

MATTER 14 – TRANSPORTATION

Issue 14: Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for transport in Leicester?

General Questions on Transportation

434. A number of the transport policies refer to published guidance in other documents which do not form part of the submitted Plan and are not before the Examination for consideration. How should this matter be addressed to ensure that the policies are justified and will be effective?

The transport evidence to support the Local Plan transport policies are:

- the Pan Regional Transport Model: Leicester City Local Plan Base Year Model Review (2022) (EXAM EB/TR/1)
- the Transport Infrastructure Assessment, undertaken by EAE (EXAM EB/ER/2); and
- A transport modelling report that used the Pan Regional Transport Model (PRTM) by Aecom (EXAM EB/TR/1a)

The policies that refer to published guidance in other documents are:

- [Leicester Transport Plan \(2021-36\)](#) (draft)
- [Air Quality Action Plan \(2015-26\)](#) (consultation on draft commenced 31st July 2024)
- [Leicester Climate Emergency Strategy \(2020-23\)](#) (consultation on new draft December 2023)
- [Leicester Enhanced Bus Partnership Plan \(2022-30\)](#) Enhanced Bus Partnership Plan (2022-30) - (this has now been superseded by [Leicester+Buses+Bus+Service+Improvement+Plan+2024.pdf \(squarespace.com\)](#))

These documents have either been approved through Full Council, Scrutiny or a public consultation exercise has been undertaken. The documents are also referred to explicitly on Leicester City Council's website. Therefore, we strongly believe that this gives the assurance that the policies are justified and effective, as they have been informed by evidence that is crucial to ensuring good delivery of transport outcomes, such as promoting sustainable modes of transport and reducing the environmental impacts of traffic.

435. What is the likely effect of the proposed scale and distribution of development on the strategic and local highway network and key junctions? Have the necessary improvements and/or mitigation measures to the strategic and local highway network been identified in the Plan, including costs and timing/phasing where necessary?

Transport modelling has been undertaken utilising Leicestershire County Council's Pan Regional Transport Model (PRTM) which is DfT TAG compliant. The outputs of the modelling demonstrate that the impacts are manageable, subject to suitable mitigation.

The modelling shows that there is likely to be increased traffic and congestion and some displacement of traffic from the higher order roads. Traffic levels overall could increase by around 2% and delays by 7% in the network peaks. Within the City of Leicester, the majority of the impact will be in the North bounded by the A47 in the west and the A6 to the north. Several junctions show signs of additional stress, but it is only the A6/Abbey Park Road junction where a significant increase has been identified.

Increasing the use of sustainable modes is a key objective of the City Council, and the Transport Infrastructure Assessment (TIA) (EXAM EB/ER/2) includes many measures to continue the work of encouraging the use of sustainable modes by new and existing residents. The costs and timing have been set out in the TIA.

On the edge of the city, the cross-boundary impacts were most notable in the vicinity of the strategic sites. These impacts largely resulted from the displacement of traffic from the major routes (such as the A46). Displacement in itself is not necessarily a severe impact as it does not necessarily lead to increased congestion or reduced safety. Experiencing congestion is one of the factors that initiates behaviour change and the use of alternative modes, travelling at different times of day, or not travelling at all.

The transport evidence has been used to inform an overarching package of mitigation measures. The package of improvements to deliver the Local Plan has been listed in Appendix 4. The Transport Infrastructure Assessment (REF EB/TR/2) provides further detail including:

- Details of schemes
- Delivery timescales in five-year tranches
- Anticipated initial estimated costs.

The scheme costs are more certain if it is to be delivered earlier in the Plan period, rather than the latter.

Leicester City Highway Authority has been liaising with Leicestershire County Council Highway Authority and National Highways and have shared modelling outputs to ensure that all impacts of Leicester City Council's proposed growth within the city's administrative boundary are understood and taken into account in any future strategic and cross boundary schemes identified as required to mitigate the impact of growth within and together with growth outside of the city boundary (further work through NoLTS will address this issue).

436. In strategic terms, what transport issues have been identified that would require mitigation to enable the scale of planned growth to be realised?

The transport evidence work undertaken to determine the impacts of the Local Plan growth has not identified any strategic interventions required for the city. Like all cities, Leicester experiences congestion and delays on its major routes during the network peak hours, and the modelling outputs have demonstrated that the network will still be under considerable pressure. Whilst these are inconvenient to all road users, they are not generally strategic problems and do not severely limit the functioning of the city.

