

Harborough District Council

North-West Market Harborough Strategic Development Area Masterplan

September 2012

Comments by Leicestershire County Council (the Highway Authority) in respect of highway mitigation measures

Introduction

1. Harborough District Council (HDC) is examining options for the development of a Strategic Development Area (SDA) to the north-west of Market Harborough. The recently adopted Core Strategy sets out the requirement for a SDA and requires it to provide a minimum of 1000 houses, together with a range of community facilities, local retail opportunities, open spaces, recreational facilities and possibly a primary school.
2. HDC is working in partnership with representatives of the local community and landowners / promoters of development to prepare a masterplan for the area. The masterplan will guide the consideration of relevant planning applications and future development of the SDA.
3. HDC have consulted on four residential-based masterplan options. These have been developed following a community development options workshop, the receipt of information from developers, and a landscape assessment of the area. The preferred masterplan option will need to provide for at least 1,000 houses together with associated infrastructure to meet the requirements of the Core Strategy.
4. The Highway Authority has yet to be advised of the preferred masterplan option.
5. Highway Authority comments need to be seen in the context of our statement submitted to the HDC Core Strategy Examination in Public (see Appendix A), in particular paragraphs 14, 19-21 and 2 and 8 (the latter two of which are replicated below):
 - a. Market Harborough, like many well established towns, has a relatively limited number of roads that are suitable to carry traffic within it and through it. The opening of the town's (A6) bypass and completion of the A14 route (approximately 5 miles south of the town) in the 1990's afforded considerable traffic relief to the town. Nevertheless, new development since then, and activity resulting from the town's generally buoyant economy, means that there are still certain traffic issues in the town, particularly focused around The Square. There are also existing local concerns about levels of traffic in surrounding settlements, including Foxton and Great Bowden.
 - b. Given findings of previous work to explore the wider transportation impacts of population growth across Leicester and Leicestershire, it is not a surprise that transport modelling work undertaken to inform the development of the Harborough Core Strategy revealed that, even without further housing growth and development in the town, overall traffic conditions in Market Harborough are predicted to be much worse in 2026 relative to 2008 (modelling base year). Vehicular traffic (in

terms of vehicle kilometres) is predicted to increase by between 33% and 40% in the town. The potential impacts of housing growth proposals always need to be considered in this context.

6. Work to review and refine the package of highway measures that will best mitigate the impact of planned development in Market Harborough is ongoing. The comments in this report best represent the views of the Highway Authority at this point in time but may need to be reviewed depending on how housing development proposals are taken forward in light of the finally agreed masterplan.

Highway mitigation

7. The Highway Authority has been asked to provide comments on the following issues as part of the report on the masterplanning proposals that will go the HDC Executive Meeting on 19th September:
 - a. The outcomes of additional transport modelling work to assess the highway impacts of the provision of 1800 houses in the SDA.
 - b. The second (southern) point of access from the proposed Airfield Farm site to the B6047.
 - c. The provision of a link road through the SDA from the B6047 to the A4304.
 - d. Town centre improvement proposals at The Square.
 - e. Highway mitigation proposals for local villages, specifically:
 - i. Great Bowden.
 - ii. Foxton.
 - iii. Lubbenham.
8. The comments in this report have been informed by:
 - a. Transport modelling work to inform Highway Authority views on HDC Core Strategy proposals.
 - b. Further transport modelling work to assess the impact of providing 1800 homes in the SDA (over and above any impacts apparent through Core Strategy modelling work to test the highway impacts of 1000 houses and 1500 houses in the SDA).
 - c. Highway Authority work to respond to the Airfield Farm planning application for 1000 houses to the north of the SDA, and the Lubbenham Hill planning application for 132 houses to the south of the SDA.

Additional transport modelling

9. The Market Harborough Core Strategy Addendum Report (August 2012) details the results of modelling an additional 'option' for the SDA (in addition to those options tested as part of HDC Core Strategy modelling work). 'Option 4' increases the number of possible dwellings in the SDA to 1800 (from an originally tested maximum of 1500), but in all other respects is identical to the previously tested Option 3a (as part of Core Strategy modelling work). The report compares the outcomes of testing Option 4 against the outcomes of testing Option 3a plus Mitigation Package 2.
10. Through its comments made to the Harborough Core Strategy Examination in Public (see Appendix A) the Highway Authority has previously expressed its

views on the general principals of a SDA of up to 1500 dwellings. In terms of its further comments in the light of the latest modelling work, the key conclusions that can be drawn from the report are that:

