

Charnwood Borough Council Local Plan 2021-37; Public Examination;
Councillor Deborah Taylor;

Anstey Ward;

Responses to Matters, Issues And Questions.

Matter 8: Infrastructure And Transport

Issue 2 – Transport

8.4 What is the role of sustainable transport modes in supporting planned growth and has the effect of modal shift supported by Policy CC5 been taken into account in the transport modelling and studies (EB/TR/11, 12 & 13)? If so, how?

All the sites in Anstey questioned in the MIQ's do not conform to Policy CC5. All the sites are on the edges of the village and a large distance away from all the essential services, especially for the elderly and those with restricted mobility. All the sites do not have a regular bus service and are too far to walk with shopping etc for most of the residents of Anstey. This does nothing to support people with restricted mobility or the distance primary aged school children would be expected to walk to school.

All the sites are more than 400m walk from an existing bus stop.

All the evidence indicates that most journeys from all these sites will be by private car. This then has a further negative impact on the severe levels of traffic congestion in The Nook and will in fact increase the air pollution in the village, especially in the constraints of The Nook and this is against Policy EV11.

8.5 Does Policy INF2 (Local and Strategic Road Network) set out a coordinated and strategy led approach to all types of transport in the Borough?

This policy does nothing to mitigate the impact on the local and strategic road network within Anstey. As already explained previously the constraints of Anstey and the limits of once way in to the village from the strategic road network cannot be changed or further infrastructure provided as there is no space to make any further alterations.

8.6 What is the likely effect of the proposed scale and distribution of development on the strategic and local highway network and key junctions? Have the necessary improvements and/or mitigation measures 35 to the strategic and local highway network been identified in the Plan and the Infrastructure Delivery Plan, including costs and timing/phasing where necessary?

There has been no Traffic Assessment carried out for the sites in Anstey. Any further development in Anstey will have a major impact on the A46, A50 and M1. Anstey is often used as an escape route when there are accidents and delays on the major routes surrounding the village (mainly the M1; A46; A50). Add in over 1000 more

houses and nearly 3000 residents, this will consume the village and create tailbacks on major roads with a speed limit of 70mph.

8.7 Does the transport modelling undertaken so far (EB/TR/11, 12 & 13) enable specific impacts on the highway network to be identified, for mitigation measures to be developed in response to that modelling and then required as part of the Infrastructure Delivery Plan and site allocation policies? Is any further work required to establish this?

No transport modelling has taken place for the sites in Anstey so I can only conclude that there will be a severe impact for Anstey village and the major routes of the A46, A50 and M1.

8.8 Policy T3 (Car Parking Standards) refers to published guidance in other documents which do not form part of the submitted Plan and are not before the Examination for consideration. How should this matter be addressed to ensure that the policy is justified and will be effective?

This policy advises parish councils to address car parking needs. There is a large car parking need in Anstey already identified by Charnwood Borough Council car parking assessment (5). The Nook is already at full capacity and there is no space to develop further car parking spaces. I have not seen any evidence that the Local Plan has provided any evidence to overcome this issue.