This means that for mitigation, the City Council will continue to pursue its policy of promoting sustainable travel in order to encourage more trips to be undertaken by sustainable modes and thus reduce the impact on those that are unable or unwilling to change their mode of travel. Mitigation is therefore in the form of measures to promote and facilitate sustainable travel, or measures to reduce the need to travel.

The Transforming Cities Fund and Connecting Leicester programmes, have delivered already delivered measures to facilitate sustainable travel options, such as the installation of new walking, cycling, and bus infrastructure, a new bus station that primarily serves the north and west of the city, real time bus stop infrastructure, smart ticketing, and thanks to continued investment from government the electrification of half the commercial and the entirety of the public authority bus fleet, in advance to support the proposed growth.

With this level of investment, modelling has shown that with the growth in the local plan traffic levels this could increase by around 2% (4% in the west of Leicester) and congestion in the peaks increase by 7% (in the northwest of Leicester) with car mode share

dropping from 60% to 59%.

Additional measures are proposed to be delivered in the period 2026 to 2031, as set out in the Transport Infrastructure Assessment, which will continue to support the objectives of reducing the mode-share of car trips and increasing the number of sustainable trips.

On the border of the city, impacts have been identified through the PRTM modelling with the potential displacement of traffic from the Major Road Network and Strategic Road Network onto lower classified roads. This has not been flagged as a severe impact in terms of delays, safety or congestion. However, given the growth in the wider region this is best understood holistically, and the authorities are proposing to undertake further work in the form of the North of Leicester Transport Strategy (NoLTS) that will help inform how developments in the North of Leicester will need to mitigate the impacts.

437. Does the Plan include policies which adequately manage the delivery of development so that severe transport impacts do not arise?

The strategic policies (Policies SL02 to SL06) provide the context to manage the delivery of strategic developments. The transport policies (Policies T01 to T06) provide the appropriate framework to underpin the transport delivery of these sites and smaller, local developments so that severe transport impacts do not arise.

In addition, the Transport policies in the local plan that refer to published guidance provide assurance that the local plan is also supported by relevant and appropriate complementary transport plans, policies and delivery strategies. These have been produced by the Local Highway Authority and other internal groups such as the Environment Team which will manage the delivery of development.

438. To achieve the objectives of the Plan, do private motorised vehicles need to be restricted or their use controlled through policies within the Local Plan?

The council believes that there is no specific requirement for the local plan to fundamentally restrict private motorised vehicles, as the use of private motorised vehicles remains the default transport option for many to access employment and leisure opportunities, particularly in areas underserved by passenger or sustainable transport

infrastructure.

Notwithstanding this fact, one of the key aims of the local plan is to deliver more sustainable travel choices to a wider section of the population. This will provide a greater transport choice and provide better alternatives to the private motorised vehicle. This approach is also supported by policies throughout the local plan. Relevant and appropriate complementary transport plans and delivery strategies have also been produced by the Local Highway Authority and other internal groups such as the Environment Team.

Policy T01 – Sustainable Transport Network

439. Have the Plan's transport impacts been considered on a cross-boundary basis, including the role of active and sustainable travel modes?

The Plan's transport impacts have been considered on a cross-boundary basis, which includes the role of active and sustainable travel modes.

The Council has been working closely with Leicestershire County Council and National Highways in the transport assessment of the local plan as we strongly believe that taking a planned and joint approach is essential to meet the overall growth aspirations of both City and neighbouring local authorities.

The authorities are continually considering and assessing the potential for impacts both within their administrative and cross boundary. This is a continuous process in consultation and co-operation with both adjoining Highway Authorities. For example, evidence used to support recent successful bids for funding from the Department for Transport (DfT) have relied on Transport Modelling ((Pan Regional Transport Model (PRTM) & previously Leicester & Leicestershire Transport Model (LLITM)) both administered and operated by Leicestershire County Council Transport Modelling Team. Both PRTM and the previous LLITM are both TAG compliant to meet DfT requirements. Both PRTM & LLITM were designed to allow impacts to be assessed without constraint to administrative boundaries therefore, cross boundary impacts are a normal 'output'.