- a. Whilst 1800 dwellings would result in an increased number of trips from the SDA, the impact on the surrounding road network would not appear to be materially different from that of 1500 dwellings; and
 - b. In comparison with the transport impacts in Market Harborough caused by population growth across Leicester and Leicestershire between 2008 and 2026 (i.e. growth beyond Harborough District), the impacts of even 1800 dwellings appear to be relatively limited.
11. If Harborough District Council were to resolve to proceed on the basis of a SDA containing 1800 dwellings, it would be necessary to review the transportation mitigation package required. However, at this time the Highway Authority does not anticipate that it would be **fundamentally different** to the Mitigation 2 Package already identified. The key components of this are:
- a. An increase in the service frequency of bus route 44, serving the development.
 - b. Improvements to the walking and cycling network.
 - c. The implementation of additional Smarter Choice initiatives in Market Harborough.
 - d. Town centre improvements focused on making the A4304 St. Mary's Road one way (eastbound) between The Square and Kettering Road.
 - e. To impose a 7.5 tonne weight restriction on Welland Park Road.
 - f. A 25% reduction in the number of long-stay parking spaces in Market Harborough.
 - g. An increase in the service frequency of the X3 between Market Harborough and Leicester.
12. As discussed above, work to progress each of these mitigation measures is ongoing.
13. It is also important to reiterate at this time that whilst this Mitigation Package is forecast to be beneficial in terms of off-setting the impacts of housing growth in Market Harborough and elsewhere, it will not return traffic conditions in the town to as they are now.

Link road

14. Paragraph 14b of the Highway Authority's statement to the HDC Core Strategy Examination in Public states that: 'The possibility of delivering a link road between the B6047 and the A4304 should not be closed off. As part of a package of mitigation measures, a link road would complement the delivery of potential traffic management measures in the town.'
15. Based on the outcomes of the modelling work undertaken to date, a link road around the north-west edge of the town delivered as part of a package of mitigation measures would appear to:
- a. Limit the negative impacts of making St. Mary's Road one-way in north-eastern parts of the town;
 - b. Have some benefits for rural routes to the north-west of the town;
 - c. Have mixed impacts in terms of traffic levels in the town but, in the vast majority of cases, not bring about any further significant traffic

reductions on the main routes over and above those that appear to arise from the tested St. Mary's Road changes;

- d. Draw some more traffic through Great Bowden as it loops over the town.
16. Whatever measures might be applied, a link road would provide an extra link to the area's relatively limited road network and should also afford some local benefits in respect of villages such as Foxton.
17. The provision of a link road would need to include assurances that it would be completed within a specified timetable and / or prior to completion of a specified number of dwellings across the entire SDA.
18. However, it should be noted that it appears unlikely that there would ever be a sufficiently strong business case for the public funding of a link road.
19. Two possible options for the southern end of the link road and how it joins the A4304 have been put forward as part of the masterplanning consultation exercise. From the information that we have available to us at present, it appears that a roundabout is likely to be required at this end of the link road in order to serve the SDA. Work is still required to look into this properly, but achieving a suitable roundabout layout appears to be much easier at the bottom of the hill (to the west), and in this context appears to be the preferable option.

Second (southern) point of access to the B6047

20. The Airfield Farm planning application proposes a southern point of access from the development site to the B6047 using a bridge over the existing canal. Should the Airfield Farm proposal (as set out in the current planning application – i.e. with no link road provided to the A4304 provided but the possibility of a potential route safeguarded) go ahead in isolation then the second point of access to the B6047 (i.e. the bridge) would be required to provide for all vehicular traffic, pedestrians and cyclists. It is very unlikely that the Highway Authority would support a development of the scale of Airfield Farm served only by a single point of vehicular access.
21. Even in the context of a wider, masterplanned SDA including a link road (to which all parties, including the various developers, are signed-up) it is the view of the Highway Authority that there would still be a requirement for this second point of access in order to provide effective walking, cycling and public transport linkages between the SDA and Market Harborough town centre. However, in these circumstances there is the potential for the width of the required 'road' / bridge to be reduced, although it is unlikely to affect the gradient of the 'road' (given that in the context of the current application we have already been prepared to accept a relaxation from normal standards).
22. The location of the currently proposed access has been put forward by the developers, and the Highway Authority has not had cause to ask for alternative locations to be looked at. However, were the District Council to ask the developers to look at adjusting the location to seek to offset concerns raised by others, then in principle the Highway Authority would be happy to be involved in exploring this. For the avoidance of doubt, the Highway Authority will not be seeking to initiate such explorations.

