, encourage and support sustainable modes of transport through the maintenance, upgrading and, where appropriate, creation of new footpaths and cycleways that extend and enhance the existing networks.

The policy says New development should retain, and where appropriate incorporate, linkages to the Public Rights of Way network and key destinations such as the town centre, GP Surgeries, leisure facilities and neighbouring villages.

Do you agree?

Canal

The Soar River and Grand Union Canal have provided links between the industrial areas and the centres of commerce but now are used mainly for recreation. The close proximity of the river to Sileby regularly causes the major routes serving the town to flood. Boat hire from the Sileby Mill provides water transport and recreational opportunities. The old towpath links the neighbouring villages of Cossington and Mountsorrel.

The policy says development proposals affecting the biodiversity, historic heritage or setting of the canal will be required to protect or enhance those features. Developers will be required to support the objectives of the river Soar & Grand Union Canal Strategy and any related community initiatives.

Do you agree?

Community Actions

This Neighbourhood Plan contains a range of policies designed to address locally important issues. It also contains a number of Community Actions.

A mix of vehicles will be needed to manage and deliver the community actions listed in the Neighbourhood Plan. Proactive consideration of effective ways to do this will make this plan feel very different this time round for the village.

Whilst it may be possible for Parish Councils to undertake some local project related work in certain circumstances (such as the project to improve the village website, and the capital project to extend the skatepark), generally Parish Councils do not have the capacity, in-house skills and sometimes powers to take up this role. Alternative bodies may be better placed and equipped to do this.

To respond to this need for alternative delivery vehicle(s) that can take a lead on priority projects/actions, a community owned and managed enterprise will be established, to be known as The Sileby Project (TSP). This will be a Sileby based independent delivery and lobbying body on behalf of the community, that operates closely alongside the Parish Council (PC). TSP will be set up independently in parallel to the Neighbourhood Plan process, with a social purpose 'to be a leader and supporter of progressive projects that inspires the community to be fulfilled and find pride in a place that they call home'. It is hoped that TSP will engage many of the volunteers that have come forward through the Neighbourhood Plan process, but also attract others. The enterprise will be owned, managed and accountable to the Sileby community, with its own local workforce (paid and voluntary roles), to undertake direct delivery and coordinate services that can be driven through it. The village also has a range of other groups and organisations that could potentially be the lead on specific projects and actions.

Environment

COMMUNITY ACTION ENV 1: BIODIVERSITY – The Parish Council/TSP in conjunction with other bodies will maintain the environmental inventory list of known sites of biodiversity interest prepared for this Plan.

The Parish Council/TSP will work with community groups, landowners, funding bodies and other organisations to enhance the biodiversity of the Parish by creating and/or managing habitat sites (e.g. wildflower meadows, woodland, wetland) on suitable parcels of land, and particularly to:

- Increase the quantity of suitable breeding and terrestrial habitat for great crested newts in the western part of the parish.
- Increase woodland cover in the eastern part of the parish.
- Create, improve and manage habitats adjacent to existing watercourses and local wildlife sites.

Community Facilities

Community Action CF 1 – The PC/TSP will use the report from the Village Needs Assessment for Community and Sports Facilities to negotiate with key stakeholders including CBC, Sports England and Parishioners to consider ways to address any shortcomings that are identified.

Community Action CF 2: The PC/TSP will continue the dialogue with both schools to discuss what facilities that they are able to accommodate if the village is identified to be lacking certain facilities or services from feedback on the Village needs appraisal.

Community Action CF 3: Discussions with CBC & CCG around brand new medical centre to provide more preventative services locally, due to restrictions on current medical centres ability to increase capacity. (See supporting information).

The PC/TSP will continue the dialogue with the existing Medical Centres to ensure Sileby residents have access to ‘Care Closer to Home’ (reference: <https://www.gov.uk/guidance/moving-healthcare-closer-to-home>) and provide more high quality services within their current infrastructure.

The PC/TSP will arrange meetings with Key Stakeholders to propose and agree potential solutions for the lack of flexibility the current infrastructure has and its impact on providing high quality of healthcare services for the next 70 years.

The PC/TSP will meet with the Pharmacy providers within the village to discuss service provision matters identified by residents with a view to improving existing services including technological advances to meet future demands.

Community Action CF 4: Sileby PC/TSP will task the Parks working group to seek support towards utilising the full potential of the Sileby’s Parks for the benefit of all demographics.

Transport and Road Safety

1. The PC/TSP will work with CBC Car Parking to carry out the following improvements to the King Street Car Park: the provision of at least 50 short stay parking spaces; enforcement of short stay parking; support for allocated permit parking for central village businesses and to improve signage for additional car parking spaces at The Pavilion Car Park.

2. The PC/TSP will work with CBC to deliver 24-hour parking at The Pavilion Car Park; improve access; lighting, safety and surveillance of the Pavilion Car Park.
3. The PC/TSP will work with LCCHA and CBC to devise and implement improved on-street parking schemes; which limit the obstructions to traffic flows through the Sileby road network, such as via means reported by the Transport Theme group in their on-street parking report (Sileby Off Street Car Parking Observations).
4. The PC/TSP to work with LCCHA to provide set in parking spaces on Cossington Road, Seagrave Road
5. Sileby PC/TSP will work with CBC to ensure that restricted parking zones are enforced and the problem 'on-pavement parking' is addressed.
6. The PC/TSP, LCC and CBC ensure increased enforcement of parking restrictions.
7. The PC/TSP will work with CBC, LCCHA and East Midlands Trains to monitor on-going car parking demands and assess future needs.
8. Sileby PC/TSP (SPC), Charnwood Borough Council (CBC), Leicestershire County Council (LCC) and local business should work together to encourage residents and employees out of their cars by using the footpaths and cycle ways and be more proactive in promoting their use, including promoting more cycle parking facilities
9. Sileby PC/TSP will undertake further surveys, including specific junction modelling, and will use the information gained

to assess the impact of future development and potential mitigations.

10. The PC/TSP will liaise with the Leicestershire County Council Highways Department to consider the reduction of speed limits on King Street, Heathcote Drive and Swan Street provision of parking restrictions in the area of the Schools.

11. The PC/TSP work with East Midlands Trains Community Rail Team to ensure the available funding for secure cycle parking is utilised for Sileby Station.

12. The PC/TSP and LCC work with Community Rail Team to improve the station appearance, possible addition of lighting under the bridge on King Street and on the High Bridge Public Footpath.

13. The PC/TSP, MP, LCC and community groups lobby for train service late extension at the next franchise consultation.

The PC/TSP will liaise with Leicestershire County Council Highways Authority and transport operators to maintain the current level of bus services and to encourage better availability and promotion of public transport in the evenings and at weekends.

14. Working with SuSTRANS, Leicestershire County Council and Charnwood Borough Council, Sileby PC/TSP will seek to improve the provision for off-carriageway cycling and cycle parking in appropriate locations.

15. The PC/TSP should pursue the LCC and CBC to ensure that public footpaths and pavements are well maintained, have adequate drainage and are well lit.

16. The PC/TSP in conjunction with CBC and LCC to improve directional signage for pedestrian routes within the village.