Previous programmes have been delivered that have been awarded by Department for Transport bids including, Leicester North West programme 2016/17, £19 million project, (working with Leicestershire County Council), National Productivity Investment Fund 2017/18 and

Transforming Cities Fund 1 and 2 Programmes 2019 onwards (working with Leicestershire County Council as a bid Partner and providing scrutiny and review).

We are continually looking to collect evidence, both within and outside our administrative boundary, in consultation or jointly with both adjoining highway authorities. This evidence can then be used to provide robust evidence for local or cross boundary improvement schemes and funding bids to DfT.

Therefore, the Council has a sufficient understanding of cross boundary issues to allow the plan to progress. Given the growth in the wider region this is best understood holistically, and the authorities are proposing to undertake further work in the form of the North of Leicester Transport Strategy (NoLTS) that will help inform how developments in the North of Leicester will need to mitigate the impacts.

The primary purpose of the strategy will be to build on improving sustainable modes of transport (i.e., walking, cycling and passenger transport), that the Council has been delivering, particularly since 2011, before any targeted highway improvements. The strategy will emphasise the importance of sustainable travel and then proposes to mitigate residual highway impacts.

The project brief is complete and awaiting feedback from key stakeholders. It is expected that Part A of the brief will be commissioned by the end of October 2024, and the outputs of the anticipated transport modelling exercise completed by the end of March 2025.

The council has also been involved in the early stages of the South East of Leicester Transport Strategy. Leicestershire County Council are continuing with this study and will inform the City Council of any necessary updates. This strategy has provided a starting point to the emerging South Leicestershire Joint Transport Evidence Study, which the Council is a partner of, both of which look at the transport & highways impacts of cross boundary growth within the housing market area.

440. Is it clear what is meant by the term 'suitable location' in second sentence of Policy T01, in the context the policy as a whole?

The plan sets out defined locations within the city where development is acceptable, however, it is suggested a modification to replace the word 'suitable' with 'sustainable' that will provide

clarity with Policy T01.

441. How will criteria a) to j) of Policy T01 deliver the re-balancing of transport modes? Where will the investment come from and when?

Policy T01 is considered as the prime policy related to Transport, when assessing planning applications and development proposals.

Policy T01 requires sustainable transport to be considered first. The criteria a to j sets out the wide range of sustainable travel measures that are to be considered as part of the planning application process prior to any highway infrastructure solutions such as junction improvement schemes to simply provide additional capacity of cars.

When reviewing the likely transport impacts the planning authority, in consultation with the highway authority, will review the submitted data and assess it against the transport policies.

This Policy T01 will therefore deliver the re-balancing of transport modes through the planning / development management process by the identification of routes (walking, cycling and public transport) that will give people more travel mode choice together with a real alternative to travel by private car along these routes. By this approach T01 will help to re-balance transport modes by delivering significant sustainable transport infrastructure and projects.

Sustainable transport modes are central to supporting planned growth and ensuring development is truly sustainable. This has been a long term vision and commitment of Leicester City Council with projects being delivered under the 'Connecting Leicester' programme supported by a combination of funding provided through local planning contributions, DfT, DEFRA, etc.

These initiatives have provided confidence that a re-balancing of transport modes is happening in Leicester and the immediate cross-boundary areas. Policy T01 adds additional Planning 'weight' to the on-going process. We will continue to deliver schemes that support the rebalancing of transport modes.

To fund this infrastructure, the Council, like all transport authorities, is heavily reliant on securing periodic Government funds, usually through a competitive funding process. The Council has been very successful and has a good track record in recent

years in securing external funding.

Examples of successful funding awards include:

Fund Name	Date of funding award	Date of project completion
Transforming Cities Fund: improvements to public transport and other sustainable travel modes	2019 and 2020	Due to complete 2024/5
National Productivity Investment Fund: for Putney Road West Project and Urban Congestion Bus Pinch Point Improvement Project	2017	2022
Getting Building Fund: Leicester's St. Margaret's Bus Station	2020	2022
ZEBRA funding: purchase of 116 fully electric buses	2021	2024
ERDF: to deliver a collection of transport projects to improve air quality.	2019	2023

Packages of funding will continue to be required over the lifetime of the Plan towards delivery of the mitigation package and various Government funding pots have come and gone over the years associated enabling the delivery of growth. The same is likely to hold true for the future; over the Plan's lifetime Governments are still likely to be making monies available to support economic growth and to help to deliver on net-zero policy aspirations / requirements.