Town centre improvements at The Square

23. Paragraph 14c of our comments to the Harborough Core Strategy Examination in Public states that: 'It appears from the transport modelling work undertaken that traffic management measures will be necessary within the town to mitigate the impacts of development on the town centre. However, the exact make-up of these requires further, more detailed, exploration.'
24. Part of the highway mitigation measures tested through the Core Strategy work included a scheme to make St. Mary's Road one-way eastbound (outbound) between The Square and Kettering Road. Based on the outcomes of the modelling work it is predicted that implementing such a scheme would:
- a. Appear to make the most dramatic difference in terms of reducing some traffic flows through the town centre; but
 - b. Put considerably more pressure on Springfield Street and its junction with Northampton Road; and
 - c. Cause a notable level of traffic to divert around the north of the town through Great Bowden, and also have impacts in north-eastern areas of the town (e.g. along Burnmill Road).
25. The tested St. Mary's Road scheme appears to have the most significant impact on traffic flows at the heart of the town. However, this, and any other form of significant traffic management measures, would be likely to have wider impacts (such as those described above). As a result, work is currently taking place to further develop a set of town centre traffic management proposals to best mitigate the impact of planned development on Market Harborough and the surrounding area.

Highway mitigation proposals for local villages

Great Bowden

26. The Highway Authority has previously recognised that there is potential for the SDA to result in an increase in vehicles travelling through Great Bowden to get to the A6 Harborough bypass. As detailed above, in making St. Mary's Road one way, and providing a link road through the SDA, there is also the potential for some of the proposed mitigation measures to draw some more traffic through Great Bowden.
27. It has been agreed in discussions with the District Council and the developer for the proposed Airfield Farm development site that the introduction of a traffic management scheme in Great Bowden will be necessary to discourage this from happening, and that it is reasonable (in planning terms) to require the Airfield Farm developers to provide this.
28. The principles of such a scheme have been discussed with the developer and a meeting was held between the developer, Great Bowden Parish Council and the Highway Authority to discuss a scheme that has been designed on behalf of the developer.
29. At this meeting, and on other occasions, Parish Council representatives have expressed their desire to see a closure to vehicular traffic on Leicester Lane. Whilst we have not formally sought the views of the emergency services, discussions with the Police have indicated that they would be very unlikely to support any such proposal (and they also thought it unlikely that the fire and ambulance services would support the idea). Making a section of the road

one-way could introduce safety problems (e.g. if it were to result in increased vehicle speeds) and could also be difficult to enforce. Furthermore, in this instance there is no legal mechanism, under either the Highways Act 1980 or the Town and Country Planning Act 1990, open to us to do so.

30. Further suggestions have been made by the Parish Council in terms of restricting turning movements at the 'Gallowfields' crossroads. However, without the introduction of physical restrictions there are likely to be enforcement issues. Altering the layout to seek to make, say, the right turn into Leicester Lane and the right turn out physically 'impossible' would be extremely difficult given the need to continue to allow for west to east and east to west movements.
31. It is also difficult to see (given the tests in 'CIL regulations') how the Highway Authority could legally seek to condition (or otherwise control) development on the SDA to be subject to the introduction of measures such as those put forward by the Parish Council.
32. It is the view of the Highway Authority that the proposals for a traffic management scheme for Great Bowden are, in principle, reasonable in the context of seeking to mitigate the impacts of the development on the village. However, we recognise that further discussions, technical work and consultation will be required involving the developer, the Highway Authority, the District Council, local residents and the Parish Council in order to determine a preferred scheme.

Lubbenham and Foxton

33. Developers for the Airfield Farm site are proposing the following transport mitigation measures for Lubbenham and Foxton:
 - a. Lubbenham: A pedestrian refuge is added to the junction of the A4304 Theddingworth Road and Foxton Road.
 - b. Foxton: Improvements are made to the Gallowfield Road and Foxton Road junction. Improvements include: a mini-roundabout and gateway features; 30mph speed limit; relocation of dropped kerbs and bollards.
34. The Highway Authority continues to assess the suitability of the proposed mitigation measures as part of their response to the Airfield Farm planning application. We are also liaising with the Police for their view on proposed speed limit changes at the Gallowfield Road / Foxton Road junction in Foxton.
35. Based on existing evidence from the transport modelling work to inform our response to the Harborough Core Strategy, should the Airfield Farm proposal (as set out in the current planning application – i.e. with no link road provided to the A4304 provided but the possibility of a potential route safeguarded) go ahead in isolation, there is no justification for further mitigation measures in either Lubbenham or Foxton beyond those already being discussed with the developer. However, we may need to review this position depending on how development proposals are taken forward in light of the finally agreed masterplan.

