

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?
- 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?
- 436. In strategic terms, what transport issues have been identified that would require mitigation to enable the scale of planned growth to be realised?
- 437. Does the Plan include policies which adequately manage the delivery of development so that severe transport impacts do not arise?
- 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?

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?
- 440. What does the term 'suitable location' mean in this policy context?
- 441. How will the bullet points (a to j) deliver the re-balancing of transport modes; and where will the investment come from and when?
- 442. Should the Public Right of Way Network and the role it plays in sustainable travel be addressed within this policy?

It is considered that there are no significant or abnormal transport infrastructure requirements that will arise from the development of the Strategic Site 3 (SS3). This is reaffirmed in the TAA (EB/TR/2). It identifies that the strategic sites have been assessed independently which identified the need for some minor improvements and junction signalisations, but no strategic interventions or major off site works. Where highways interventions are identified through the planning application process they will be addressed via appropriate conditions and obligations.

The impact of the development on the local network will be fully assessed as part of the Transport Assessment to be submitted in support of the application, and where appropriate suitable mitigation will be proposed which can be secured via a S106 legal agreement as part of the planning application process.

Policy T02 – Climate Change and Air Quality

443. Will this policy facilitate a reduction in the need to travel and support alternatives to the use of private motorised transport including walking, cycling and public transport?
444. How is this policy linked to any monitoring requirements and does it include flexibility to respond to any changes to national air quality targets?

Policy T03 – Accessibility and Development

445. Is this Policy intended to be applied to all development, regardless of scale and type? If not, is this clear?
446. Should this Policy include any reference to the Public Right of Way Network and any Rights of Way Improvement Plans?

In the context of SS3, the Vision Document, which accompanied the Regulation 19 representations, outlines on pages 14-15 the location and distances of SS3 from services and facilities within its vicinity. The Plan identifies that there are a range of facilities that are accessible from the site, including education facilities, food stores, community facilities, recreation facilities and access to public transport.

SS3 is within 400m of existing bus services, as well as being accessible to local facilities by walking and cycling. The main workplace destinations are Leicester, Blaby and Charnwood, all of which are accessible via the existing bus services, on foot or cycle. It is considered that SS3's location will provide future residents with a realistic opportunity to travel by modes other than the private car.

As part of the SS3 proposals the existing PROW within the site will be enhanced to ensure these links allow access to the wider area as part of the development proposals. The site is accessible to the Ashton Green SUE via an existing underpass which routes under the A46. As part of the proposals this traffic free route will be enhanced providing an attractive and safe connection between the two sites, allowing new residents to avail of the educational, retail and health amenities provided within the SUE.

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 this policy be more specific in referring to these capacity gaps and routing requirements?

Policy T05 – Freight

448. How does this Policy 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 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?
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?

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?
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 impact of development associated with the SS3 proposals on the local highway network have been fully assessed within LCC's strategic highway model (PRTM). This model which is owned and operated by Leicestershire County Council includes all committed and planned development within the County and the City and hence addresses matters associated with cross boundary issues.

The modelling of the development identifies junctions where the traffic associated with the development has an impact of over 5% increase, and 30 vehicles, therefore identifying possible junctions where the development proposals may result in a severe impact on how they are currently operating.

These junctions are then subject to detailed assessment, and where necessary suitable mitigation is provided. On the basis of the above, all cumulative and cross boundary impacts of strategic sites within the northwestern part of the Leicester Urban Area have been fully assessed, and the impacts on infrastructure understood, with suitable mitigation provided where necessary.

Policy T07 – Car Parking

453. Is reference to EV charging points for residential and commercial development necessary given the changes to the Building Regulations in June 2022?
454. Should this policy specifically address car park surfacing within bullet (b) to address sustainability.