Appendix 4 of the Local Plan and the Transport Infrastructure Assessment (REF EB/TR/2) sets out the required transport investment, to deliver the re-balancing of transport modes.

442. Should the Public Right of Way Network and the role it plays in sustainable travel be addressed within Policy T01?

As outlined in paragraphs 2.2 and 2.3 of the Local Plan, Leicester is a compact urban area. The city has a relatively short network of public rights of way, our definitive map records a total of 88km paths; 11km of bridleways and 77km of footpath. Most of this network is comprised of short, paved paths running through urban areas. By comparison we have a network of 138km of cycle tracks 64km off road paths, and 74km shared footways cycletracks.

The rights of way network plays an important part in our promotion of sustainable travel, but its relevance needs to be considered in a wider context which also includes use by cyclists. As such it is meaningful to consider the wider sustainable transport network rather than its constituent parts.

Policy T02 – Climate Change and Air Quality

443. Will Policy T02 facilitate a reduction in the need to travel and support alternatives to the use of private motorised transport including walking, cycling and public transport?

We recognise that travel is often necessary to access opportunities or services, and when it is, this policy will facilitate travel by sustainable modes of transport, rather than undertake a journey by private car.

This development management policy does not specifically look to facilitate a reduction in a need to travel directly. It is aimed at providing alternatives to the use of private motorised travel.

The Council recognises that there has recently been a significant step change in technology available in the home, work and leisure environments that allows people to reduce their annual travel. During the COVID pandemic this delivered a step change in employers allowing their staff to work from home where possible. A large proportion of the population gained access to on-line facilities such as video conferencing (MS Teams, Zoom, etc) and internet shopping that has consequently reduced their need to travel. This behaviour change, brought on by the COVID pandemic, is unlikely to change in the near

future. The Council policy looks to support travel choice where travel is deemed necessary.

Policy T02 concentrates on the delivery of climate change target and improvements in air quality. This is to be achieved by prioritising sustainable travel modes, increasing the take up of low emission vehicles and the potential impact of proposed developments on air quality as outlined in criteria c), d) & e).

It is also accepted that not all areas in Leicester and the surrounding area have easy access to sustainable modes at present. This Policy supports this to be assessed as part of the development management process.

444. How is Policy T02 linked to any monitoring requirements and does it include flexibility to respond to any changes to national air quality targets?

This policy is not directly linked to any monitoring requirements; however monitoring is taking place as part of the Council's commitment to the Air Quality Action Plan (AQAP) (2015-2026).

The Local Plan Policy T02 is an overarching Policy which will be delivered through the complementary Air Quality Action Plan and the updated Climate Change Emergency Action Plan (2023-2028).

The Air Quality Action Plan (AQAP) is to be reviewed annually and updated every five years (a new plan is expected to be adopted in 2025). As such, the new Air Quality Action Plan will have the flexibility to respond to any changes to national air quality targets.

Policy T03 – Accessibility and Development

445. Is Policy T03 intended to be applied to all development, regardless of scale and type? If not, is this clear?

This policy relates to all new development regardless of scale and type.

446. Should Policy T03 include any reference to the Public Right of Way Network and any Rights of Way Improvement Plans?

Yes, the Council agrees that this should be included within this Policy, and suggests that this is included under, Pedestrians and People with Limited Mobility' section. Therefore, we accept that

this should be included as a modification.

Policy T04 – Park and Ride

447. The supporting evidence base refers to particular sites/areas of the city where new Park and Ride facilities would be necessary. Should Policy T04 be more specific in referring to these capacity gaps and routing requirements?

The Council has published a Bus Service Improvement Plan (BSIP) (2024-2036) that sets out a programme of investment and actions to deliver improvements in bus travel. This includes the identification of proposed park and ride sites and appropriate bus routing, that would support our sustainable transport agenda.

It should be noted that any new Park & Ride site would need to be supported by the latest evidence prior to consultation and a business case being produced to secure the funding of the scheme. Given this, it is considered inappropriate to name potential park and ride sites within this Policy as it may result in misinformation.

Policy T05 – Freight

448. How does Policy T05 link to Policy T01 and its ambition to deliver sustainable transport networks? Are there any specific opportunities to link commercial vehicles depots / integrated transport facilities within the strategic growth areas?