Andy Yeomanson
Team Manager, Transport Policy
Leicestershire County Council

HARBOROUGH DISTRICT COUNCIL

CORE STRATEGY EXAMINATION

Matter 2 – Policies for places

Issue: Whether the policies for places are justified, effective and consistent with national policy

Statement by Leicestershire County Council (LCC) in respect of Policy 13. Market Harborough

Statement purpose

1. To set out the position of LCC, as the highway authority, in respect of the Core Strategy proposals for housing growth in Market Harborough in the light of further discussions with the district council and the outcomes of the modelling work it commissioned (document EV22) since LCC made its representations on the Publication Version of the Core Strategy in December 2010.

General context

2. Market Harborough, like many well established towns, has a relatively limited number of roads that are suitable to carry traffic within it and through it. Opening of the town's (A6) bypass and completion of the A14 route (around 5 miles south of the town) in the 1990's afforded considerable traffic relief. Nevertheless, new development since then and activity resulting from the town's generally buoyant economy means that there are still certain traffic issues in the town, for example focused around The Square. There are also local concerns about levels of traffic in surrounding settlements, including Foxton and Great Bowden.
3. Whilst these issues and concerns are acknowledged, no change is being sought to the proposed spatial distribution of housing across the district (although LCC has also submitted statements about other settlements). It is recognised that within Harborough district there are only limited settlement options suitable to provide for significant housing growth. Further, of those settlements it would appear that by virtue of the range of employment, retail and other facilities offered, Market Harborough provides the best option for seeking to achieve sustainable housing growth. In this regard, LCC is content that the Core Strategy reflects its recently published LTP3 long term strategy⁽¹⁾ in so far as it is seeking to see new development located: **a)** in areas that provide a range of facilities in order to minimise the need to travel by car; and **b)** areas where genuine, safe and high quality choices are (or can be) provided for people to walk, cycle and use public transport.
4. The further discussions with the district council have helped to provide a clearer understanding of the work it has undertaken to explore the relative viability and deliverability of options alternate to the proposed Strategic Development Area (SDA). It is accepted that it is right and proper for the district council to have considered planning, environmental, transportation and other issues in coming to decisions on the Core Strategy housing proposals for the town and the location of an SDA; the evidence that underpins those district council decisions is not being questioned nor challenged.

5. Since December, the district council has commissioned the newly available Leicester and Leicestershire Integrated Transportation Model (LLITM)⁽²⁾ to provide a more rigorous assessment of the SDA's potential transportation implications. On the face of it, this new piece of evidence addresses a fundamental aspect of LCC's original representation in respect of the Market Harborough housing growth proposals and its associated comments in respect of the balance of housing provision between the town and the Leicester Urban Fringe. (LCC, as the highway authority, has also submitted a separate statement in respect of Matter 2, Leicester Urban Fringe, Policy 15, Q12.)
6. However, the modelling work raises some difficult transportation issues without pointing towards a neat and easily deliverable solution. Thus, whilst LCC does not challenge the principle of the Core Strategy housing proposals for Market Harborough, it does, as highway authority, still wish to see changes made to the Core Strategy. The modelling work outcomes and the changes sought are discussed in the following sections.

