

Transport Topic Paper (Part 2)

11th September 2026



Submission Harborough District Local Plan

2020-2041

1. Purpose and Background

1.1 Topic Papers are an important source of information helping to outline and explain how policies in the Proposed Submission version of the Harborough District Local Plan 2020-2041 (Local Plan) have been prepared.

1.2 For each topic the papers tell the 'end to end' story of how the policies have evolved, setting out the important milestones along the way. The intention is to signpost rather than to duplicate the detailed technical evidence which is already available in the evidence base and not to repeat the explanation given under each policy in the Local Plan itself.

1.3 The main aim is to assist the Inspectors carrying out the examination into the Local Plan, as well as others taking part in the Examination Hearing. It is assumed that these parties are familiar with the National Planning Policy Framework (NPPF) and the national Planning Practice Guidance (PPG).

1.4 The Transport Topic Paper is prepared in two parts:

- **Part 1 [HDC10]** - is written by Harborough District Council and sets out the transport context (which will also inform Part 2), including:
 - How transport matters have been considered from the early stages of plan-making;
 - How transport considerations have informed the plan to ensure development is focussed on locations that are or can be made sustainable from a transport perspective;
 - The opportunities the development strategy creates to make use of existing transport infrastructure and support sustainable transport, and;
 - The impact of the Local Plan on the transport network.
- **Part 2 (this document)** - sets out an overall coordinated strategy for delivering the necessary transport infrastructure to address the impacts of the Local Plan, including:
 - Transport mitigation, prioritisation and cost;
 - How the policies in the draft plan (including the proposed modifications [HDC2 Appendix 1](#)) respond to the evidence to ensure transport measures are delivered in a coordinated way;
 - How transport infrastructure will be funded.

1.5 This Topic Paper (Part 2) has been drafted taking into account the evidence published to date, including the following workstreams published on 11th September 2026:

- Preliminary Scheme Design (Local Highway) [HDC13] and associated evidence updates (including Stage 2: Infrastructure Schedule – Update Summary Note (Sept 2026) [HDC11] and Whole Plan Viability Update – IDP Update Addendum (11th Sept 2026) [HDC12].
- Statement of Common Ground with Leicestershire County Council and Warwickshire County Council relating to Strategic Distribution allocations (MP1 and MP2) and the A5 [HDC15].

1.6 Given the need to publish the evidence by 11th September 2026, the Preliminary Scheme Design (Local Highway) [HDC13] report has been published in advance of a full review by the LCC. HDC will continue to work with LCC and may publish an addendum to the Preliminary Scheme Design (Local Highway) to address LTA comments as appropriate.

1.7 The LTA have also made clear that it considers further proposed modifications may be needed. Alongside the Examination, the Council continues to progress work on introducing Community Infrastructure Levy (CIL).

1.8 For the avoidance of doubt, at the time of writing (11th September 2026) the latest position of Leicestershire County Council as the Local Transport Authority (LTA) is set out in the agreed a Statement of Common Ground (SoCG) on Highway and Transport Matters (August 2026) [HDC9]. Any future updates on the LTA's position will be reported to the Examination as appropriate.

2. The Topic and Policies

2.1 This Topic Paper addresses transport and covers the formulation and justification for the following policies from a transport perspective:

- Policy DS01: Development Strategy
- Policy DS02: Creating Jobs and Diversifying the Economy
- Policy DS05: Infrastructure
- Policy SA01: Site Allocations
- Policy SA02: Land South of Gartree Road
- Policy SA03: Market Harborough North
- Policy SA04: Scraptoft East
- Policy DM06: Transport and Accessibility

3. Evidence

3.1 A summary of all transport related evidence submitted in support of the Draft Harborough Local Plan is listed in Table 1 below, including references and links to the on-line evidence library.

REFERENCE	DOCUMENT TITLE	DATE
SCG-NLP 2	South Leicestershire Local Plan Making Statement of Comment Ground	Nov-21
SCG-NLP 3	Leicester and Leicestershire Authorities - Statement of Common Ground	Jun-22
SCG-NLP 12	Duty to Cooperate Statement of Common Ground with National Highways	Mar-25
SCG-NLP 24	Leicester City Council and Harborough District Council SoCG relating to Reg 19 reps	Apr-26

SCG-NLP 25	<u>National Highways and Harborough District Council: Harborough Local Plan Statement of Common Ground</u>	Apr-26
HDC9	<u>Statement of Common Ground with Leicestershire County Council on Highway and Transport Matters</u>	Aug-26
TRP-NLP 1	<u>A Local Transport Plan for Leicestershire: Core Document (2025 - 2040)</u>	Nov-24
TRP-NLP 2	<u>Harborough Local Plan Strategic Transport Impact Assessment (STIA)</u>	Jan-25
TRP-NLP 3	<u>South Leicestershire Joint Transport Evidence: Stage 1</u>	Jan-25
TRP-NLP 4	<u>South Leicestershire Joint Transport Evidence: Costing Mitigation Updated Draft Report</u>	Apr-26
TRP-NLP 5	<u>South Leicestershire Joint Transport Evidence: Stage 2</u>	Sep-25
HDC13	<u>Preliminary Scheme Design (Local Highway)</u>	Sep-26
HDC11	<u>Stage 2 Infrastructure Schedule – Infrastructure summary note</u>	Sep-26
HDC15	<u>Statement of Common Ground with Leicestershire County Council and Warwickshire County Council relating to Strategic Distribution allocations (MP1 and MP2) and the A5 (September 2026)</u>	Sep-26

Table 1: Summary of Transport Evidence

4. National and Local Policy

4.1 The NPPF23 contains the policy context for how transport matters should be considered for the preparation of the Local Plan. Paragraph 108 requires transport issues to be considered from the earliest stages of plan-making so that:

- potential impacts on transport networks can be addressed;
- opportunities from existing/proposed transport infrastructure are realised;
- opportunities to promote walking, cycling and public transport are pursued;
- environmental impacts of traffic/transport infrastructure are taken into account;
- patterns of movement, streets and other transport considerations are integral to design.

4.2 NPPF23 paragraph 109 requires the planning system to actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. However,

opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account.

4.3 NPPF23 paragraph 110 requires planning policies to

- support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys;
- be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- provide for attractive and well-designed walking and cycling networks with supporting facilities drawing on Local Cycling and Walking Infrastructure Plans.

4.4 NPPF23 paragraph 113 requires planning policies to recognise the importance of providing adequate overnight lorry parking facilities. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Sustainable Transport Hierarchy

4.5 The requirements for sustainable travel have become more important in recent years, with the formation of Active Travel England (ATE) and the publication of [LTN1/20](#). Pedestrians and cyclists are now recognised at the top of the transport hierarchy.

4.6 [Circular 01/2022](#) states that National Highways recognises that new development should facilitate a reduction in the need to travel by private car. Furthermore, wider government policy sets out the desire for walking, wheeling, cycling and public transport to be the natural first choice for journeys. The NPPF23 also requires opportunities to promote walking, cycling and public transport to be identified and pursued; and for significant development to be focussed in locations that limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. The latest NPPF 2026 also includes a vision-led approach with an emphasis on sustainable transport.

4.7 The emphasis on sustainable transport is also reflected in local transport policy, including Leicestershire Local Transport Plan 4 ([LTP4](#)) and associated documents such as the emerging [Leicestershire Enabling Travel Choice Strategy](#).

4.8 The prevailing theme of national policy is that developments must be accessible by sustainable means of transport as well as to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail relevant to the Draft Local Plan.

4.9 The Local Plan transport evidence has been prepared having regard to a sustainable transport hierarchy, helping to ensure opportunities for promoting sustainable travel created by the development strategy in the draft plan are pursued.

4.10 The objectives of the Joint Transport Evidence (Stage 2) (JTE2) [\[TRP-NLP5\]](#) include identifying a range of potential strategic transport interventions, with a focus on sustainable measures in line with the policies and guidance above. The Harborough Strategic Transport Impact Assessment (HSTIA) [\[TRP-NLP2\]](#) has also been prepared having regard to the above policy context.

5. Transport Mitigation, Prioritisation and Cost

5.1 Part 1 of the Transport Topic Paper [\[HDC10\]](#) sets the context for this document (Part 2) and should be read alongside.

5.2 The Transport Topic Paper (Part 1) explains how transport considerations have informed the draft local plan from the earliest stages of plan preparation. As a result, significant development is focussed on locations that are or can be made sustainable. This pattern of growth creates opportunities to support:

- fewer and shorter journeys by private car;
- better use of existing transport infrastructure; and
- shorter journeys with greater potential for sustainable travel (walking, cycling, public transport) offering genuine travel choice.

5.3 The Transport Topic Paper (Part 1) [\[HDC10\]](#) then goes on to summarise the evidence which has assessed and identified the impacts of Draft Local Plan growth on the transport network (see Section 7 of [HDC10](#)).

5.4 This Transport Topic Paper (Part 2) therefore explains the evidence and approach to transport mitigation, having regard to the sustainable transport hierarchy in national and local policy, and is structured as follows:

- Active Transport (Walking, Wheeling and Cycling)
- Public Transport (Buses, Travel Planning and Rail Network)
- Road Network (LRN and SRN)

5.5 For each of mode of transport above, this Topic Paper explains the Existing Provision, Planned Provision (Mitigation and Costs), the Infrastructure Delivery Plan (Prioritisation). Following this it explains how draft Local Plan Policies (as proposed to be modified in [HDC2 Appendix 1](#)) respond to this evidence to ensure the necessary transport infrastructure is delivered.

Active Transport (Walking, Wheeling and Cycling)

Existing Provision – Active Transport

5.6 Reflecting the predominantly rural nature of the area, the existing walking and cycling network is varied in quality and coverage across Harborough District. The strongest provision is focused within the Leicester Urban Area and around Market Harborough and, to a lesser extent, some of the larger settlements, while many rural areas rely on a combination of quiet lanes, bridleways, public rights of way, and on-road routes. Overall, the district has an established active travel network, but it is not comprehensive and there are clear differences between the main towns and the more rural villages.

