

Our Ref: Charnwood Local Plan

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Dear Sir

### **Charnwood Local Plan – Unmet Need Consultation**

Further to your correspondence of 15 August 2022 regarding the above, National Highways have undertaken a review of the additional documentation which included:

- Leicester and Leicestershire Authorities – Statement of Common Ground relating to Housing and Employment Land Needs (June 2022) (SoCG) (Exam 43)
- Leicester and Leicestershire Housing and Economic Needs Assessment Final Report (HENA) (Exam 44a), Executive Summary (June 2022) (Exam 44b) and Appendices (Exam 44c)
- Leicester and Leicestershire Housing and Economic Needs Assessment – Housing Distribution Paper (June 2022) (Exam 45)
- Leicester and Leicestershire Housing and Economic Needs Assessment – Employment Distribution Paper (June 2022) (Exam 46)
- Leicester and Leicestershire Statement of Common Ground Sustainability Appraisal Report (SA) (Exam 47a) and Non-Technical Summary (June 2022) (Exam 47b)

The documents have been reviewed but as there is little information on the traffic impacts on the SRN National Highways have no further comments to add.

Following the addition of the above documents, National Highways received a technical note from Leicestershire County Council named ‘Environment and Transport – Commissioning Framework, High Level Strategic Growth Plan – Technical Note 001, Evidencing Highway Reduction Factors Associated with Public Transport Measures dated 22 August 2022.

The technical note provides the evidence on which LCC have based their simplistic approach to the prospective reduction in demand for highway road space due to the imposition of different public transport measures. The evidence collected is known to be limited but does give an indication of the potential magnitude of any mode shift away from highway afforded by distinct Public Transport measures. We deemed this approach proportionate for this stage.

A review of the technical note shows that, in all cases, the assessed impacts are low, and the evidence base is weak. There are a small number of studies, and they were not undertaken specifically for this purpose. The studies tend to represent working schemes. It is not known whether there were similar schemes elsewhere which were abandoned due to lack of impact. Hence, the estimates made may be upper limits rather than average impacts. The impacts are likely to be specific to precise locations and dependent on the local pattern of origins and destinations. Hence, any estimate of impact is likely to have a wide margin of error.

While National Highways generally accepts the principals of the approach, we understand there is the danger that the assumption made will affect the scheme assessments. However, we are more concerned with the impacts on the SRN which are yet to be determined and therefore it would be advised the assumptions are taken forward and we can then review the modelling results as they come forward and their impacts on Local Plans.

In September, National Highways received a draft document with the same time of the technical note received from Leicestershire County Council dated 22 September 2022. For clarity, the full document title is Draft- Environment and Transport – Commissioning Framework, High Level Strategic Growth Plan – Technical Note 001, Evidencing Highway Reduction Factors Associated with Public Transport Measures dated 22 September 2022.

National Highways have not reviewed this document within the timeframe of the consultation response and therefore cannot provide comments at this time, but we will review this information in the near future.

National Highways will continue to consult with Charnwood and the other local authorities address the impacts on the SRN in regards to the unmet need.

Yours Sincerely,

*B. Malin*

Ben Malin  
Spatial Planner Manager - Midlands