

**Harborough Local Plan 2011 -2031:
Matters and Issues for Examination**

Hearing Statement by Leicester City Council. (5/9/2018)

Matter 8. Site allocations

SC1: Scraptoft North Strategic Development Area

8.4 What is the full anticipated effect of this allocation on the following locations, having regard to the evidence base?

Scraptoft

Keyham Lane West

New Romney Crescent

Station Road and its junction with A47 Uppingham Road

A47 towards Leicester

Other relevant streets and roads

In respect of:

traffic movement and congestion

safety and congestion near schools

the pedestrian environment

air quality

the village character

the historic environment

residential living conditions

We currently do not have the agreed evidence to confirm the anticipated effect of this allocation. The site promoter's transport consultant is due to provide results of strategic transport modelling through LLITM (Leicester and Leicestershire Integrated Transport Model) and a Transport Assessment (TA) in preparation for submission of a Planning Application.

The Transport Scoping Note (Jan 2017), submitted as evidence, has now been revised and Transport Scoping Note (22nd Feb 2018) sets out the methodology for the TA based on the predicted traffic distribution identified by LLITM, and the review of additional junctions through further analysis. We have been working positively with Leicestershire County Highway Authority, Harborough District Council and the site promoters to identify the anticipated effects of this land allocation.

The Transport Assessment will provide us with levels of expected traffic movements, junction capacity and forecast congestion. This will help to inform us of the effect of the development traffic on: journey times, public transport needs, safe pedestrian/cycle routes and impact on residential areas that may be used as alternative routes. Once this data is available, more detailed mitigation measures can be agreed. We have referred to the anticipated effect on the specific roads queried in 8.4 in the response below.

8.5 What mitigation measures are realistically capable of being put in place through a development scheme on this site, and what mechanisms would be employed?

Appropriate mitigation measures will include infrastructure improvements to routes local to the site and into the City. This may include: traffic signal equipment upgrades to enable smart systems, improvements to cycling, walking and public transport, traffic calming, speed reduction, safety around local schools and air quality. It is expected that highway mitigation on the City highway network would be required on, but not limited to the following routes:

- Hamilton Lane
- New Romney Crescent
- Netherhall Road
- Keyham Lane West
- Scraftoft Lane
- A47 corridor
- A563 Outer Ring Road.

Highway mitigation measures would be delivered through S106 planning obligations and S278 developer agreements.

8.7 Is it necessary to include social infrastructure trigger points in the policy? Are the thresholds for the provision of the school and social facilities appropriate and what provision is made for residents prior to those thresholds being reached?

The City Council welcomes the inclusion in the policy of the requirement for a two form entry primary school and the need for appropriate contributions towards secondary provision as determined by the local education authorities. As the masterplanning of Scraftoft Strategic Development Area progresses, it is important that there is effective dialogue between the City Council, Harborough District Council and the County Council in achieving effective outcomes and to avoid unacceptable pressure on secondary provision within the City's administrative area. This may require robust trigger points to be included to safeguard the City's provision.

8.8 What would the strategy for the bus service look like (having regard to Leicester City Council's request for a strategy for removing bus pinch points in the city and providing infrastructure)?

The City Highway Authority's general approach is to seek to minimise the number of car borne trips through the use of better bus services and measures, including hard mitigation measures by:

- i) Removing 'bus pinch points' on the key routes in to the city in order to facilitate better bus journey times and bus journey reliability, therefore making buses more attractive as a mode of transport.

The City Council's Bus Pinch Point Programme identifies the following routes that could be related to the development area for further assessment:

St. George's Way roundabout (outbound from Humberstone Gate – frequent delays spread throughout the day Monday -Friday 7.30am -6pm);

- A47 Uppingham Road (outbound and inbound) delays at The Portwey / Coleman Road – frequent delays spread throughout the day Monday – Friday 7.30am – 6pm);
 - Forest Road – inbound queues to Humberstone Road (frequent delays in the peak period 7.30am to 9.30am and 4pm – 6pm Monday – Friday); and
 - Humberstone Village, Main Street – (queues at school start and finish times) (7.30am – 9.30am and 4pm – 6pm Monday to Friday).
- ii) The City Highway Authority would seek infrastructure to promote movement by public transport, such as bus priority measures, bus gates, bus links, real time information and bus shelters for bus stops serving the city.
- iii) We will assess whether an existing bus service should be extended to the Scraftoft development, or if creation of a new bus service would be more appropriate, that will link the development to the city centre. Financial contributions would be required from the developer to ensure the service starts at an appropriate stage of the development being occupied, and until it becomes financially viable.

A bus strategy will be required to accompany a Planning application submission.