Policy T05 supports Policy T01, as it includes criteria to promote a sustainable transport network. For example, Criteria (b) refers to encouraging the efficient and sustainable movement of freight on the transport system, including last mile opportunities and by alternative methods. Criteria (c) and (d) further supports the use of sustainable transport networks for freight operations.

Policy T05 is a development management policy that will be used to assess the needs of commercial vehicles related to potential developments. In conjunction with T01 and the other transport policies the potential development will be assessed with regard to its ambitions to deliver sustainable transport networks and the developments ability to deliver on these ambitions.

The Council is aware of the benefits of linking commercial integrated transport facilities within strategic growth areas, by offering the opportunity to reduce freight vehicle movements in Leicester. There

are currently no specific opportunities to link commercial multimodal freight transport facilities within strategic growth areas. However, a modification to this policy is supported to further achieve the Local Plan's sustainable development objectives, by including the wording to reflect this, for example 'multimodal freight transport facilities at appropriate locations', in criteria b.

Notwithstanding the above, the Council would encourage and support any specific opportunities to link commercial vehicles depots / integrated transport facilities within the strategic growth areas. These opportunities may come forward, not only in relation to strategic growth areas in the city but also in the areas adjacent to the Council's administrative area. As usual the Council are committed to joint working with our adjoining local authorities to support cross boundary initiatives such as this.

Policy T06 – Highways Infrastructure

449. Has the package of transport infrastructure schemes identified to address demand on the transport networks been modelled to demonstrate if they would achieve their intended outcomes?

In 2022 the Local Plan growth was modelled using Leicestershire County Council's TAG compliant strategic transport model, PRTM (Pan Regional Transport Model). As well as the Local Plan growth, the model run included the Transforming Cities Fund (TCF) transport infrastructure schemes that are being delivered in advance to support future growth.

The majority of the TCF schemes focus less on increasing the capacity of the road network, but instead are aimed at increasing the levels of walking and cycling and bus use and thus reduce the increase in car traffic. The modelling results showed that these interventions could lead to a reduction in car mode share from 60% to 59% through a 12% increase in PT trips, 6% increase in active trips and only a 3% increase in car trips. The modelling showed that whilst the city remained congested there was only one junction (A6/Abbey Park Road) which increased from uncongested to significantly congested in the peaks. This junction has already been improved, and whilst it is undesirable for it to become congested it will not have a severe impact on the city's transport infrastructure.

As the majority of impacts within Leicester city itself are in the north and west of the city, and at cross border areas, it was agreed with the

highway authorities that the next stage of the strategic transport assessment would be to develop area based strategies to mitigate the impact of transport, rather than to model a mitigation scenario.

Within Leicester city, our evidence shows increases in traffic levels, however it was not accompanied by significant increases in delays. The Council is not looking at interventions to increase the capacity of the highway network, but to ensure that there are attractive alternatives available that do not involve the use of the car. Therefore, the Council will continue to deliver sustainable transport interventions, as set out in the Transport Infrastructure Assessment.

Further transport modelling work is expected, utilising the Pan Regional Transport Model (PRTM) to inform the North of Leicester Transport Strategy to ascertain how developments in the North of Leicester will mitigate the impacts.

We will continue to assess the impact of interventions using both the PRTM model and other DfT tools used to develop and design sustainable transport schemes. The City Council's key aim is to pursue its sustainability objectives through measures aimed at increasing walking, cycling and public transport use.

450. Does there need to be any assessment at the time of submission of relevant planning applications to determine how much development may proceed in advance of the Local Plan highway interventions being in place? If so, does this need to be made clear in any relevant Plan policies?

In 2022 the local plan growth was modelled using Leicestershire County Council's TAG compliant strategic transport model, PRTM (Pan Regional Transport Model). As well as the local plan growth, the model run included the Transforming Cities Fund transport infrastructure, which has been delivered in advance to support the proposed Local Plan growth.

The Local Plan modelling results has forecasted that there will not be a severe impact on the city's transport network, if all Local Plan allocations are delivered.

We would expect planning submissions for individual sites to be supported by transport assessments which would identify whether there would be any localised highway improvements and mitigation required as a result. That would include those junctions already identified in the Transport Infrastructure Assessment, where appropriate. For larger sites, that would look at phasing of delivery

and identification of appropriate trigger points for provision of offsite improvements.

The council is therefore willing to propose a modification regarding this matter if it will help provide further clarity.

