

## Summary

Blaby District Council are not requiring the County Highway Authority to make a recommendation at this time as the application is not ready to be determined and the applicant is proactively engaged in carrying out further transport assessment.

## Principle of development

County Highway officers support the principle of delivering new housing on this scale and in this general location for the following reasons:

- Concentrated urban expansion contributes towards the delivery of major transport infrastructure to support new settlements. This allows the Highway Authority to ensure that a comprehensive approach to addressing issues on the local highway network is possible, in accordance the County's strategic transport goals.
- A mix of different land uses will reduce the need to travel, and where travel is a necessity, reduce the need to travel by private car through the integrated provision of high quality public transport, walking and cycling facilities.
- The above concentration of infrastructure and delivery of sustainable development cannot be realised where housing requirements are delivered across a wide area through a fragmented and piecemeal approach.

## Determination

- The development proposals have a direct impact upon the network of three highway authorities. In view of this a specialist Transport Working Group (TWG) has been set up to assess the application which includes members of the County Highway Authority (CHA) Leicester City Council (LCiC), the Highways Agency (HA) and Blaby District Council (BDC).
- At present there is insufficient detail to make a full judgement regarding the transport impacts of this development proposal, and consequently, the applicant is currently unable to demonstrate that its impacts can be adequately mitigated through the provision of the proposed supporting infrastructure and travel plan measures.
- It is recognised by the applicant that a development of this size can only be satisfactorily determined through the use of a strategic transport and land use planning model. The Leicester & Leicestershire Integrated Transport Model (LLITM) has been developed for this purpose and the applicants are currently liaising with the TWG and have prepared a brief to assess the development using the LLITM. It is expected that once commissioned the modelling process will take up to 8 weeks.
- The initial LLITM run will concentrate solely on the development as submitted. Following this, further modelling including microsimulation will be necessary to test the impact in the context of the phasing of the development and potential infrastructure solutions as appropriate, and informed by the first tranche of LLITM modelling.

### **Current Highway Authority concerns**

There are currently seven major areas where further work is required to satisfy our current concerns and this will be informed by the initial LLITM runs:

- 1) Greater consideration of impact is required around junction 21, Fosse Park, Grove Park, Meridian and the Outer Ring Road.
- 2) Potential increases in traffic on residential or minor rural routes;
- 3) A revised masterplanning and phasing strategy that ensures external travel is minimised during each stage of the development
- 4) Potential for a Warren Park Way link to mitigate potential impact on Enderby.
- 5) The delivery of frequent and reliable public transport that reduces journey times along the A47 and provides linkage to local employment centres
- 6) Linkage to the cycle network and areas of employment, pedestrian linkage to adjacent areas.
- 7) A more robust and enforceable package of travel planning measures

At present, the development proposals do not adequately consider or investigate the above requirements. The initial LLITM runs will better inform these discussions at which point (late summer / autumn 2011) highway officers will be in a position to recommend how best the above objectives can be realised.