5.7 The district is served by a number of National Cycle Network routes. NCN Route 50 runs north–south through the district, connecting Willoughby Waterleys in the north to Swinford in the south. NCN Route 6 also passes through the district and provides a strategic connection between Market Harborough and Leicester. In addition, NCN Routes 63 and 64 provide connections to the east of the district. Alongside these national routes, the wider cycling network includes a mixture of:

- bridleways,
- on-road routes,
- quieter routes on lower traffic roads, and
- local cycle infrastructure in and around some settlements.

5.8 This means the district already has a base network for utility and recreational cycling, but the type and quality of provision changes considerably depending on location.

5.9 Walking connectivity across Harborough District is supported by a broad network of public rights of way, including footpaths and bridleways. These are particularly important in rural parts of the district, where formal footway provision can be more limited and routes between villages or from village edges into surrounding countryside often depend on rights of way.

5.10 Many settlements either contain or sit close to established PRow networks. For example, villages such as Husbands Bosworth, Scraptoft and areas around Lutterworth are served by rights of way and bridleways that contribute to local walking access, even where direct urban-style infrastructure is more limited. In the larger settlements and on residential roads, walking provision is more likely to take the form of standard footways.

5.11 Market Harborough has the strongest established cycling network in the district. The town centre benefits from local connectivity as well as longer-distance links via NCN 6 and NCN 64. The rail station is also connected to the local cycle network, including via NCN64 and an off-road route through St Mary's Road. This gives Market Harborough the best integration of walking, cycling and rail in the district.

5.12 An [LCWIP](#) for the Market Harborough area has recently been prepared. Leicestershire County Council also intends to prepare an LCWIP for Lutterworth, although that process has not yet started at the time of writing. In addition, the district is partly influenced by the South of Leicester Area LCWIP, which is mainly focused on the Blaby and Oadby & Wigston area but includes some cross-boundary relevance to Harborough. The [South of Leicester LCWIP](#) identifies priority walking, wheeling and cycling corridors, including:

- a cross-boundary route via Willoughby Road linking Countesthorpe to Willoughby Waterleys; and
- a possible route extending from Oadby towards Great Glen via the A6.

5.13 This suggests that, although existing infrastructure in Harborough is uneven, there is a clear policy direction toward expanding and improving active travel links, particularly on strategic cross-boundary corridors.

5.14 Outside Market Harborough, active travel conditions vary significantly between settlements. In some places, cycling is supported mainly through quiet routes on lower-traffic roads rather than dedicated infrastructure. For example:

- at Husbands Bosworth, there are no identified cycling routes within the centre of the village, with the nearest notable route being the path along the Grand Union Canal;
- at Lutterworth, by contrast, some roads such as Rugby Road and Swinford Road are identified as quieter routes, and there are on-road links toward NCN Route 50.

Planned Provision – Active Transport

5.15 As explained in Part 1 of the Transport Topic Paper [[HDC10](#)], the pattern of development in the Draft Local Plan creates opportunities for active travel by focusing a significant housing and employment growth in sustainable locations making effective use of existing infrastructure and creating opportunities for further active transport enhancement.

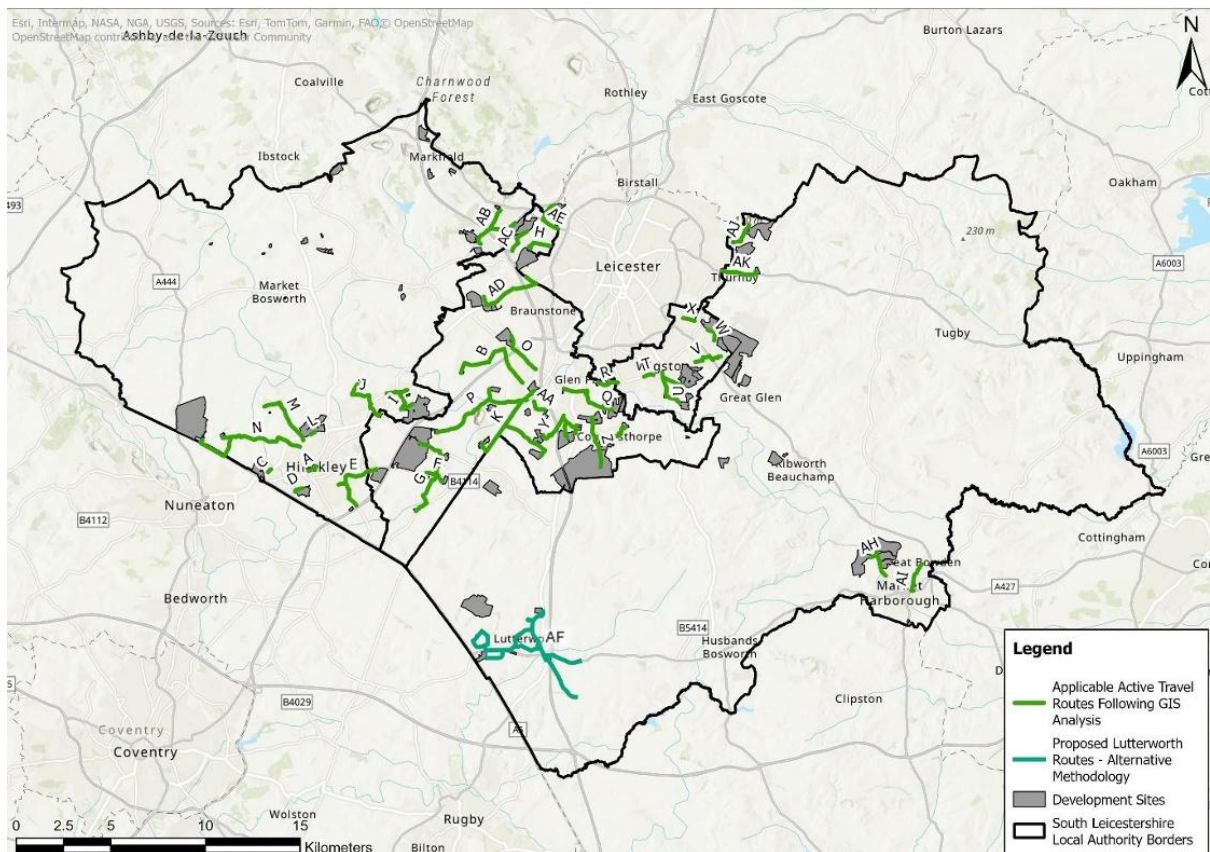
5.16 The Joint Transport Evidence: Stage 2 (JTE2) [[TRP-NLP5](#)] considered the need for active transport measures to support local plans at a strategic level. The study has been informed by national transport policy guidance such as Department for Transport's (DfT) Circular 01/2022, which emphasises investment in sustainable travel before highway capacity; the National Planning Policy Framework (NPPF); and LCC's Local Transport Plan 4 (LTP4) Core Document which highlights the importance of sustainable modes and mode choice.

5.17 The mitigation measures in the JTE were identified, prioritising potential sustainable transport measures to mitigate impacts. The development of mitigation packages was guided by a sustainable transport hierarchy approach. Road-based measures were only considered after sustainable modes had been fully explored.

5.18 In terms of active transport, the JTE identifies a number of schemes in Harborough District. Paragraph 2.2.1 of the JTE Costing Mitigation [[TRP-NLP4](#)] explains the active travel mitigation measures in the JTE are based on the delivery of the proposed Local Cycling and Walking Infrastructure Plan (LCWIP) networks across South Leicestershire.

5.19 For each of the LCWIPs adopted or in development a network of the proposed routes was shared by LCC or the partner district/boroughs. Potential active travel route improvement options were developed for Lutterworth based on a streamlined version of the Department for Transport's (DfT) LCWIP guidance. A proportionate approach was then used to identify potential elements of LCWIPs that may reasonably be expected to be funded through developer contributions (in whole or in part).

5.20 Map 1 below shows the location of the JTE strategic mitigation schemes across south Leicestershire:



Map 1: JTE Costing Mitigation [TRP-NLP4] Figure 2-4

5.21 The table below extracts the relevant routes apportioned to HDC growth with the associated costs:

JTE - HDC Active Transport Infrastructure

JTE Route*	Settlement	Cost (£)
Route AF	Lutterworth	56,008,197
Route AH	Market Harborough	4,375,814
Route AI	Market Harborough	5,646,101
Route AJ	Scraptoft	4,875,699
Route AK	Thurnby/Bushby	6,537,022
Route V	Oadby	3,800,261
	TOTAL	81,243,094

* See JTE Costing Mitigation Figure 2-4 for Map of the Route

Note: These costs are from Table 4-4 of JTE Costing Mitigation Report [TRP-NLP4].

5.22 The JTE Costing Mitigation Report therefore identifies a package of strategic active transport measures for Harborough Local Plan growth totalling £81,243,094.

5.23 Paragraph 1.2.3 of the JTE Costing Mitigation report acknowledges that it does not report or provide a view on more local site-specific mitigation needs, which are required for Local Plan evidence bases and Infrastructure Delivery Plans (IDPs).

5.24 The HSTIA [TRP-NLP2] identifies site-specific active transport mitigation for the sites allocated in the Draft Local Plan. Paragraph 4.3.1 highlights the importance of the transport hierarchy reflected in national and local policy, and explains that each

site has been examined to identify potential schemes to maximise accessibility by walking, wheeling (including mobility aids) and cycling.

5.25 Given the limited coverage of LCWIPs across the District, the HSTIA assumed connections would be required to existing infrastructure (where this exists) and, for larger sites, provision would also be needed to connect to local services and facilities. For smaller, more rural sites it assumed that users would make use of the designated quiet lanes, and in this instance cycle signage has been costed to this effect. The walking / cycling measures in the HSTIA have therefore been developed through an appreciation of site location and proposed site size.