451. To achieve the Local Plan’s sustainable development objectives, do any highway infrastructure measures need to be delivered in terms of the transport hierarchy and sustainable transport modes and does this need to be specified in the policy?

The Council’s policy and sustainable development objectives are to prioritise the delivery of sustainable travel infrastructure to encourage the take-up of sustainable travel modes and to allow practical alternative options to the private car.

The transport approach to mitigation would be that sustainable transport modes (such as walking, cycling, public transport) would come forward first, in line with development, to help reduce the need to travel by car. Supporting highway infrastructure measures to afford priority to these modes of transport would be required, where necessary. The way the mitigation package is structured and proposed to be delivered is that it has flexibility; the sustainable measures are scalable and can be altered, if new evidence comes forward that requires any changes to schemes being delivered, the Plan can be adapted.

452. For each identified transport infrastructure scheme, can the Council clarify whether it would need planning permission, how it would be funded, and over what timescale it would be delivered? What would happen if one or more the identified transport infrastructure schemes did not progress as planned?

The following table shows a list of infrastructure schemes extracted from Appendix 4. It states whether planning permission is required, the funding mechanism and the timescales for delivery. It can be seen from this table that in the vast majority of transport infrastructure schemes planning permission is not required. This is normally the case when working within the limits of the public highway.

If one or more of the identified transport schemes did not progress as planned, we strongly believe that the Local Plan would still be deliverable. It does not depend on one scheme not being able to progress.

The Plan is based on an accumulative effect of schemes being delivered.

The Council’s transport strategy focuses on encouraging sustainable modes of travel, such as walking and cycling.

If a scheme is unable to be delivered or is delayed, then alternative schemes can be brought forward.

It should be noted that a funding source for many of the transport schemes set out in the table below is yet to be established. A commitment to which funding mechanism is most appropriate and available is generally assessed on a rolling programme that is dependent on a number of factors affecting local government funding, available Council funds and the availability of additional DfT funds and local contributions. This is quite ‘normal’ given the way local government is currently allocated funding; however, this is no more of a challenge than in the last 10 years or so. Transport infrastructure specifically required to support the Strategic Development Sites will be funded through Section 106 contributions. These contributions can also be supplemented by other funds from the Council, DfT and local contributions as available.

An advantage in the way the mitigation package is structured and proposed to be delivered is that it has flexibility; the sustainable measures are scalable and can be altered, if new evidence comes forward that requires any changes to schemes being delivered, the Plan can be adapted.

The Council successes, over the last ten years or so, in delivering schemes to accommodate growth is well established. This has been achieved by working with adjoining authorities, key stakeholders, public transport providers, business, residents and others over a long period to establish an enviable reputation with DfT and others to provide robust evidence to support additional funding bids and to deliver those schemes to DfT criteria and timelines. Our recent Transforming Cities Fund programmes (some £73M) is testament to our commitment to deliver new and enhanced existing sustainable travel options to the satisfaction of the DfT.

Transport Infrastructure Scheme	Does it need planning permission?	How is it funded?	When would it be delivered?
Connecting St. Margaret’s A6 / Central Ring Road Scheme (to facilitate improved cycle and pedestrian crossings and movements, the	No	Levelling Up Fund	By 2026

filling in of the subways and new bus lanes.			
Walking and Cycling and public realm improvements (outside of city centre) – Leicester Neighbourhoods- to facilitate and encourage the take up of sustainable travel and support growth and regeneration, primarily outside of the city centre			
Barkby Road (cycle scheme for Thorpebury)	No	Developer funded	By 2026
Catherine Street	No	Future government funding / bids / developer funded, as appropriate.	By 2026
Gwendolen Road	No	Future government funding / bids / developer funded, as appropriate.	By 2026
Hinckley Road	No	Future government funding / bids / developer funded, as appropriate.	By 2026
Queens Road	No	Future government funding / bids / developer funded, as appropriate.	By 2026
Spencefield Lane	No	Future government funding / bids / developer funded, as appropriate.	By 2026
Uppingham Road	No	Future government funding / bids / developer funded, as appropriate.	By 2026

