

**Leicestershire County Council**  
**As the Local Transport Authority for Leicestershire**

**Leicester City Local Plan 2020 to 2036**  
**Examination in Public**

**Hearing Statement**  
**Relating to Matter 14 - Transportation, Issue 14**

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**Introduction**

1. This statement has been prepared in response to questions raised under Matter 14 - Transportation, Issue 14 within the Examination Matters, Issues and Questions, issued by the Inspectors.
2. It provides supporting narrative to Leicestershire Local Transport Authority (LLTA) comments made in response to the Pre-Submission Local Plan (the Plan) in respect of the cross-boundary and cumulative transport impacts of the Plan's proposed site allocations. For reasons set out, the focus of this statement is on areas to the north and west of the City of Leicester (the City).

**Overarching contextual narrative**

3. The LLTA supports the principle of plan-led development. It provides presently the best basis for seeking to coordinate the delivery of new development with the delivery of the infrastructure (transport or otherwise) necessary to support it. It also provides the best safeguard for communities against unplanned, speculative development.
4. The LLTA specifically recognises the importance of securing the successful adoption of a new Leicester City Local Plan. This is fundamental to providing a firm foundation for future spatial planning across the wider Leicester and Leicestershire Housing Market Area (LLHMA) and in turn for planning for the future transport (and wider service and infrastructure) needs of the area's growing population.
5. Further, the LLTA acknowledges the constraints evidenced by Leicester City Council (the City Council) in terms of land availability for the allocation of new housing within the City's administrative boundaries. Accordingly, it:
  - Continues to support the Statement of Common Ground concluded between the Leicester and Leicestershire Authorities apportioning the City's unmet housing (and employment) need across the LLHMA. [\[Examination Document Ref: SCG/1.\]](#)
  - Accepts that there are no obviously feasible alternative options for the Plan's spatial strategy.
6. Additionally, the general principle of seeking to maximise the delivery of new homes on strategic scale sites (including where such sites straddle or lie very close to the County/district boundaries, as in the case of the Plan and the allocation sites to the north and west of the City), is supported, as it:

- Offers the greatest opportunities to provide on-site services and facilities that minimise the need for off-site travel; and
  - Can provide a sufficient critical mass to support new or improved passenger transport services.
7. To conclude this section, the LLTA is not seeking to raise any issues with regard to the Plan's fundamental spatial strategy.

### **Supporting narrative in respect of the Plan's transport evidence base**

8. The LLTA and the City Council have a good track record of working together on the development and delivery of schemes and have worked jointly on the Plan's transport evidence base.
9. The evidence, developed using the LLTA's Pan-Regional Transport Model, shows forecast transport impacts from growth within the City on areas of the adjoining County – cross-boundary transport impacts.
10. Given the Plan's spatial strategy, i.e. including the location of strategic allocation sites, the greatest impacts in the County are forecast to be in areas adjoining the north and west of the City.
11. Similar impacts are seen arising from growth proposals included in the Charnwood Local Plan 2021 to 2037 (on which Main Modifications consultations have recently been undertaken following the conclusion of its hearings in public). Together, the Charnwood and City Local Plans give rise to cumulative transport impacts, again predominately on the road network in and to the north and west of the City.
12. Without appropriate transport interventions, the LLTA would consider the transport impacts on County areas to the north and west of the City to be potentially severe.

### **Addressing cross-boundary and cumulative transport impacts**

13. An approach to addressing the identified cross-boundary and cumulative transport impacts to the north and west of the City has previously been established and is already in train; in respect of the Charnwood Local Plan, the LLTA and the City Council have, along with National Highways and Charnwood Borough Council, entered into Statements of Common Ground (CharnSsoCG) that establish the parties collective understanding of and principles for addressing cross-boundary and cumulative transport impacts in and around the north and west of the City. [*Charnwood Local Plan Document Refs: [SCG/5](#) and [Exam 19.](#)*]
14. The fundamental basis of dealing with the impacts is via the development and delivery of a North of Leicester Transport Strategy (NoLTS) following confirmation of the strategic allocations through the adoption of the City's Plan.
15. As agreed between the CharnSsoCG parties the NOLTS is predicated on:
- a) **Improvements to active and sustainable modes of travel:** By reducing the need to travel, in turn this will help to minimise the traffic impacts of growth on the Strategic, Major and Local road networks.