5.26 For each allocated site, the HSTIA considers site access and how each site could be integrated into the transport network. Appendix F of the document [\[TRP-NLP2\]](#) provides a TA proforma for each development site that considers:

- Point of access to the local highway network;
- Existing walking and cycling networks, and improvements that would be required to these networks to facilitate the development;
- Existing public transport provision; and improvements that would be required to these services to facilitate the development;
- Road safety

5.27 The HSTIA identifies a package of site-specific active travel measures in line with the transport hierarchy in national and local transport policy. The table below sets out the list of active travel measures from Table 4.2 of the HSTIA [\[TRP-NLP2\]](#):

Allocation Site	HSTIA Walking & Cycling Measure
TB1: Land north of the A47, east of Zouche Way (125 Homes)	Cycle route upgrades Cycle Signage
S1: Land between Scraptoft & Bushby (950 Homes)	Strategic Cycle Route (Site to Education provision) Cycle Signage
S2: Land East of Beeby Road (175 Homes)	Strategic Cycle Route (Site to Local Centre) Cycle Signage
OA1: Land South of Gartree Road (3,150 Homes)	Cycle route upgrades (A6) Cycle Signage (A6) Upgraded cycle crossing (Florence Wragg Way / A6) Strategic cycle route (Gartree Road)
L1: Land off Leicester Road (230 Homes)	Cycle Signage (A426 / Bill Crane Way to Town Centre)
L2: Land at M1 Junction 20/Swinford Road (90 Homes)	Cycle Signage (A4303 / Rugby Road to Town Centre)
MH1: Land east of Leicester Road and south of Grand Union canal (250 Homes)	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
MH2: East of Market Harborough Road (850 Homes)	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
MH3: Land south of Gallow Field Road (600 Homes)	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
BA1: Land off Frolesworth Road (475 Homes)	Strategic Cycle Route (Frolesworth Road to Main Street) Cycle Signage
F1: Land north of Kilby Road and west of Longgrey (150 Homes)	Cycle Signage (to village centre and NCN6)
GG1: Land to the North of London Road and east of Leicester Grammar School (400 Homes)	Cycle route upgrades (A6) Cycle Signage (A6) Upgraded cycle crossing (Florence Wragg Way / A6)
K1: Land west of Warwick Road (475 Homes)	Strategic Cycle Route (Local Centre via Warwick Road and Fleckney Road) Cycle Signage
B1: Land at Gaulby Road (48 Homes)	Cycle Signage (Gaulby Road)
B2: Billesdon Depot south of Gaulby Road (10 Homes)	Cycle Signage (Gaulby Road)
B3: Former Lorry Park Gaulby Road (5 Homes)	Cycle Signage (Gaulby Road)
GB1: Land north of Dingley Road (15 Homes)	Cycle signage (connecting the site to NCN64)
GB2: Land off Dingley Road and Nether Green (85 Homes)	Cycle signage (connecting the site to NCN64)
HH1: Land north of Uppingham Road (80 Homes)	Cycle Signage (A47 / Main Street)
HH2: Land north of Stretton Lane (24 Homes)	Cycle Signage (Stretton Lane and Main Street)
HB1: Land east of Welford Road (105 Homes)	Site Permeability and Footpath Connections
U1: Land south of Ashby Road (30 Homes)	Cycle Signage
U2: Land north of Ashby Road (50 Homes)	Cycle Signage
K2: Land south & west of Priory Business Park (3.1 Ha)	Strategic Cycle Route (Local Centre via Warwick Road and Fleckney Road) Cycle Signage
L3: Land south of Lutterworth Road/Coventry Road (3.4 Ha)	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road / Brookfield Way / Blakenhall Drive)
MH5: Land OS3070, Leicester Rd (0.6 Ha)	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
MH6: Compass Point Business Park (4.3 Ha)	Strategic Cycle Route (to NCN6 via Moseley Avenue) Cycle Signage
MP1: Land south of George House, Coventry Road (15.8 Ha)	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road / Brookfield Way / Blakenhall Drive)
MP2: Land at Mere Lane (122 Ha)	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road / Brookfield Way / Blakenhall Drive)

Table 1: Extract of HSTIA Table 4.2 [\[TRP-NLP2\]](#) Site Facilitation Measures – Active Transport.

5.28 The HSTIA identifies an indicative cost for active transport measures totalling £29,151,000. When combined with the £81,243,094 of strategic active transport measures in the JTE, the total cost of active transport measures comes to £110,394,094.

5.29 There is a degree of overlap between the some of site-specific schemes in the HSTIA and the more strategic LCWIP style mitigation in the JTE in some locations. The JTE only proposes active transport measures for HDC growth in the Leicester Urban Area (at Scraptoft/Thurnby/Bushby and Oadby) and the Market Towns (Market Harborough and Lutterworth). This is to be expected given the strategic nature of the work and the potential for significant modal shift benefits in these locations as identified through the JTE evidence. However, given the JTE is based on developing

and apportioning costs for full LCWIP programmes over the study area, the costs may not be proportionate in all cases when looking at the scale of allocated sites (e.g. the JTE proposes a £56,008,197 LCWIP scheme for Lutterworth where the 320 homes and 3.4 hectares of employment land is proposed for allocation).

5.30 Whilst it is recognised that full LCWIP schemes would be beneficial to mitigating the impacts of local plan growth on the transport network, it is important to recognise the strategic nature of some of these schemes, compared to the HSTIA active transport measures which are directly related to the sites and directly provide links between the new sites and key destinations.

Infrastructure Delivery Plan (IDP) – Active Transport

5.31 All of the strategic and local site-specific active transport from the JTE Costing Mitigation [TRP-NLP4] and HSTIA [TRP-NLP2] are identified in the Stage 2 Infrastructure Schedule – Update Summary Note [HDC11], reflecting the importance of active transport infrastructure in mitigating the impacts of planned growth and making the most of the opportunities for sustainable transport and travel choice created by the pattern of development in the Draft Local Plan.

5.32 In terms of prioritisation, all the site-specific active transport measures in the HSTIA are considered ‘Integral’ to facilitate delivery of the draft local plan in the in the Stage 2 Infrastructure Schedule – Update Summary Note [HDC11]. This is because these schemes are directly related to proposed site allocations and provide access between the site and key destinations (e.g. town centres, schools, shops etc.). The delivery of active travel is strongly supported by national and local policy, and helps to ensure travel choice and a degree of modal shift (e.g. such as that assumed in the JTE) as well as potential site specific transport visions.

5.33 The more strategic active transport mitigation in the JTE is considered ‘Beneficial’. This is because the schemes identified were based on developing apportioning costs for full LCWIP programmes over the study area. In the case of Harborough District, some of these schemes are not proportionate the scale of development allocated in the Draft Local Plan.

5.34 This means that the total cost of all active transport infrastructure in the IDP is £110,394,094. £29,151,000 is for schemes that are ‘Integral’ to the delivery of Local Plan growth and £81,243,094 is for schemes that are considered ‘Beneficial’.

Public Transport - Buses

Existing Provision

5.35 The existing bus network is structured in a hub and spoke model, with the majority of routes originating or ending in the City of Leicester and branching outwards along the key radial links through the local authority areas. Some routes also serve shorter local trips around Market Harborough, Lutterworth and other urban areas. Service frequency data show that the A6 in Harborough District and the A47 to the west of Leicester in Hinckley and Bosworth Borough carry the highest frequency inter-urban bus services, with additional notable bus movements on lower-classified roads around the edge of Leicester. The evidence therefore identifies the A6 corridor as the strongest public transport corridor in Harborough District and the second strongest in South Leicestershire.

5.36 Within this wider context, the existing bus network is centred primarily on Market Harborough and Lutterworth, which act as the main hubs for local and inter-urban bus services. These towns have the greatest concentration of routes and the best level of service in the district. Outside these centres, bus provision becomes more limited, with many villages relying on infrequent scheduled services and, in some western rural areas, Demand Responsive Transport. A notable feature of the district's bus provision is FoxConnect, a demand responsive service serving rural communities in the western part of the district. This service covers villages including Broughton Astley, Dunton Bassett, Leire, Frolesworth, Ullesthorpe and Claybrooke Magna. This reflects the challenge of providing viable conventional bus routes in lower-density rural areas.

5.37 Market Harborough has the most extensive bus offer in the district. It is served by a combination of inter-urban services and local town routes. The key strategic routes are the X3 and X7, which connect the town with Kibworth, Great Glen, Oadby, Leicester, and in the case of the X7 also Northampton. These routes provide the district's strongest bus-based links to larger centres and operate at hourly frequency, with the X7 running seven days a week. Market Harborough is also linked to nearby settlements by services such as the 44 to Fleckney and Foxton, the 58 towards Lutterworth, and the 18 towards Kettering. In addition, the town has several local services — 30, 33A, 33B and 33C — which serve residential areas including Southern Estates, Coventry Road, Little Bowden and Great Bowden. Taken together, these routes provide the broadest range of bus connectivity in the District, although many services remain hourly or two-hourly.

5.38 Lutterworth is the district's second main bus hub. It has stronger links to Leicester, Rugby, Magna Park and Hinckley than to the eastern side of the district. The principal services are the 84 and X84, both of which provide links towards Leicester, with the X84 continuing to Rugby via Magna Park. The 8 provides an important connection between Lutterworth, Magna Park, Ullesthorpe and Hinckley, while the X45 also serves the Leicester–Lutterworth–Magna Park corridor, albeit less frequently. This gives Lutterworth a functional bus network by rural district standards, especially for employment-related movement toward Magna Park. Outside Market Harborough and Lutterworth, bus provision is much more limited. Villages such as Billesdon, Husbands Bosworth, Fleckney, Ullesthorpe and Scraptoft are served, but typically by only one or two routes, and often at hourly, two-hourly or even less frequent intervals.

5.39 Further evidence regarding the existing bus network can also be found in the Leicestershire Bus Service Improvement Plan (LCC, 2025).

Planned Provision – Public Transport (Buses)

5.40 As explained in Part 1 of the Transport Topic Paper [[HDC10](#)], the pattern of development creates opportunities to support the effective use of the District's strongest existing public transport corridors. The spatial strategy directs a substantial proportion of housing and employment growth to settlements on, or very close to, these established public transport corridors (particularly the A6 corridor) making effective use of existing infrastructure while also creating opportunities for further service enhancement as outlined below.