Bus Priority Enforcement System Cameras (to ensure only permitted vehicles use the dedicated bus lanes)	No	Part funded. Future government funding / bids / developer funded, as appropriate.	By 2026
Car Parking including Contactless Payment Infrastructure & Car Club / Car Club infrastructure	No	Future government funding / bids / developer funded, as appropriate.	By 2026
Programmes to promote and encourage the take up of sustainable travel (e.g. travel planning, employee challenges, school travel planning, challenged and activities).	No	City Council (50%), Future government funding / bids / developer funded, as appropriate.	By 2026
Infrastructure required to support major growth locations:			
Improvements to public transport, walking and cycling infrastructure measures			
Signalisation of A47 Hinckley Road / Golf Course Lane / Meadwell Road junctions	No	Developer funded (if site allocated)	To be confirmed
Alterations to the A6 Loughborough Road / Sibson Road signal controlled junction scheme	No (works within Leicestershire County Council LHA)	Developer funded (if site allocated)	To be confirmed
Signalisation of the A563 Krefield Way / Red Hill Way / Beaumont Leys roundabout	No	Developer funded (if site allocated)	To be confirmed
Increase the size	No (land is	Developer funded	To be confirmed

(capacity of the Ratby Lane roundabout)	within Leicestershire County Council LHA)	(if site allocated)	
Infrastructure required to support Waterside			
Further walking and cycling improvements in Waterside / Frog Island area	No	TCF funded scheme - completed	By 2031
Cycle path along the canal between Repton Street, A50 and A6	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Improvements within the Central Ring Road. Connecting Leicester - Infrastructure on and within (and including) the Central Ring Road to support growth and regeneration within the city centre.			
Lee Circle area	No	Future government funding / bids / developer funded, as appropriate.	By 2031
St George's Street	No	Future government funding / bids / developer funded, as appropriate.	Completed in 2022
Granby Street area	No	Future government funding / bids / developer funded, as appropriate.	Completed in 2022
South city centre (Regent Street) area	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Leicester Royal Infirmary / Oxford Street	No	Future government funding / bids / developer funded,	By 2031

		as appropriate.	
St. Martin's pedestrianisation	No	Leicester City Council	Completed in 2024
Charles Street	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Railway Station Improvements Phase 2. Further enhancements to the railway station to support increase in rail passenger capacity and accessibility to the railway station			
Multi-story car park	Yes	Future government funding / bids / developer funded, as appropriate.	By 2031
Overbridge replacement and provides access to new car park and enables electrification	yes	Future government funding / bids / developer funded, as appropriate.	By 2031
Fox Street improvements	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Taxi Rank (Station Street)	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Walking / Cycling / public realm improvements (Orbital and Radial corridors – joining to the neighbourhoods) and to support bus services. Schemes are designated [A], [B] or [AB]: A: To support Active trips (walking and cycling) B: To support Bus Services AB: To support bus and active trips			
Rally Bank [A] (Beaumont Leys)	No	Future government	By 2031

Lanbe to Redhill)		funding / bids / developer funded, as appropriate.	
A6 Thurcaston Road to Redhill [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Belgrave Road / Melton Road [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Loughborough Road [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Bennion Road [B]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Beaumont Leys Lane [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Melton Road (Golden Mile) [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Gorse Hill bus link [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Humberstone	No	Future	By 2031

Road / Uppingham Road [AB]		government funding / bids / developer funded, as appropriate.	
Hamilton Way Link [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Highfields [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Catherine Street [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Evington Lane [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
East Road/ Green Lane Corridor [B]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Aylestone Road (Richmond Road to Banks Road) [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
London Road (outer section) [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031

Welford Road (near Cemetery) [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
A6 (Victoria Park Road) to Oadby) [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Saffron Lane phase 3 (to city boundary) [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Stoughton Drive [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Park and Ride site at Leicester Racecourse [B]	Yes	Future government funding / bids / developer funded, as appropriate.	By 2031
Soar Valley Way Bus Lane [B]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Glenfield Road [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Great Central Way (Bede Park to Braunstone Gate) [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031

Narborough Road [A]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Hinckley Road [A]: A47 St Augustine's to Glenfield Road – Hinckley Rd & Wyngate Junctions – Ivanhoe Line Bridge ◦ King Richard III cycle heritage route Leicester to Bosworth	No	Future government funding / bids / developer funded, as appropriate.	By 2031
West End [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
National Cycle Route N6 Bede to Abbey Park [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
University of Leicester / University Road [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Corah's redevelopment site [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031