- b) **Targeted improvements to the Major Road Network (MRN):** Enhancement of active and sustainable transport alternatives help to mitigate the impacts of growth, but evidence suggests that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN (including the A6 and A50 in the County) in and serving the area. This will be required in order to ensure that as much traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes.
  - c) **Targeted improvements to the Strategic Road Network (SRN):** Evidence demonstrates that works to (or affecting) the SRN, including the A46, will also need to form part of the overall mitigation package. Once again, this is to seek to ensure, so far as is reasonably possible, that journeys across the area take place on the most appropriate networks for their purpose.
16. The CharnSsoCG parties further agree that it is envisaged the active and sustainable elements of NoLTS will come forward in its earlier years to support development in and around the north of the City, and indeed some significant improvements have and are already being delivered (as set out in the following paragraphs).
17. The City Council has provided the following information in respect of projects that it is delivering through Transforming Cities Funding:
- Theme 1: City Centre Hubs/Links**  
City Centre Electric Bus linking transport, retail, employment, educational and hospital hubs.
- Theme 2: Park and Ride Hubs and Links**  
Electrification of Park and Ride buses.  
Electrification of the 'Hospital Hopper', serving the main hospitals in the City, including Glenfield Hospital.
- Theme 3: North West & South West Green Growth Corridor**  
Melton Road, A6, Bennion Road, Abbey Park Road, A50, Parker Drive, Blackbird Road, Beaumont Leys Lane, Saffron Lane, Aylestone Road, Great Central Way and Braunstone Gate. Works consist of various pedestrian, cycling and public transport and safety improvements including a new bike friendly footbridge at Abbey Park Road.
- Theme 4: City Connectivity**  
Real time bus information at all main bus stops.  
Smart integrated ticketing via contactless cards and mobile phones integrating all bus operator systems.  
Improved waiting facilities at bus stops.
18. Additionally, the LLTA continues with its work to develop a North of Leicester Local Cycling and Walking Infrastructure Plan (LCWIP). It is intended that it will undertake public consultation and the LCWIP will be adopted by the County Council no later than Winter 2025 / 2026.
19. Both the LLTA and the City Council have published Bus Service Improvement Plans.
20. The key elements of NoLTS within the County have already been developed and costed to a level that is proportionate to support Local Plans through examination

processes (based on the Charnwood Local Plan examination/proposed Main Modifications agreed by the Inspectors of that Plan) and to provide a basis for seeking contributions through the development management process. These components are set out in the document 'Transport Strategies To Enable Growth in the Borough of Charnwood'. [[Charnwood Local Plan Document Ref: EXAM75.](#)]

21. Via the CharnSsoCG the parties are committed to continued working together to take forward the ongoing development and delivery of the NoLTS. They also recognise that the development and delivery of NoLTS will also be influenced by the content of other Local Plans, most notably the Hinckley and Bosworth and the Blaby Local Plans. They further recognise that developments are likely to come forward ahead of the delivery of the totality of a mitigation package, which includes the localised sustainable transport interventions within the City, and that short-term impacts may occur in the meantime. In this case, further discussions will be needed to establish acceptability to ensure that in the longer-term the highway network functions in the best manner possible.

### **Securing funding to deliver NoLTS**

22. Accepting that the public (Government) funding landscape has and continues to evolve since the CharnSsoCG were concluded, nevertheless the CharnSsoCG parties have committed to seek to explore all potential routes for funding to address transport issues.
23. Notwithstanding the representations made by the LLTA at the Plan's Regulation 19 stage, the LLTA is content that available evidence provides the basis to seek contributions to the NoLTS, as appropriate, through the development management process.
24. Thus, where, as a neighbouring authority, the County Council is consulted on planning applications within the administrative boundaries of the City, as appropriate:
  - It will expect planning applications to be supported by a robust assessment as to the extent of any cross-boundary and cumulative transport impacts; and
  - It will use that evidence as a basis to seek reasonable developer contributions towards the NoLTS.
25. The LLTA acknowledges that matters of site specific viability can influence the extent to which financial contributions might be sought, for transport measures or otherwise.
26. In that context, the LLTA further acknowledges that where it requests a developer contribution towards NoLTS from a planning application within the administrative boundary of the City, it is ultimately a matter for the City Council as the Local Planning Authority for the City to determine that application and any associated conditions and obligations it is thereby subject to, taking into account, inter-alia, site specific viability evidence.

### **Closing comments**

27. The CharnSsoCG parties stand by the principles already agreed. On that basis, the LLTA has been content that no further SoCG is required for the purposes of the Leicester City Local Plan's examination. It has thus been content to deal with this matter by way of a written statement.

28. Notwithstanding the LLTA's position as set out in this statement, it reserves the right to advise the City Council that a particular planning application should be refused where it considers that its impacts on the County's transport system would be severe, contrary to the National Planning Policy Framework.

**END**