5.41 Taking this into account, the JTE Costing Mitigation Report [[TRP-NLP4](#)] identified a range of bus improvement measures, drawing on evidence from LCC's

BSIP process. Scheme details were developed by AECOM's traffic signal engineering team. The specific schemes identified for Harborough District are:

Location	Scheme	Cost
C - High Street/The Square Market Harborough	Provide widening for right turn traffic into Coventry Road	512,698
D - Leicester Road and High Street from Bill Crane Way down to Woodmarket, Lutterworth	Signalise High Street/Stoney Hollow Junction	708,437

Table 2: Extract from JTE Costing Mitigation Table 2-4 [TRP-NLP4].

5.42 The total cost of strategic bus improvements apportioned to HDC through the JTE is £1,221,135.

5.43 At the site-specific level, the HSTIA identifies public transport mitigation measures to facilitate site delivery. The measures include:

- Bus Stop Upgrades;
- New Bus Stop Construction; and
- Service frequency improvements

5.44 Table 3 below sets out the list of HSTIA public transport measures by allocated site:

Allocation Site	HSTIA Public Transport Measure
TB1: Land north of the A47, east of Zouche Way (125 Homes)	Bus Stop upgrades (The Cedars)
S1: Land between Scraftoft & Bushby (950 Homes)	Increased bus service frequency Bus Stop upgrades (Southfield Close)
S2: Land East of Beeby Road (175 Homes)	Increased bus service frequency Bus Stop upgrades (Southfield Close)
OA1: Land South of Gartree Road (3,150 Homes)	Increased bus service frequency Bus service diversion Bus Stop upgrades (Gorse Lane)
L1: Land off Leicester Road (230 Homes)	Bus Stop construction (Site Access)
L2: Land at M1 Junction 20/Swinford Road (90 Homes)	N/A – anticipated improvement as part of committed developments
MH1: Land east of Leicester Road and south of Grand Union canal (250 Homes)	Increased bus service frequency Bus Stop construction (Site Access)
MH2: East of Market Harborough Road (850 Homes)	Increased bus service frequency Bus service diversion Bus Stop upgrades (Airfield Business Park)
MH3: Land south of Gallow Field Road (600 Homes)	Increased bus service frequency Bus service diversion Bus Stop construction (Site Access)
BA1: Land off Frolesworth Road (475 Homes)	Bus Stop upgrades (Main Street) Bus Stop construction (Frolesworth Road)
F1: Land north of Kilby Road and west of Longgrey (150 Homes)	Bus Stop upgrades (Moores Nursery – NB) Bus Stop construction (Moores Nursery SB)
GG1: Land to the North of London Road and east of Leicester Grammar School (400 Homes)	Increased bus service frequency Bus service diversion Bus Stop upgrades (Leicester Grammar School)
K1: Land west of Warwick Road (475 Homes)	Bus Stop construction (Polwell Road)
B1: Land at Gaulby Road (48 Homes)	Bus stop upgrades (Church Street)
B2: Billesdon Depot south of Gaulby Road (10 Homes)	Bus stop upgrades (Church Street)
B3: Former Lorry Park Gaulby Road (5 Homes)	Bus stop upgrades (Church Street)
GB1: Land north of Dingley Road (15 Homes)	Bus Stop upgrades (Main Street – NB) Bus Stop construction (Main Street – SB)
GB2: Land off Dingley Road and Nether Green (85 Homes)	Bus Stop upgrades (Main Street – NB) Bus Stop construction (Main Street – SB)
HH1: Land north of Uppingham Road (80 Homes)	Bus Stop construction (Site Access)
HH2: Land north of Stretton Lane (24 Homes)	Bus Stop upgrades (St Catherines Way (adj North Way))
HB1: Land east of Welford Road (105 Homes)	Bus Stop upgrades (Cherry Tree Close)
U1: Land south of Ashby Road (30 Homes)	Bus Stop upgrades (South Avenue)
U2: Land north of Ashby Road (50 Homes)	Bus Stop upgrades (South Avenue)
K2: Land south & west of Priory Business Park (3.1 Ha)	Bus stop upgrades (Polwell Road) Bus stop construction (A6 / Wistow Rd junction)
L3: Land south of Lutterworth Road/Coventry Road (3.4 Ha)	Bus stop construction (A4303 / Coventry Rd junction) Increased bus frequency
MH5: Land OS3070, Leicester Rd (0.6 Ha)	Increased bus service frequency Bus Stop construction (Site Access)
MH6: Compass Point Business Park (4.3 Ha)	Bus stop construction (Site access)
MP1: Land south of George House, Coventry Road (15.8 Ha)	Increased bus service frequency Bus Stop upgrades (George Building)
MP2: Land at Mere Lane (122 Ha)	Increased bus service frequency Bus service diversion (Via Mere Lane)

Table 3: Public Transport Measures based on HSTIA Table 4-4 [TRP-NLP4].

5.45 The total cost of the HSTIA public transport measures is £5,424,000.

5.46 In addition to public transport costs, the HSTIA includes costs associated with behavioural change programmes in line with local transport policy. These costs are

broadly split between travel planning activity (welcome packs, for new residents etc) and ongoing travel plan monitoring costs. Behavioural change programmes are most effective at points of change, such as moving house or moving job and would offer a mechanism through which to promote the sustainable transport packages provided at each site under a Vision Led approach. Table 4.6 in the HSTIA [TRP-NLP4] includes site specific costs for travel planning measures to support site delivery. The total cost for Draft Local Plan site allocations is £819,000.

5.47 The total cost of site-specific bus and travel planning measures in the HSTIA is therefore £6,243,000. When combined with the strategic bus improvement measures in table 2 above (£1,221,135), this brings the total cost of bus and travel planning measures to £7,464,135.

Infrastructure Delivery Plan (IDP) - Buses

5.48 All of the strategic and local site-specific bus measures from the JTE Costing Mitigation [TRP-NLP4] and HSTIA [TRP-NLP2] are identified in the IDP Stage 2 Infrastructure Schedule – Update Summary Note (Sept 2026) [HDC11], reflecting the importance of public transport infrastructure in mitigating the impacts of planned growth and making the most of the opportunities for sustainable transport and travel choice created by the pattern of development in the Draft Local Plan.

5.49 In terms of prioritisation, the public transport and travel planning measures identified in the HSTIA to facilitate site delivery are considered ‘Integral’ to the delivery of draft plan. This is because the delivery of public transport and measures to support behavioural change are strongly linked to the national and local policy requirements; will help to ensure travel choice; and a degree of modal shift (e.g. such as that assumed in the JTE) as well as support potential site-specific transport visions. These schemes are therefore integral to the delivery of the HDC Local Plan.

5.50 The JTE identifies bus improvements measures at Market Harborough and Lutterworth (see Table 2 above). The former is considered to be ‘Fundamental’ to the delivery of the Local Plan as the A6 corridor is an important public transport link which facilitates a significant amount of growth and to help drive modal shift to sustainable transport. The latter is considered ‘Beneficial’ on the basis that whilst the scheme will help to achieve place-making and sustainability objectives and improve operational infrastructure capacity, the scheme is not considered to be required for the basic day-to-day function of allocated developments (which are relatively limited in scale in Lutterworth).

Existing provision - Rail

5.51 Within Harborough District, the existing rail network is very limited in geographic coverage. The district has one railway station only: Market Harborough Station. This means rail access is concentrated in and around Market Harborough, while the rest of the district relies primarily on road-based transport for strategic connectivity.

5.52 Market Harborough Station is located in the centre of Market Harborough and is the district’s sole rail station. It sits on the Midland Main Line, giving the town direct rail access to key destinations both north and south.

5.53 The station provides connectivity:

- northbound to Leicester and onwards toward Nottingham; and

- southbound to Kettering and London St Pancras.

5.54 This gives Market Harborough a relatively strong strategic public transport link compared with the rest of the district, trains run every 30 minutes in both directions. This provides a comparatively good level of rail service for Market Harborough itself. The station also includes supporting access facilities, with approximately 500 car parking spaces and 36 cycle storage spaces, which are sheltered and covered by CCTV. These facilities indicate the station functions not only as a local rail stop, but also as an access point for a wider catchment area.

5.55 The station can be reached by bus, including via the 44 service, or via the X3/X7 services combined with a short walk of around 700 metres. It is also connected to the local cycle network through NCN64 and an off-road route via St Mary's Road. This means the station has integration with bus and cycle access, although this benefit is mainly concentrated around Market Harborough rather than the district as a whole.

Planned provision - Rail

5.56 The JTE work identified locations that facilitate modal interchange, known as Mobility Hubs, and recognised Market Harborough as a 'Key Existing Rail Station Near Major Developments'. The JTE Costing Mitigation Report [\[TRP-NLP4\]](#) estimated the cost of the Market Harborough Mobility Hub at £1,124,855.

Infrastructure Delivery Plan (IDP) - Rail

5.57 HDC will continue to work with LCC to support aspirations for improvements associated with the scheme. This scheme is considered to be 'Beneficial' in terms of its prioritisation, reflecting the wider more strategic role of Market Harborough Rail Station.

5.58 There are no rail schemes which are integral to the delivery of the Local Plan.

Road Network

Existing provision – Road Network

5.59 Harborough District's road network is a mix of strategic routes, major local corridors, and an extensive network of rural and village roads. Overall, the district is strongly connected by road, particularly for car and freight movement, but the network also reflects the district's largely rural character, with many communities relying on smaller local roads to access the main routes.

5.60 The District is predominantly rural with limited access to the Strategic Road Network (SRN) apart from the southwest corner of the District around Lutterworth. The SRN in the District includes A5, M1, and a small section of the M6/A14. The most significant is the M1, which runs north–south through the district and passes near Lutterworth and a number of smaller settlements. The M1 and A5 are particularly important for longer-distance travel, freight distribution, and access to major employment areas such as those around Lutterworth and Magna Park.

5.61 Alongside the national strategic routes, the district contains a number of major roads that structure movement within Harborough itself. The key route is the A6, which runs broadly north–south through the centre of the district and serves Market Harborough. It is one of the district's most important corridors, containing some of

the areas largest and most sustainable settlements, and linking Harborough to Leicester in the north and Kettering and other destinations to the south.