Removal of bus pinch points city wide and walk/cycle Improvements in North of the City [AB]: Wyngate Drive- Fosse Road North - Blackbird Road_Abbey Park Road - Dysart Way.	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Removal of bus pinch points city wide and walk/cycle Improvements in North of the City between the A47(W) and A47(E) [AB]	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Walking / Cycling and public realm improvements: outside of city centre – Leicester neighbourhoods. Walking and Cycling improvements to facilitate and encourage the take up of sustainable travel and support growth and regeneration, primarily outside of the city centre. A pipeline list has been produced and provides an indicative indication of the schemes that are currently being investigated for delivery.			
Buckminster Road	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Colchester Road	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Coleman Road	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Downing Drive	No	Future government funding / bids /	By 2031

		developer funded, as appropriate.	
Gleneagles Ave	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Hallam Crescent	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Humberstone Drive	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Humberstone Lane: Troon Way to city boundary	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Hungarton Blvd	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Imperial Ave	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Keyham Lane	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Lower Keyham Lane	No	Future government	By 2031

		funding / bids / developer funded, as appropriate.	
Narborough Rd North	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Outer Ring Road (Abbey Lane to Beaumont Leys Lane)	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Outer Ring Road (Troon Way – Gleneagles to Barkby)	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Ravensbridge Drive	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Redhill Circle	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Uppingham Road: Hungarton Boulevard to Spencefield Lane	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Welford Road	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Whitehill Road	No	Future	By 2031

		government funding / bids / developer funded, as appropriate.	
Mobility microhubs (Technology development, research, mechanic and engineering training)	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Cycle parking (neighbourhood cycle parking project: retail and residential and; Business / School / Community Parking Project)	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Leicester City Wide Programme – aim to facilitate sustainable travel to, from and within the city centre			
Highways pinchpoint schemes (related to pinch-points, safety air quality, 20mph zones, advanced cycle stop lines).	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Cycle Pinch Points and severance: e.g., Swain Street, A47	No	Future government funding / bids / developer funded, as appropriate.	By 2031
NCN alignment	No	Future government funding / bids / developer funded, as appropriate.	By 2031
Park paths project (Improvement & adoption of paths across all major parks)	No	Rally Park Project underway – funded by Active Travel England.	By 2031
Railway crossings	No	Future	By 2031

projects (underpasses & bridges of in-use & redundant lines)		government funding / bids / developer funded, as appropriate.	
Electric Buses (155 buses already in for use in Leicester) and associated charging infrastructure	No	Zebra funded and other funding opportunities are being explored.	By 2031
Electric vehicle charging infrastructure	No (if installed on Local Highway Authority land)	Funding to be confirmed: We are looking at opportunities from the LEVI fund.	By 2031
Behaviour change programmes (e.g. travel planning, employee challenges, school travel planning, challenged and activities).	No	Ongoing – Active Travel Fund. Other ongoing funding to be confirmed	By 2031
Corporate Training Facility and skill development design project	No	Future government funding / bids / developer funded, as appropriate.	By 2031

Policy T07 – Car Parking

453. Is reference to EV charging points for residential and commercial development in criterion c) of Policy T07 necessary, given the changes to the Building Regulations in June 2022?

This policy was written prior the Building Regulations 2022 so the council would be willing to offer a modification if required.

454. Should criterion b) of Policy T07 also address the design and surface materials of car parking areas to minimise surface water run-off and ensure sustainable drainage systems?

The council has adopted specific guidance (Surface Water Management Plan and Local Flood Risk Management Strategy as referenced in Chapter 6 and National Planning Policy Guidance: Flood Risk and Coastal Change and Leicester City Council's Biodiversity Action Plan (2021-2031)) as well as the 'New Street Design Guide for Leicester' (2023) regarding sustainable drainage and other policies within the climate change and flood risk chapter which address this particular matter.

All the above plans and guidance are current; however, they will need to be updated as necessary within the Local Plan period to maintain their local significance and to adhere to any revisions in national guidance / legal requirement.

Given this, the Council believe that current guidance to address various design and construction 'best practice' and legal requirements such as the design and surface materials of car parking areas to minimise surface water run-off and ensure sustainable drainage systems such be addressed outside the Local Plan. This is to avoid the difficulty and uncertainty caused by current guidance being referred to in the Local Plan only to become out of date / superseded within the life of the Local Plan.