

Dear Sir / Madam,

I am the elected County Councillor for the Loughborough South Division. This area covers three Charnwood wards -Southfields, Woodthorpe and part of Shelthorpe and Outwoods.

Since 2017, I have been campaigning for the roundabout that links:

1. Terry Yardley Way
2. Ling Road
3. The turn for the hamlet of Woodthorpe
4. Allendale Road

To be made into a more coherent road speed layout (mixture of 30, 40 and 50). In addition, despite these roads forming the entrance and exit to the strategic site of HA 15 and 16, the document 'Transport Strategies To Enable Growth in the Borough of Charnwood' -Leicestershire Highways Department has no mention whatsoever of road improvements to cater for the extra demands of up to 1,350 homes.

One will also read extracts from the County Council's recent cabinet report on the local plan, in addition to an extract from the aforementioned document. It seems that , even with S106 monies, the sites of HA 15 and 16 cannot be guaranteed of sufficient transport mitigation. In addition to the issue of road improvements, there are NO bus routes in HA15.

Lastly, Allendale Road and Grange Park have not been adopted by the County Council, instead they are under the ownership of William Davis Ltd.

In light of the comments listed above and the gloomy financial issues listed below, it is considered that the transport strategy elements of the local plan are not sufficiently sound.



CABINET – 24 OCTOBER 2023

CHARNWOOD BOROUGH COUNCIL'S LOCAL PLAN

**JOINT REPORT OF THE CHIEF EXECUTIVE AND THE DIRECTOR
OF ENVIRONMENT AND TRANSPORT**

PART A

Purpose of the Report

1. The purpose of this report is to provide the Cabinet with an update on the current status of Charnwood Borough Council's Local Plan, the position of the County Council in respect of the latest period of consultation and the progress made on the Interim Transport Contributions Strategy (ITCS).

44. The updated August 2023 report from Charnwood Borough Council's viability consultants seeks to update and consolidate the various viability assessments, to form a robust and sound evidence base for the Local Plan to be adopted. County Council officers have engaged with Charnwood Borough Council officers around updated school build costs and the indicative costs of Transport Strategies.

47. There is no single 'big ticket' item required to enable delivery of the Charnwood Local Plan, essentially because of the dispersed nature of the housing spatial strategy. Nevertheless, in terms of education, and highways and transport alone

14

the currently estimated total cost is at least £320m, split as follows:

i. Education circa £140m: The figures in the updated viability work from a school build cost perspective have been reviewed by County Council officers and it is considered that these are accurate and follow an appropriate methodology. There had been some concern from the County Council that costs would be based on those in the County Council's current Planning Obligation Policy, but costs have been duly based on the County Council's most recent experiences of delivering new school places and so more accurately reflect the high inflationary costs being

experienced. It is considered that the plan would provide sufficient contributions to deliver education requirements.

ii. Highways and transportation circa £183m: The figures used in the updated viability work reflect the best estimates available. In the case of the road scheme estimates, they have been subject to an independent peer review; the estimates for the walking and cycling elements have been derived from work undertaken to develop Local Cycling and Walking Infrastructure Plans; and the passenger transport cost estimate is based on costings for the current Rural Mobility Fund 'FoxConnect' pilot.

48. In comparison, the updated viability report states that the maximum developer funding that could potentially be secured from allocated housing sites within the draft Plan is circa £200m. It is also important to note that:

i. It is understood that this calculation is based on all allocated sites contributing at the maximum level. It does not discount for those sites that have already secured approval (currently circa 1,500 dwellings to date out of circa 9,300 total).

ii. The viability report states that it is not recommended to set contributions right up to the margins of viability. This is because every site and scheme is unique and there needs to be sufficient additional contingency / buffer / optimum bias to ensure that the policies and the Plan are deliverable, and that property development is not stymied.

iii. This £200m is the maximum for all contributions, not just those for highways and/or education.

49. In previous reports to the Cabinet on the matter of the Charnwood Local Plan it has been stated that contributions to education would take priority over those for highways and transportation measures. On that basis, and reflecting the figures set out above there is an apparent minimum funding gap of at least £120m in terms of funding for highways and transportation measures and infrastructure, calculated as follows:

- £200m (maximum level of developer contributions as set out in updated viability report) - £140m (current estimated education cost) = £60m (balance) -
- £180m (current estimated highways and transportation costs) means £120m gap at least

2.3. Considering the growth requirements of Charnwood and the Leicester and Leicestershire Housing Market Area (LLHMA) as a whole, as well as supporting and related evidence (including work currently being undertaken to inform the development of the County Council's next Local Transport Plan (LTP4)), all points to one fundamental conclusion. The County Council cannot 'prevent' growth, **so unless significant changes occur in societal behaviours and expectations, there are significant limitations as to the extent to which the impacts of growth on the County's transportation system can be mitigated in the future.** The LLHMA will not be unique in this regard, given that levels of transport congestion are already more acute in other parts of the country, especially in the southeast.

2.4. Significant changes in people's behaviour will be required if the impacts of growth on the County's transportation system (and on carbon levels) are to be lessened significantly.

(Transport Strategies To Enable Growth in the Borough of Charnwood -Leicestershire Highways Department)

Yours Faithfully,

Councillor Ted Parton

Loughborough South Division