5.62 Other major roads include the A47 in the north of the district, the A426 and A4303 in the southwest around Lutterworth, and the A4304, which connects parts of the district east–west. Together, these roads form the Local Road Network (LRN) and provide the main connections between Harborough’s towns, larger villages, and neighbouring authorities.

5.63 This structure means that Harborough’s main settlements are relatively well connected by road, but also that traffic often concentrates on a limited number of strategic corridors and junctions.

5.64 Away from the main A-roads and motorways, much of Harborough District is served by local roads, including B-roads and minor rural lanes. These roads are essential in connecting villages and smaller settlements to the wider network, but they are often narrower, more constrained, and less suitable for large traffic volumes. In many parts of the district, especially in the more rural east and south, these roads are the only practical means of accessing homes, schools, local services and employment. Their character varies considerably, ranging from village high streets and local distributor roads to country lanes with limited width and few passing opportunities. Because of this, the condition and capacity of the local road network can be especially important when considering development and transport impacts.

5.65 The district also has an important freight function. A number of routes are identified as suitable for heavy goods vehicles, including the M1, A5, A426, A4303, A14, A4304, A5199, A6 and A47. These routes support the movement of goods across the district and are particularly important in relation to logistics activity around Magna Park and the wider Lutterworth area. At the same time, much of the rest of the district lies within areas where HGVs are generally only permitted for access. This reflects the fact that many local roads and village streets are not appropriate for through freight traffic. As a result, the road network has a clear hierarchy, with strategic and principal roads taking most freight movement, while smaller rural roads perform a more local access function.

5.66 Although the district has good strategic connectivity, parts of the road network are already under pressure. For example, a number of junctions are identified as being at or approaching capacity, especially on corridors linked to Market Harborough, Lutterworth, the A6, and A5. This means some locations are already experiencing congestion, queuing, or reduced resilience during peak periods. This is important because Harborough’s road network does not operate as a set of isolated links. Pressure on one part of the system can affect wider movement patterns, particularly where there are limited alternative routes.

Planned provision – Road Network

5.67 The principal evidence assessing and identifying the impact on the road network is the Joint Transport Evidence (JTE) programme [[TRP-NLP3](#) [TRP-NLP4](#) [TRP-NLP5](#)]. This work was commissioned jointly across South Leicestershire authorities and provides the strategic basis for assessing growth impacts.

5.68 The JTE was commissioned in December 2021 following the signing of the South Leicestershire Local Plan Making Statement of Common Ground [[SCG-NLP2](#)].

The Statement records agreement between LCC, HDC, Oadby and Wigston District Council (OWDC), Blaby District Council (BDC), and Hinckley and Bosworth District Council (HBDC) to prepare “...a consistent and joint transport evidence” base.

5.69 Separately from the JTE, HDC previously prepared the Harborough Strategic Transport Impact Assessment (HSTIA) [\[TRP-NLP2\]](#). However, LCC reviewed the HSTIA and raised concerns, including through its response to the Proposed Submission Draft Harborough Local Plan (regulation 19 consultation) which highlighted:

- Data about the impacts of growth on the A6 corridor appear to have been presented without full analysis and proper context.
- The way possible levels of developer contributions have been apportioned towards particular mitigation measures does not appear to be a lawful mechanism in reality.

5.70 At the time of the regulation 19 consultation the Joint Transport Evidence (Stage 2) [\[TRP-NLP5\]](#) and the associated Costing Mitigation Report [\[TRP-NLP4\]](#) was not complete. This was reflected in LCCs regulation 19 response at the time which included that the JTE work was not at a stage where the contents of any package of strategic transport measures were confirmed. LCC also indicated that it did not consider the local plan evidence to be sufficiently mature at that time.

5.71 Given the concerns raised, HDC is no longer seeking to rely on the ‘Off Site Highway Network Impacts and Mitigation’ in Section 5 of the HSTIA [\[TRP-NLP2\]](#). This section of the HSTIA has now been superseded by the completed JTE2 and associated Costing Mitigation Report, and the subsequent Preliminary Scheme Design (Local Highway) (September 2026) as explained below. The IDP Stage 2 Infrastructure Schedule – Update Summary Note (Sept 2026) [\[HDC11\]](#) has been updated to reflect this (i.e. all of the road network - junction improvement measures costs for each allocated site have been removed as the costs of off-site highway measures from Section 5 HSTIA were apportioned to each site).

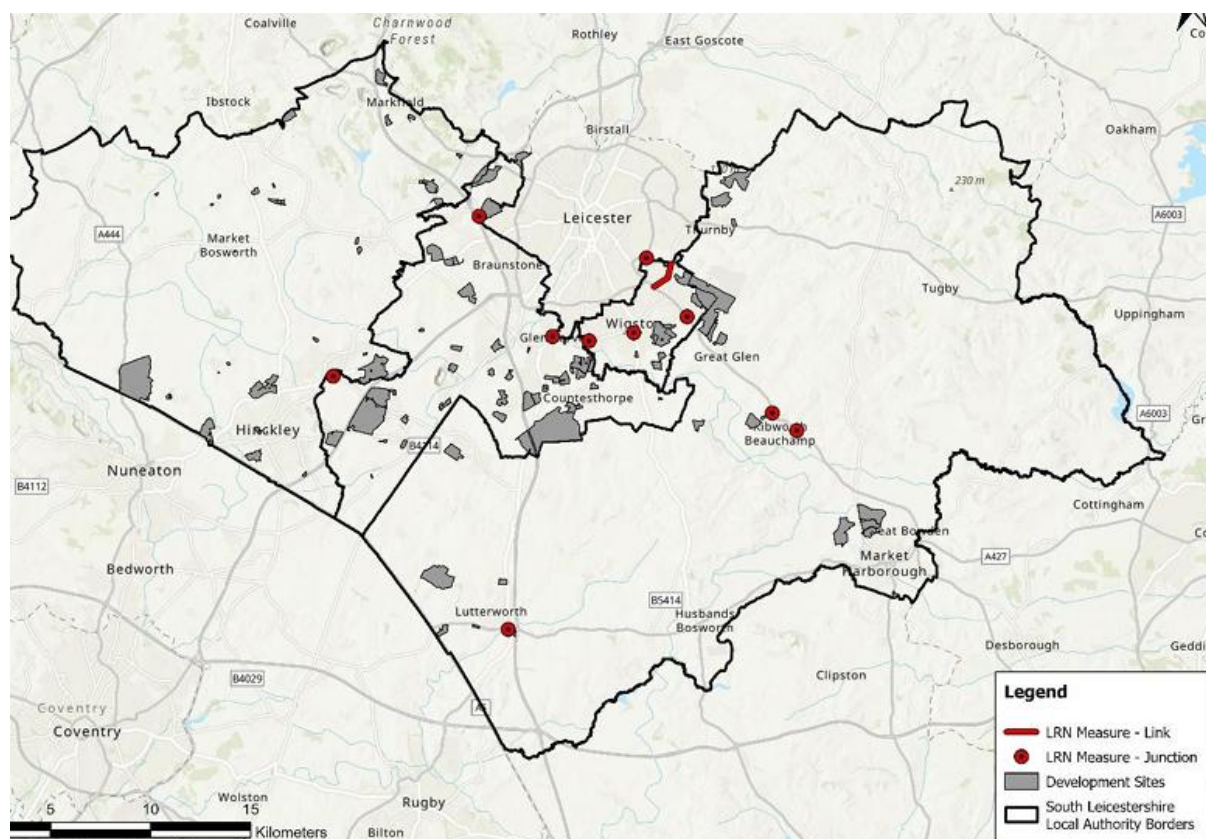
5.72 The evidence informing the off-site highway network impacts and mitigation is based on a two-stage approach:

- Stage 1: Strategic assessment through the JTE2 [\[TRP-NLP5\]](#) and associated Costing Mitigation Report [\[TRP-NLP4\]](#) using the Leicestershire County Council’s Pan Regional Transport Model (PRTM 2019 base v1.2);
- Stage 2: A more detailed review of the strategic highway mitigation package identified in Stage 1 to ensure the mitigation identified will operate effectively and is deliverable. This work has been carried out through the Preliminary Scheme Design (Local Highway) evidence [\[HDC13\]](#).

5.73 A summary of the JTE2 and associated Costing Mitigation is contained in the Transport Topic Paper (Part 1) [\[HDC10\]](#) Section 7 from page 20] and is therefore not repeated in detail here.

5.74 The JTE2 is based on the Leicestershire County Council’s Pan Regional Transport Model (PRTM 2019 base v1.2) which is considered appropriate by LCC and National Highways for assessing the impacts of Local Plan Growth on the transport network.

5.75 Figure 2-11 of the JTE Costing Mitigation Report [\[TRP-NLP4\]](#) identifies the location of the road network measures identified for 2036 and 2041 in JTE2 [\[TRP-NLP5\]](#). For convenience this map is reproduced below:



Map 2: Extract of Figure 2-11: Location of Local Road Network Measures from JTE Costing Mitigation Report [\[TRP-NLP4\]](#).

5.76 The table below identifies the Local Road Network (LRN) mitigation schemes apportioned to HDC Local Plan Growth based on Table 2-6 in the JTE Costing Mitigation Report [\[TRP-NLP4\]](#):

Junction	Location	JTE Mitigation	JTE Costs	Phasing
A4303 Lutterworth Road / A426 Rugby Road	Lutterworth	Lane widening on all arms	956,837	2036
A6 Harborough Road / New Road	Kibworth	Full signalised junction with lane widening on all arms	3,083,141	2036
A6 Leicester Road / Wistow Road	Kibworth	Lane widening on all arms	477,922	2041

Table 4: JTE Costing Mitigation Schemes apportioned to HDC Local Plan Growth

5.77 The JTE identifies the need for 3 LRN junction improvements apportioned to Harborough Local Plan Growth, one at Lutterworth on the A4303/A426 junction costing £956,837 and 2 junction improvements along the A6 corridor costing £3,561,063 – i.e. a total off-site highway mitigation package to support HDC Local Plan growth of £4,517,900.