Highway authority views on the LLITM modelling work outcomes

7. Document EV22 details the outcomes of the modelling work for the development options and mitigation packages tested. The following paragraphs set out the highway authority's views on the outcomes of that work, and in particular how they influence the content of any package of transportation measures required to support housing growth and to contribute towards efforts to address the transportation issues predicted to arise in the town over the Core Strategy period. In doing so, the concentration is on quantum of change in traffic levels and changes to distribution patterns rather than absolute numbers of vehicle movements⁽²⁾.
8. Given findings of work undertaken to explore the wider transportation impacts of population growth across Leicester and Leicestershire⁽³⁾, it is not a surprise that even without further housing growth in the town, overall traffic conditions in Market Harborough are predicted to be much worse in 2026 relative to 2008 (LLITM base year), with vehicular traffic (in terms of vehicles per Km) forecast to increase by between 33% and 40%. The potential impacts of the housing growth proposals should be considered in this context.
9. In comparison with the predicted 2026 situation, the additional impacts of the Core Strategy housing proposals (i.e. an SDA that might accommodate 1000 dwellings⁽⁴⁾ plus 200 dwellings elsewhere in the town) appear to be relatively limited. This conclusion does take into account the fact that the scenario for a 1500 dwelling SDA was modelled both with and without a link road between the B6047 and A4034⁽⁵⁾. Considered in isolation, a link road's potential overall traffic benefits to the town are predicted to be modest in comparison with the quantum of changes between 2008 and 2026. (There is not a strategic north to west traffic movement and it is difficult to imagine a circumstance in which such a road would attract public funding.)
10. However, different conclusions can be drawn in respect of the potential benefits of a link road when the outcomes of the mitigation package modelling work are considered.
11. The tested mitigation packages both include measures to promote travel other than by private car, but the overall impacts of these appear small. Measures

tested include *realistic* bus service improvements, improved walking and cycling facilities, and complementary measures, such as travelling planning and better information provision.

12. Other measures appear to make more noticeable differences to the predicted future traffic situation in the town, and regardless of the development scenario it is mitigation package 2 (as set out in EV22) that, on the face of it, gives the greatest overall predicted benefits for the town in terms of total vehicle distance; vehicle delays; vehicle queues; and vehicle speeds (journey time).
13. But, looking behind the headline benefits:
 - it is predicted that making St. Mary's Road one-way east bound (outbound) from The Square would: **(i)** put considerably more pressure on Springfield Street and its junction with Northampton Road, but would also appear to make the most dramatic difference in terms of reducing some traffic flows through the town's centre; **(ii)** causes a notable level of traffic to divert around the north of the town through Great Bowden, with impacts also in north-eastern areas of the town, e.g. along Burnmill Road;
 - in this context, i.e. as part of a package of mitigation measures, a link road around the north-west edge of the town would appear to: **(i)** have mixed impacts in terms of traffic levels in the town, but in the vast majority of cases is not predicted to bring about any further significant traffic reductions on the main routes over and above those that appear to arise from the tested St. Mary's Road changes **(ii)** draw some more traffic through Great Bowden (as it loops over the town), but would appear to limit the negative impacts of making St. Mary's Road one-way in north-eastern parts of the town; **(iii)** have some benefits for rural routes to the north-west of the town;
 - it is not possible to discern what effects any reductions in the availability of long-stay car parking (assumed purely for testing purposes) might have.
14. In the light of the modelling outcomes, the highway authority has taken a view on the elements that should form part of any package of transportation measures designed to support future housing growth and to try and limit the extent to which traffic conditions in the town and surrounding settlements might deteriorate in the future. The authority's view is that as part of any package:
 - a) **Measures to encourage travel by means other than the private car should, notwithstanding the predicted relatively small impact, be included.** It will be important for any links to the town to be designed to be direct, attractive and safe (both in respect of road and personal safety) and a point of site access close to the edge of the existing built up area is of benefit in this respect. In terms of bus service improvements, current thinking is that it would be reasonable for the package to include improvements to bus service 44, which provides a link between the proposed SDA, town centre and railway station.
 - b) **The possibility of delivering a link road between the B6047 and A4304 should not be closed-off.** As part of a package, a link road would complement the delivery of potential traffic management measures in the town. Whatever measures might be applied, a link road would provide an extra link to the area's relatively limited road network and should also afford some more local benefits in respect of villages such as Foxton. It should be noted,

however, it appears unlikely that there would ever be sufficiently strong justification for a business case to be made for the public funding of a link road.

- c) It appears that traffic management measures within the town will be necessary, but the make up of these requires further, more detailed exploration.** The tested St. Mary's Road option appears to have the most significant impact on traffic flows at the heart of the town (i.e. in The Square). But, this, and any other form of significant traffic management measures, would be likely to have wider impacts, hence the need for this to be considered as part of a package that requires ongoing development. Keeping open the provision of a link road to the north west of the town is one part of a package; the need to achieve improvements to the Springfield Street/Northampton Road/Welland Park Road junction is likely to be another; and measures that seek to minimise what would appear to be the potential for additional traffic to travel through Great Bowden are likely to be another.

