

POLICY, FINANCE AND ADMINISTRATION COMMITTEE

16th APRIL 2014

REPORT OF HEAD OF REGULATORY SERVICES

FUNDING TRANSPORT MODELLING FOR MELTON MOWBRAY

1.0 THE PURPOSE OF THE REPORT

1.1 The purpose of this report is to request funding to invest in the development of an effective robust and up to date transport modelling solution for Melton. This will be used to test and inform options for development to be tested through the Local Plan as well as made available for developers to use when bring forward development in Melton.

2.0 RECOMMENDATIONS

2.1 **It is recommended that Committee approve funding from the corporate priorities reserve of £49000 to support the development of robust up to date transport modelling solution for Melton. This is broken down as:**

- a. **An estimate of an additional £10,000 to invest in an update of the LLTIM model**
- b. **An estimate of £25,000 to invest in detailed PARAMICS modelling**
- c. **An estimate of £14,000 to cover Leicestershire County Councils administration and project management in accordance with the LLITM Procurement Framework.**

3.0 BACKGROUND

3.1 The National Planning Policy Framework (NPPF) makes it clear that Local Plans need to be founded on a robust, up to date and credible evidence base. With regard to promoting Sustainable Transport it promotes seeking to reduce the need to travel but recognises sustainable transport solutions will vary between urban and rural areas.

3.2 The NPPF also states that new development which generates significant amounts of movements are required to undertake Transport Assessment and will be required to prepare Travel Plans. Transport Assessments require an assessment of the impact of their development. This is done by individual assessments using the best and most up to date information available.

3.3 The Melton Core Strategy was formally withdrawn from Public Examination in April 2013. A Traffic Model was developed for Melton, to support the Core Strategy and understand the impact of development in and around Melton Mowbray and the wider Borough. This was developed using the Leicestershire & Leicester Integrated Transport Model (LLITM). The model had to be configured for Melton and based upon the most up to date information available.

3.4 As progress is now being made on the New Local Plan it is now necessary to prepare for the ability to test the transport impacts of development options arising through the Local Plan.

4.0 PROPOSAL

4.1 Any modelling work needs to be done in partnership with Leicestershire County Council as the Local Highways Authority and will need to take account of the wider Leicestershire and Leicester Housing Market Area Context.

4.2 The LLITM model is the only viable modelling solution available. It is widely used across Leicestershire, which has both local and strategic planning advantages. However, for it to be used for the new Local Plan it will need to be reconfigured for a number of reasons including:

- Update the model to take account of development completed and committed with planning permission
- To factor in updated projections for the growth of the Borough.
- To prepare the model to be able to assess a number of broad development scenarios for the Borough to be tested through the Local Plan process.
- To prepare the model to be able to consider an extended plan period up to 2036.

4.3 A reconfigured LLITM model will show us the impact on the transport network of alternative development options for the Borough. It will take between 6-9 months to construct and run.

4.4 Once the impacts are understood it will provide evidence to inform future decisions to be made on our options for mitigation and whether any specific form of mitigation is necessary or likely to be effective. Mitigation could include (singularly or in combination) a road infrastructure, junction improvements, improved public transport or improved opportunities for walking and cycling. Given the Local Plan will need to go into much more detail than a Core Strategy, it is also necessary to look in greater detail at impacts and possible mitigation measures. This goes beyond the functionality of the LLITM model which is relatively high level.

4.5 The Highways Authority have therefore recommended that an extra layer of more detailed analysis should be undertaken specifically for Melton Mowbray using PARAMICS software. This is microscopic traffic and pedestrian simulation software used to design efficient, economical, driver and pedestrian friendly transportation infrastructure allowing operational assessment for current and future traffic conditions.

4.6 PARAMICS provides detailed reporting of key measures of effectiveness. It provides the opportunity for non-technical presentations to allow decision makers to make informed choices about the package of mitigation measure for the town. For example, it will allow us to see simulations of cars and pedestrians moving around the transport network and at junctions and understand how the situation might improve or not, with different interventions.

5.0 **POLICY AND CORPORATE IMPLICATIONS**

5.1 The Transport Model will be used to understand the impact of new development in Melton and thereafter form a valuable piece of evidence in selecting the most sustainable sites for development through the Local Plan. It will also assist in managing development as applications for development come forward before and after adoption of the Local Plan.

5.2 The work needed to update the LLITM model and undertake the PARAMICS modelling will need to be done in stages. It is estimated that the work will take between 6 and 9 months from project inception to completion.

5.3 Once consultants are appointed the contract will require the agreement to pay for key stages of work as they are completed. Therefore the first payments are likely to be made early in the 2014/15 financial year to coincide with the Local Plan programme.

5.4 It is important funds are made available for this work as its outcome will feed directly into the decisions that need to be made through the Local Plan on the options for the most sustainable potential development sites.

6.0 FINANCIAL & OTHER RESOURCE IMPLICATIONS

6.1 The Local Plan Budget already includes provisions of £50,000 to update the LLITM model (£33,320 for 14/15 and £16,680 for 15/16). However the Highways Authority have estimated the cost of reconfiguring and running the LLITM model to be more likely to be £60,000.

6.2 No provision has been made for the value added by PARAMICS in providing the ability for decision makers to fully understand the impacts of mitigation measures using non-technical movement simulation. The Highways Authority has estimated the cost of constructing and running the PARAMICS model for Melton Mowbray to be £25,000.

6.3 As previously stated this work will need to be done in partnership with Leicestershire County Council as the Highway Authority who will provide the main project management. The project will be procured through the Leicestershire County Council LLITM Procurement Framework.

6.4 External consultants will be commissioned through a mini competitive tendering exercise to undertake the work on behalf of Leicestershire County Council. A fee of 10% (£8.5K) of the total cost is payable to Leicestershire County Council to cover the costs of administration and project management plus an extra £5.5K to account for Software Licences and maintenance. Based on the current estimate this would equate to £14K.

7.0 LEGAL IMPLICATIONS/POWERS

7.1 There are no direct legal implications arising from this report.

8.0 COMMUNITY SAFETY

8.1 The traffic modelling will help us understand the impact of new development on movement in and around the town. Understanding these impacts will help to ensure that community safety is not comprised and potentially improved.

9.0 EQUALITIES

9.1 There are no direct equality issues arising from this report.

10.0 RISKS

10.1 There are no direct risks arising from undertaking the modelling work. However not undertaking the work would run the risk of growth being implemented without understanding the full impact on the transport network. Not having the work done may also reduce our ability to draw in the investment to make the improvements to the network needed.

11.0 CLIMATE CHANGE

11.1 There are no direct climate change issues arising from this report, other than the model may provide evidence to support the delivery of low carbon travel choices such as walking cycling and public transport.

12.0 **CONSULTATION**

12.1 No consultation has been undertaken as part of this report.

13.0 **WARDS AFFECTED**

13.1 All wards are indirectly affected.

Contact Officer: Luke Fleming Local Plans Manager

Date: 21 March 2014

Appendices: None

Background Papers: None