5.78 Paragraph 2.5.3 of the JTE Costing Mitigation Report [\[TRP-NLP4\]](#) explains that:

“Although this study has assumed that mitigation such as lane widening or the creation of new lanes is possible, it is noted that many of these junctions are

significantly constrained, for example by a lack of highways land, particularly in more urban locations. Therefore, the potential for delivering the Local Road Network mitigation measures outlined in Table 2.6 (above) would require further consideration.”

5.79 HDC commissioned Preliminary Scheme Design (Local Highways) [HDC13] evidence to ensure the mitigation identified in the strategic JTE assessment was deliverable, and to refine the LRN mitigation package identified if necessary (including preliminary designs and costings).

5.80 It is important to note the intention of this work is to be consistent with JTE evidence. The Preliminary Scheme Design (Local Highway) work therefore uses the traffic flows and assessment parameters used in the JTE evidence agreed by LCC. The traffic flows and assessment scenarios are therefore fully aligned with those applied in the JTE work.

5.81 This two-staged approach of using strategic modelling to identify cumulative network impacts and potential mitigation locations, followed by detailed junction modelling to test those locations more accurately and refine any location specific mitigation to ensure it is deliverable, is consistent with established transport assessment practice.

5.82 The approach to the local road schemes was developed to align with the sustainability objectives by prioritising sustainable transport accessibility at the outset of scheme design. The method began from the principle that highway interventions should not be conceived as standalone road capacity projects, but as part of an integrated movement strategy intended to support access by walking, cycling, public transport and other sustainable modes. This ensured that the schemes were shaped first around improving connectivity to key destinations, enabling modal shift, and supporting the creation of accessible and well-connected places.

5.83 In practical terms, the initial stage of design focused on identifying barriers to sustainable travel and establishing opportunities to improve access for non-car users. This included consideration of how the local road schemes could connect with wider active travel and public transport networks, improve links between new and existing communities, and contribute to a transport system capable of supporting growth in a more sustainable way. The design process therefore embedded sustainable transport principles from the beginning, rather than treating them as secondary enhancements to a highway-led solution.

5.84 Preliminary scheme designs for the refined LRN mitigation schemes are provided in Appendix B of the Report [HDC13]. The purpose of these designs is to identify the scale and scope of improvements to ensure the mitigation schemes are deliverable.

5.85 The Preliminary Scheme Design (Local Highway) has refined the off-site LRN mitigation package based on a more detailed assessment at specific locations identified through the strategic JTE. The Report identifies eleven Local Road Improvement Schemes which are considered to be integral to the delivery of the Draft Local Plan. The table below identifies the LRN mitigation and costs which is identified in Appendix C of the Preliminary Scheme Design (Local Highway) [HDC13]:

Scheme description	Scheme location	Estimated cost range
A426 Lutterworth Road / Gilmorton Lane / Church Lane (full signalisation, with lane widening Gilmorton Lane)	Dunton Bassett	£400,000 – £580,000
A4303 Coventry Road / Hunter Boulevard (lane widening on the A4303 Coventry Road (W))	Lutterworth	£350,000 - £500,000
A6 Harborough Road / B582 New Street (signal optimisation and lane widening)	Market Harborough	£300,000 - £500,000
A6 Harborough Road / New Road (signalisation of the junction and an additional lane on the A6)	Kibworth	£900,000 - £1,300,000
A6 Harborough Road / B6047 Melton Road	Market Harborough	TBC - Awaiting LCC input
A6 Leicester Road / Marsh Drive / Church Road (full signalisation)	Kibworth	£475,000 - £685,000
A6 Leicester Road / Wistow Road (lane widening on all arms of the roundabout)	Kibworth	£600,000 - £860,000
A6 / Station Road (Archers Roundabout) (signalisation and lane widening on Station Road South)	Great Glen	£800,000 - £1,150,000
B582 / Manor Road / Manor Road Extension (signalised crossroads with stage sequencing revised to allow both Manor Road arms to run simultaneously)	Oadby	£700,000 - £1,001,000
B582 Gartree Road / Gartree Road / A582 (signalisation of the roundabout, combined with a 50m flare lane on Gartree Road)	Oadby	£500,000 - £700,000
B6047 / Leicester Lane / Gallow Field Road (lane widening and flaring on approaches)	Market Harborough	£650,000 - £940,000

Table 5: Extract from Appendix C – Scheme cost estimates from the Preliminary Scheme Design (Local Highway) Report [HDC13].

5.86 The cost estimates are presented as a range. If the upper end of the range is used, this evidence identifies an LRN mitigation package of £8,216,000 across the 11 Junctions. Six of the schemes are located along the A6 corridor between Market Harborough and Leicester with an indicative cost of £5,435,000.

8.87 At the time of writing it has not been possible for LCC to complete a full review of the Preliminary Scheme Design (Local Highway) evidence and for comments to be taken onboard before 11th of September 2026 publication. An addendum may be prepared (if necessary) to respond to LCC comments in due course.

Strategic Road Network (SRN)

5.88 The JTE work does not include mitigation measures on the Strategic Road Network (SRN) during the Plan Period of the Draft Local Plan (i.e. up to 2041). The JTE2 acknowledges there is likely to be limited funding to deliver capital works for SRN improvements over the next circa ten years, as confirmed by National Highways during Stage 1 consultation. The JTE2 work is part of the local plan evidence base and therefore the focus of mitigation is on providing solutions to address impacts arising from new growth not existing issues and to be proportionate in scale.

5.89 The modelling presented and analysed in the JTE2 up to 2041 does not include the impact of any improvements on the SRN. Paragraph 4.12 and 4.13 of JTE2 [\[TRP-NLP5\]](#) explains that the JTE2 workshop discussions with National Highways highlighted the issues related to the SRN are, while significant, pre-existing. SRN interventions are high cost, in the remit of National Highways, and funding for large scale measures is expected to be limited in the current policy and budgetary position of national government. The JTE2 analysis shows that congestion and constrained capacity on the SRN leads to increasing levels of traffic on local roads across the study area, including at Gibbet Hill Roundabout on the A5/A426 in Harborough District. The JTE2 acknowledges that improvements to the SRN would be required in the future irrespective of the planned level of growth across the area.

5.90 The Statement of Common Ground between National Highways and HDC (April 2026) [\[SCG-NLP25\]](#) includes the following agreements:

“No further evidence is needed to support the Local Plan (but assessments will be needed at the planning application stage, in line with DfT Circular 01/2022)”; and

“There is no requirement for any SRN Local Plan mitigation within the Harborough District within the plan period up to 2041 (noting that through the planning application process there may be sites that will be required to deliver mitigation on the SRN during the Local Plan period, however, this will be identified and agreed with National Highways through the planning application process)”.

5.91 Consequently, the Local Plan’s IDP does not include for any schemes on the Strategic Road Network.

5.92 At the time of writing (11th September 2026), LCC and Warwickshire County Council do not agree with position of National Highways. A Statement of Common Ground with Leicestershire County Council and Warwickshire County Council relating to Strategic Distribution allocations (MP1 and MP2) and the A5 (September 2026) [\[HDC15\]](#) has been prepared which sets out the latest position of each party. HDC will continue to work with all parties on this matter.

Infrastructure Delivery Plan (IDP) – Road Network

5.93 The IDP Stage 2 Infrastructure Schedule – Summary Note (Sept 2026) has been updated to align with evidence on off-site highway mitigation set out above.

5.94 The previous version of the Infrastructure Schedule [\[Appendix A of INF-NLP2\]](#) included transport infrastructure for each allocated site based on the HSTIA for the following transport sub-categories:

- Active Travel – Walking and Cycling Infrastructure Measures to support the delivery of the site.

- Public Transport - Public Transport Infrastructure Measures to support the delivery of the site.
- Travel Planning - Travel Planning Measures to support the delivery of the site.
- Road Network - Junction Improvement Measures to support the delivery of the site.

5.95 The Road Network - Junction Improvement Measures were drawn from Section 5 of the HSTIA [\[TRP-NLP2\]](#). Paragraph 5.71 above explains that these off-site highway network mitigation measures have been superseded. These schemes have therefore been removed for each allocated site in the IDP Stage 2: Infrastructure Schedule – Update Summary Note (Sept 2026) [HDC11] and replaced with the schemes identified in the Preliminary Scheme Design (Local Highway) [HDC13] Report as set out in Table 5 above. The total cost of these LRN schemes is £8,216,000 (see Table 5 above)

5.96 In terms of prioritisation, these off-site highway works are required to mitigate the cumulative highway impacts of Local Plan development and are therefore 'Integral' to Local Plan Delivery.

5.97 Paragraph 2.5.2 of the Preliminary Scheme Design (Local Highway) [HDC13] Report notes that 3 junctions in Leicester City were excluded from the more detailed assessment:

- Junction 7 (A47 / Colchester Road / Goodwood Road);
- Junction 8 (A47 Uppingham Road / Scraftoft Lane); and,
- Junction 10 (A563 / Colchester Road).

5.98 These junctions were identified as 'secondary impact locations' in the HSTIA (see table 5.2 of the HSTIA [\[TRP-NLP2\]](#)). Paragraph 5.2.5 of the HSTIA explains that these junctions had only a marginal change in performance due to HDC Local Plan development and were therefore flagged as 'potentially requiring mitigation'. For completeness the costs identified in HSTIA Table 5.2 have been included in the Infrastructure Schedule with a 'Fundamental' prioritisation due to the marginal change in performance. The estimated cost of these 3 schemes is £2,525,000.

5.99 When combined with the schemes in Table 5 above this brings the total cost off-site LRN mitigation cost to £10,741,000 (£8,216,000 of which is integral to Local Plan delivery and £2,525,000 is fundamental)

6. Securing the Necessary Transport Mitigation through the Draft Local Plan

6.1 This section explains how the draft Local Plan policies (as proposed to be modified in [HDC2 Appendix 1](#)) respond to the transport evidence above and ensure the necessary transport mitigation is delivered.