Proposed changes sought to the Core Strategy

- 15.** Whilst it is recognised that the district council has had to make some difficult choices in developing its Core Strategy, the highway authority would nevertheless like to see it strengthened to provide a more clearly defined planning policy position in respect of transportation issues. This is particularly important as there are risks associated with the delivery of a package of transportation measures, not least because there is no neat and easily deliverable solution nor can the highway authority give any certainty at this time about the availability of public monies to fund the delivery of such measures.
- 16.** In particular, the highway authority would wish to see the Core Strategy amended to:
- include commentary that takes account of the outcomes of the latest modelling work;
 - set out more completely (for example through the infrastructure schedule as appropriate), the broad range of measures that are likely to be needed to support the SDA (including walking, cycling and public transport improvements);
 - set out how the district council will seek to ensure that work continues with other parties to take forward and develop a more clearly defined package of measures that can contribute towards efforts to address the transportation issues predicted to arise in the town over the Core Strategy period;
 - more fully identify and seek to safeguard the future delivery of package element options that are already broadly known (e.g. the link road between);
 - seek to minimise the risk of the delivery of potential options being prejudiced; and
 - indicate through what mechanisms opportunities will be sought to secure third party funding contributions towards the package of transportation measures.
- 17.** At the time of preparing this statement, it is understood that the district council's position is likely to be that it recognises the transportation situation in the town; is committed to work with the highway authority to seek to address issues; and acknowledges that the Core Strategy has a key role to play in defining and

delivering the package of transportation measures required. This is to be welcomed, and would give the highway authority the confidence that the district council is committed to working with it to develop, safeguard and as necessary seek to help to secure and deliver potential transport solutions for the town.

18. However, in the event that no changes were made to the Core Strategy, the highway authority would be concerned that it failed to provide a sufficiently clear and strong planning policy framework within which to help address the transportation issues predicted to arise in the town over the Core Strategy period. In saying this, it should be recognised that it is most likely that actions more extensive than those deliverable through the Core Strategy will be necessary to seek to address the consequences for the town of the wider transportation impacts of the county's growing population⁽¹⁾.

Conclusions

19. Although there are some traffic issues currently in the town and local concern about conditions in surrounding settlements, no change is being sought to the proposed spatial distribution of housing across Harborough district (but LCC has submitted separate statements in respect of some other settlements). The further discussions with the district council since LCC made its original representations (December 2010) have provided a clearer understanding of the evidence base it developed to underpin the choice of an SDA to the north-west of the town. This evidence is not questioned nor challenged.
20. The modelling work undertaken using the Leicester and Leicestershire Integrated Transportation Model provides a more rigorous assessment of the SDA's potential transportation implications. It does, however, raise transportation issues for which there is no neat and easily deliverable solution.
21. In the light of this, LCC, as the highway authority, would wish to see the Core Strategy amended to strengthen the policy framework in respect of transportation issues, and in particular with regard to the continued development, safeguarding and delivery of a package of measures that help to support housing growth and that can contribute towards efforts to address the transportation issues predicted to arise in the town over the Core Strategy period.

(1) A separate note has been prepared to provide a brief general outline of Leicestershire's LTP3 long term strategy 2011 to 2026 and also to highlight how it talks about seeking to deal with the transportation, environmental and wider challenges posed by population (housing) growth.

(2) A separate note has been prepared that describes briefly LLITM.

(3) The evidence base that underpins Leicestershire's LTP3 includes a study entitled "PTOLEMY: Impact of Housing Growth in the Leicester Principal Urban Area". It includes, inter-alia, a high level examination of the potential impacts of growth on travel conditions. In respect of the wider impacts of growth across the County of Leicestershire, the study concludes that, in general for most of the indicators, travel conditions are predicted to deteriorate significantly between 2006 and 2026. For example, overall vehicle-kilometres are predicted to increase by over 40% and vehicle hours delay nearly double. The study report is available at http://www.leics.gov.uk/leicester_pua_final_report_rev_3_1_.pdf

(4) Aside from 5ha of employment, no other facilities e.g. retail, education, etc. were included for the purposes of the modelling work.

(5) In the district council's work to draw up a brief for the modelling work, it was concluded that a 1000 dwellings plus a fully completed link road was unlikely to be a realistic, deliverable scenario in practice. The highway authority does not question nor challenge this view.