6.2 Following Regulation 19 consultation on the Draft Local Plan the Council has proposed a number of potential modifications for consideration through the examination. These set out in [HDC2 Appendix 1](#). Most of the proposed changes relating to transport policy have been agreed with LCC as shown in Appendix A of the SoCG with Leicestershire County Council on Highway and Transport Matters (August 2026) [\[HDC9\]](#). These modifications can be difficult to follow in the format presented. For ease, Appendix A of this Topic Paper contains a version of Policy

DS05 and the Master Planning Requirements in Appendix F of the Draft Local Plan as proposed to be modified in [HDC2 Appendix 1](#).

6.3 The policies in the draft plan (as proposed to be amended) provide a coherent policy framework to ensure the necessary transport mitigation is delivered. The Draft plan contains a number of policies ranging from plan-wide to site specific:

- Plan-wide policy - Policy DS05, Policy DM06 and Masterplanning Requirements (Appendix 6);
- Area Specific Policy (e.g. the A6 Corridor) - Policy DS05, Policy SA01, Policy SA02, Policy SA03;
- Settlement Specific Policy (e.g. relating to specific clusters of sites) - Policy DS05; Policy SA01; Policy SA02; Policy SA03; Policy SA04.
- Site Specific Policy - Policy SA01, Policy SA02, Policy SA03, Policy SA04.

Plan-wide Policy

6.4 Policy DS05 Development Strategy: Supporting Strategic Infrastructure is the principal strategic policy relating to the delivery of infrastructure (including Transport). This policy contains plan-wide policy, area specific policy, settlement specific and site-specific policies and is cross-referred to throughout the plan where appropriate to ensure a coherent approach across the plan as a whole.

6.5 Policy DS05 is clear that all new development will be supported by the provision of the necessary infrastructure, services, utilities and facilities identified to meet the needs arising from the new development in a phased and timely manner.

6.6 Policy DS05(10) links the policy directly to the IDP which identifies site-specific and off-site cumulative transport infrastructure identified through the Local Plan evidence base as explained above. The policy expects developers to either provide direct provision or contribute towards the provision of local and strategic infrastructure to meet the needs from the development alone, or cumulatively with other developments as identified in the Infrastructure Delivery Plan.

6.7 Related to this, Policy DS05(3) requires the necessary on-site and off-site infrastructure to be delivered in a timely manner through the use of planning conditions, Section 106 Legal Agreements, Community Infrastructure Levy or, in the case of highways, Section 278 Legal Agreements. This aligns with the potential funding methods identified in the IDP Stage 2: Infrastructure Schedule – Update Summary Note (Sept 2026) [HDC11] and reflects the Council's commitment to developing Community Infrastructure Levy to secure funding for off-site cumulative transport infrastructure.

6.8 Policy DS05 (as proposed to be amended) also includes a transport section which sets out the Council's commitment to working with all partners (including LCC Leicester City and National Highways to mitigate transport impacts. This part of the policy requires:

- Development proposals to be supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including its relationships to any identified significant cumulative and/or

cross-boundary traffic impacts, and that demonstrates such impacts can be proportionately and appropriately mitigated.

- Transport assessments must follow a vision-led approach having regard relevant policies and strategies of the Local Transport Authority, such as the Leicestershire Local Transport Plan 4 and associated documents, including the Leicestershire Enabling Travel Choice Strategy and Multi-Modal Area Investment Plans.
- Where a transport assessment indicates that a proposed development will have an impact on significant cumulative traffic conditions across the District and/or indicates cross-boundary impacts, a proportionate contribution will be required to the reasonable costs of measures required to mitigate such impacts either through a financial contribution, community infrastructure levy or scheme delivery.

6.9 Alongside this Policy DS05, Policy DM06 – Transport and Accessibility also sets out plan-wide requirement to ensure:

- The safe, connected and convenient movement across the transport network
- providing safe access and ensuring that additional traffic movements are not detrimental to highway safety or result in the residual cumulative impact on the road network being severe.

6.10 Policy DM06 Also requires all major development to submit a Transport Assessment which is guided by the place vision and transport vision produced for the site in accordance with the Leicestershire Enabling Travel Choice Strategy. This ensures that the vision-led approach to TAs reflects both national and local transport policy.

Area Specific

6.11 Alongside the plan-wide policies the Local Plan (as proposed to be modified) seeks to respond to the evidence by identifying key areas and settlements where a more coherent approach is needed.

6.12 Many of the most sustainable settlements in the District are located along the A6 corridor. The development strategy therefore results in a stronger focus of growth along the A6 corridor compared to other parts of the District. The evidence shows the A6 corridor has the best public transport provision in the District and new development along the corridor provides an opportunity to improve existing services and/or provide new services.

6.13 An assessment of the performance of the existing and forecast transport network was carried out in the South Leicestershire Joint Transport Evidence (JTE).

6.14 The study shows there will be increases in traffic flow and delay along the A6 corridor due to the proposed growth. This is forecast to be on the A6 itself, but also on alternative routes that are used by drivers to avoid the congestion on the A6. Analysis of journey length shows that journeys along the A6 tend to be longer distance, which means they are more difficult to transfer to active modes of travel. Opportunities to improve sustainable travel, including public transport therefore need to be maximised.

6.16 This will require a coordinated approach to master planning of sites and to identifying the transport impacts and mitigation along the A6 corridor.

6.17 Policy DS05 (as proposed to be amended) therefore requires transport assessments for new development proposals in the A6 corridor to take into account other proposed development along the A6 corridor (including sites OA1, GG1, K1, MH1, MH2 and MH3). The site-specific policies relating to these (SA01, SA02 and SA03 (as proposed to be amended) all cross refer to this requirement in Policy DS05 ensuring a coherent policy framework across the Local Plan in relation to transport impact and mitigation along the A6 corridor.

Settlement Specific

6.18 At the settlement level Policy DS05 also identifies clusters of sites where a coordinated approach to the provision of infrastructure is needed:

- Scraptoft, Thurnby and Bushby, sites S1, S2 and TB1;
- Oadby and Great Glen, sites OA1 and GG1;
- Market Harborough, sites MH1, MH2 and MH3; and
- Magna Park, MP1 and MP2.

6.19 This ensures the sites are not planned in isolation of each other and the provision of transport (and other infrastructure) is appropriately coordinated at the local level across these areas. This is likely to be particularly important from a masterplanning and sustainable transport perspective, including addressing cross boundary impacts.

6.20 The site-specific policies relating to these sites (Policy SA01, SA02, SA03, SA04) also cross-refer to this requirement for a coordinated approach in Policy DS05 ensuring a coherent policy framework across the Local Plan in relation to the requirement for coordination across sites in these locations. This should ensure that the provision of active travel and public transport infrastructure is maximised having regard to the Infrastructure Delivery Plan.

Site Specific

6.21 Policy SA01, SA02, SA03 and SA04 identify the need for comprehensive masterplans in accordance with Appendix F – Masterplanning Requirements. These requirements include the need to set out a strong place vision and clear objectives to create sustainable places, including how the site is intended to relate to existing and/or proposed communities, services and facilities.

6.22 Alongside this masterplans also need to have regard to the Leicestershire Enabling Travel Choice Strategy and set out a Transport Vision and Movement Strategy that:

- a) demonstrates how the existing and proposed new transport provision will ensure new residents can access the places, services and facilities they need as part of their daily lives, both on and off site;
- b) explains how any proposed new transport provision and/or new services and facilities will be delivered and phased;
- c) prioritise sustainable and active modes of travel, including through provision for public transport, cycle routes, footpaths and bridleways;

- d) creates a network of permeable and interconnected streets and public realm, within the site and the surrounding area, including connectivity to existing settlements and any proposed sites;

6.23 In this respect, the vision-led approach (with it's emphasis on sustainable travel) is embedded into the TA requirement by Policy DS05 and the Masterplanning Requirements (Appendix F) ensuring a strong place vision and transport vision is developed through the masterplanning process and can inform the TA at planning application stage, having regard to the LCC's Enabling Travel Choice Strategy. This ensures the plan provides a coherent policy framework that is consistent across the plan as whole from plan-wide policy to site specific policy, ensuring transport impacts and mitigation is appropriately coordinated, managed and delivered.

7. Summary

7.1 Part 1 of the Transport Topic paper explains how transport considerations have informed the local plan from the earliest stages. As a result, the development strategy focuses significant development in locations that are or can be made sustainable in accordance with the NPPF23.

7.2 This pattern of growth focusses significant development towards the top of the settlement hierarchy at the Leicester Urban Area and Market Towns. Approximately two thirds of housing and nearly all general employment allocations are in these locations, including a large strategic site adjoining the Leicester Urban Area at Oadby. The evidence demonstrates these locations have the greatest potential to mitigate growth impacts through sustainable travel as residents have better access to jobs services and facilities than they would in other parts of the District.

7.3 The A6 corridor contains a number of the most sustainable settlements in the District, including the parts of Leicester Urban Area, Market Harborough, and two of the Large Villages (Kibworth and Great Glen). The allocations at these settlements make up over half (53%) of the housing development identified in Policy DS01 of the Draft Plan and 80% of the general employment development in Policy DS02. All of these sites are located directly on (or very close to) the best public transport service in the District, with strategic development areas at the Leicester Urban Area (Land South of Gartree Road) and North of Market Harborough. This existing bus service provides for both inter urban routes and shorter distance trips within urban areas, making the best use of public transport infrastructure, and creating opportunities to provide new and/or improved services along the A6 corridor

7.4 As result, this pattern of growth supports and creates the opportunity for:

- fewer and shorter journeys by private car;
- better use of existing transport infrastructure; and
- shorter journeys with greater potential for sustainable travel (walking, cycling, public transport) offering genuine travel choice.

7.5 It also helps minimise impacts on the transport network by making use of existing infrastructure and encouraging sustainable travel with the associated health and environmental benefits, making transport impacts more easily and appropriately addressed.

7.6 The Transport evidence has assessed the impacts and proposes mitigation to ensure the impacts on the transport network are mitigated to an acceptable degree. The evidence has been informed by a sustainable transport hierarchy approach which sees walking, wheeling and cycling at the top of the hierarchy in accordance with national and local policy.

7.7 The mitigation package for sustainable transport (active travel and public transport) has been informed by a strategic assessment through the JTE work and site-specific assessments in the HSTIA. All of the sustainable transport infrastructure (local and strategic) is captured in the Infrastructure Schedule with appropriate prioritisation reflecting the importance of it to the delivery of the Draft Local Plan.

7.8 Notwithstanding the package of the sustainable transport measures there remains a residual cumulative impact from local plan growth on the highway network that requires mitigation through off-site highway measures. The impacts have been assessed through the JTE using the strategic model for Leicestershire. The off-site LRN mitigation from the JTE has then been refined to ensure it is deliverable as recommended in the JTE.

7.9 The above results in a comprehensive package of active travel, public transport and road network measures to ensure the transport impacts of local plan growth are mitigated to an acceptable degree. The approach has taken into account the sustainable travel opportunities created by the development strategy in the Local Plan which seeks to actively manage patterns of growth to ensure this is achieved.

7.10 The transport infrastructure has been prioritised through the IDP process. Based on the transport infrastructure that is identified as Fundamental and Integral to local plan delivery the costs are as follows:

Transport Infrastructure Costs (for Integral, Fundamental Schemes only)

Mode of Transport	Cost (£)
Active Transport	29,151,000
Public Transport (and behavioural measures)	6,755,698
Road Network	10,741,000
TOTAL	46,647,698

7.11 A Whole Plan Viability Assessment – IDP Update Addendum (11th Sept 2026) [HDC12] has been prepared, to understand the impacts of these (and other) updates to the IDP. This shows that the draft plan remains viable with these transport costs.

7.12 The policies in the draft plan (as proposed to be amended) provide a coherent policy framework to ensure the necessary transport mitigation is delivered. The Draft plan contains a number of policies ranging from plan-wide to site specific:

- Plan-wide policy - Policy DS05, Policy DM06 and Masterplanning Requirements (Appendix 6);
- Area Specific Policy (e.g. the A6 Corridor) - Policy DS05, Policy SA01, Policy SA02, Policy SA03;

- Settlement Specific Policy (e.g. relating to specific clusters of sites) - Policy DS05; Policy SA01; Policy SA02; Policy SA03; Policy SA04.
- Site Specific Policy - Policy SA01, Policy SA02, Policy SA03, Policy SA04.

7.13 In combination these policies provide a coherent policy framework to ensure the necessary transport infrastructure is secured.

Appendix A – Policy DS05 and Masterplanning Requirements from Appendix F of the Draft Local Plan (as proposed to be modified in [HDC2 Appendix 1](#).

Policy DS05 Development Strategy: Supporting Strategic Infrastructure

1. All new development will be supported by the provision of the necessary infrastructure, services, utilities and facilities identified to meet the needs arising from the new development in a phased and timely manner.

Development proposals must:

- a) be supported by robust evidence of the type and timing of infrastructure needed to mitigate impacts and support sustainable development; and**
- b) prioritise and fund the reasonable costs of infrastructure on site, and where appropriate off site, infrastructure needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, Community Infrastructure Levy or, in the case of highways, Section 278 Legal Agreements; and**
- c) contribute to the reasonable costs of any infrastructure required to mitigate the impacts of development including through the pooling of developer contributions where it is demonstrated that the impacts can only be addressed in a comprehensive way including cumulative and cross boundary impacts; and**
- d) provide serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered; and**
- e) demonstrate as part of the planning application process that a comprehensive approach to coordinating the provision, phasing and funding of infrastructure has assessed the cumulative and cross boundary impacts arising from the following clusters of sites:**
 - (i) Scraptoft, Thurnby and Bushby, sites S1, S2 and TB1;**
 - (ii) Oadby and Great Glen, sites OA1 and GG1;**
 - (iii) Market Harborough, sites MH1, MH2 and MH3; and**
 - (iv) Magna Park, MP1 and MP2.**

- 2. The detailed site-specific mitigation schemes included within the site allocation Policies SA01, SA02, SA03 and SA04 are required and expected to be included within development proposals and site development costs. Development proposals should make provision for all the land required to accommodate any additional infrastructure arising from the development on site.**
- 3. Infrastructure required to mitigate the impact of development may be phased either in time or geographically, to ensure necessary infrastructure is delivered in a timely manner through the use of planning conditions, Section 106 Legal Agreements, Community Infrastructure Levy or, in the case of highways, Section 278 Legal Agreements.**
- 4. New development should be supported by, and have good access to infrastructure:**
 - a) Proposals for new or extended school facilities will be expected to relate well to the communities and population they serve, ensuring they are accessible. Developer contributions are likely to require education provision where there is a demonstrated shortfall in capacity.**
 - b) Proposals for new or extended health provision should relate well to public transport, walking and cycling routes and be easily accessible to communities they serve. Proposals which utilise opportunities to multi use or co locate health facilities with other services and co-ordinate care for local communities will be supported. Developer contributions are likely to require health provision where there is a demonstrated shortfall in capacity.**
 - c) All development proposals should demonstrate adequate mains foul water treatment and disposal already exists or can be provided in time to serve development ahead of occupation. Phasing and implementation should be agreed with the Environment Agency/Severn Trent/Anglian Water Services.**
 - d) All development proposals should include a strategy for waste management and recycling for both the construction and operation agreed with the District Council and Leicestershire County Council.**

Transport

5 We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider neighbouring authorities and other stakeholders, as required, to mitigate the transport impacts of development, including through the delivery of Transport Strategies where appropriate.

6 Development proposals must be supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including its relationships to any identified significant cumulative

and/or cross-boundary traffic impacts, and that demonstrates such impacts can be proportionately and appropriately mitigated.

7. Transport assessments must follow a vision-led approach having regard relevant policies and strategies of the Local Transport Authority, such as the Leicestershire Local Transport Plan 4 and associated documents, including the Leicestershire Enabling Travel Choice Strategy and Multi-Modal Area Investment Plans.

8. Where a transport assessment indicates that a proposed development will have an impact on significant cumulative traffic conditions across the District and/or indicates cross-boundary impacts, a proportionate contribution will be required to the reasonable costs of measures required to mitigate such impacts either through a financial contribution, community infrastructure levy or scheme delivery.

9. Transport assessments for development proposals along the A6 corridor must take into account other proposed development along the corridor (including OA1, GG1, K1, MH1, MH2 and MH3). This includes proposed new infrastructure and services and enabling access to them.

Appendix 6 Masterplanning Requirements

The preparation of masterplans by developers must involve the active participation and input of all relevant stakeholders, including the council, landowners, developers, the local community, service providers and other interested parties. The developer should agree on the scope and form of masterplans, including consultation arrangements with the council at the pre-application stage. The exact methodology for preparing the masterplan and its relationship with the development management process will be agreed between the developer and the council at the pre-application stage. Where appropriate masterplans may be adopted as Supplementary Planning Documents.

Masterplans will be expected (proportionate to the scale of development) to:

- 1 Set out a strong place vision and clear objectives to create sustainable and successful places, ensuring the proposed development makes a positive contribution to local character and distinctiveness. The place vision should include how the site is intended to relate to existing and/or proposed communities, services and facilities;
2. Have regard to the Leicestershire Enabling Travel Choice Strategy and consider:
 - a) how the site will help deliver the core themes and policies of LTP4;
 - b) the places, services and facilities that new residents on the site are likely to need to access as part of their daily lives;
 - c) for any employment uses, where workers are likely to be drawn from;
 - d) how any services and facilities provided on site might help to meet existing and future communities needs.
3. Identify and respond to constraints and opportunities including ecology, heritage, archaeology, and flood risk;
4. Set out a spatial framework and indicative layout with key parameters including the quantum of development;
5. Set out a design approach which:
 - Demonstrates high standards of urban design and architecture for all uses through submission of a Design Code(s) as part of the masterplan

- respects the character of the landscape and heritage of the site and adjacent and nearby settlements and built development to create a distinctive place which incorporates landmark features or points of focus, such as public squares, pocket parks, prominent buildings, street trees and public art;
 - makes effective use of the site through the application of appropriate densities in terms of scale, height and massing, and appropriately consider the relationship to adjoining buildings and landscape;
 - incorporates a multifunctional green and blue infrastructure network, linking to adjacent and existing networks and utilising existing and potential habitats, maximising opportunities for biodiversity enhancement reflecting the latest Harborough District Green and Blue Infrastructure Study published by the council and other best practice guidance;
 - creates a network of permeable and interconnected streets and public spaces;
 - addresses climate change adaptation and mitigation including carbon reduction, energy efficiency and flood risk;
 - ensures ecological requirements are integrated with wider infrastructure and masterplanning consideration;
 - delivers an integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion; and
 - integrates community and other uses in accessible locations to serve different neighbourhoods.
6. Clearly demonstrate how the physical and visual separation between settlements will be protected to maintain their identity and character and where required, propose appropriate boundary treatments that reflects the urban to rural transition;
7. Set out a transport vision and movement strategy that:
- a) demonstrates how the existing and proposed new transport provision will ensure new residents can access the places, services and facilities they need as part of their daily lives, both on and off site;
 - b) explains how any proposed new transport provision and/or new services and facilities will be delivered and phased;
 - c) prioritise sustainable and active modes of travel, including through provision for public transport, cycle routes, footpaths and bridleways;
 - d) creates a network of permeable and interconnected streets and public realm, within the site and the surrounding area, including connectivity to existing settlements and any proposed sites;

8. Land South of Gartree Road Strategic Development Area (Policy SA02) must provide a highway connection between Gartree Road and the A6 with potential for future upgrades that could contribute to a more strategic orbital connection around the south and east of Leicester (should this be required to support potential future development beyond that identified in this local plan).
9. Include measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
10. Provide for timely delivery of physical infrastructure including transport, utility connections and fibre optic broadband;
11. Provide for the appropriate and timely provision of community facilities to serve the new development (e.g. local shops, community halls, schools and healthcare facilities);
12. Respond positively to the opportunities for integrating infrastructure provision between adjoining sites, including in respect of site access arrangements, other highways and transport requirements and landscaping and other green infrastructure;
13. Include a strategy for domestic waste;
14. Include a phasing and implementation plan; and
15. Include proposals for future place management including community management models where appropriate.