

FULL COUNCIL

22ND APRIL 2015

REPORT OF THE HEAD OF REGULATORY SERVICES

MELTON MOWBRAY TRANSPORT & NEW DEVELOPMENT POSITION
STATEMENT

1 PURPOSE OF THE REPORT

- 1.1 This report seeks approval of the Melton Mowbray Transport and New Development Position Statement (February 2015) which has been prepared by Melton Borough Council in partnership with Leicestershire County Council supported by Jacobs UK Ltd.

2 RECOMMENDATION

- 2.1 **That Council notes that the information in this report is a material consideration in determining planning applications for relevant development, and approves it as technical evidence to inform the Melton Local Plan.**

3 BACKGROUND

- 3.1 The Melton Mowbray Transport Position Statement (February 2015) is appended to this report. The statement pulls together the provisional findings of the latest transport modelling for Melton Mowbray.
- 3.2 Officers have been working with Leicestershire County Council and Jacobs UK Ltd on the transport evidence needed to support the Melton Local Plan and decisions on planning applications. This work is being developed in phases and will be published in stages. All components of the work utilise the Leicester and Leicestershire Integrated Transport Model (LLITM).
- 3.3 Some of this work is now nearing completion whilst other elements of work will continue to be prepared alongside the preparation of the new Local Plan.
- 3.4 Whilst the details are being finalised, it is felt necessary to publicise the key findings to date. This will allow the information to be used in managing planning applications; developing the Local Plan work and potentially to support any funding opportunities that become available.
- 3.5 The following paragraphs summarise the key messages contained within the Position Statement.

Melton Mowbray Cumulative Development Transport Impact Study

- 3.6 Driven by a number of development proposals in the Town this work had two main purposes:
- i. To assess the current issues facing the Melton Mowbray road network to generate specific understanding of how congested junctions and road links are already and how this is impacting upon journey times moving around and through the Melton Mowbray road network.

- ii. To assess how the road network would operate in 2031, with and without a number of potential development sites built equating to 2550 new dwellings split roughly 50% to the north and 50% to south of the Town based upon known development proposals at the time.
- 3.7 Whilst the Cumulative Development Transport Impact Study did not factor in any mitigation associated with the cumulative development, the study suggested that given the limited spare network capacity, any mitigation would need to be of demonstrably sufficient magnitude to not only mitigate the impacts of the development itself, but also contribute to a wider benefit for residents and should be considered as part of the overall growth strategy for the town.

Through Traffic Movements

- 3.8 This work indicates that in 2011, through traffic represents around 18% of all traffic within Melton Mowbray, dropping slightly to 17% by 2031. It shows that through traffic is spread across the main routes through Melton Mowbray but with a greater concentration of through traffic along the A606 Nottingham / Oakham axis than on other routes.
- 3.9 Between 2011 and 2031 heavy goods vehicle (HGV) through traffic volumes are forecast to increase. The work shows that by 2031, HGVs make up around 13% of all through traffic compared with around 8% in 2011. This is again concentrated on the A606 Nottingham / Oakham axis and particularly the A6006 towards Loughborough.
- 3.10 Looking forward to 2031 the work reveals that most of the additional HGVs are long distance traffic between the proposed 'East Midlands Gateway' Strategic Rail Freight Interchange (near Castle Donington and M1 Junction 24 in North West Leicestershire) and the container ports at Felixstowe on the southern edge of Suffolk. In reality it is anticipated that the majority of this HGV traffic would use the strategic M1-A14 route but travelling through Melton Mowbray is likely to be a competitive route in terms of distance and time, particularly if the M1-A14 route suffers from congestion.

Non Through Traffic Movements

- 3.11 The outputs indicate non-through traffic represents over 80% of all traffic within Melton Mowbray. The proportion of trips which are entirely within Melton Mowbray is around 36% of all non-through traffic in 2011, falling to around 29% in 2031.
- 3.12 The work shows that trips entirely within Melton Mowbray concentrate within the town centre (i.e. Norman Way, Wilton Road, Leicester Street, Thorpe End and connections) and particularly on a north west-south east axis through the town centre broadly similar to the pattern observed for through traffic movements.
- 3.13 By contrast, non-through traffic from and to Melton Mowbray are most heavily concentrated on the A607 and A6006 corridors to the north east, west and south west of Melton Mowbray town centre and especially on the A607 corridor towards Leicester.

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- 3.14 Between 2011 and 2031 HGV non-through traffic volumes increased marginally from around 180 to 200 vehicles per hour during the AM peak and from around 2,100 to 2,400 vehicles over the course of the day.
- 3.15 Non-through traffic crossing the town centre on a north-south axis amounts to around a third of all non-through traffic and around 50% to 60% of non-through traffic does not cross the town centre.
- 3.16 Whilst around a third of non-through vehicle trips involve crossing the town centre on a north-south axis a significantly greater proportion of these (over 30% more over the day) are to or from locations on the north side of the town than on the south side of the town.
- 3.17 In summary the analysis of non-through traffic suggests that policies and measures focussing on improving local accessibility to work, education and services within the north and south of the town centre should be a priority. These would not only target the majority of non-through traffic but may also reduce the need for local traffic to cross the town centre not just on a north-south axis but also on an east-west axis.

Next Steps

- 3.16 The detailed studies which support the position statement will be finalised in partnership with Leicestershire County Council and published in the summer 2015.
- 3.17 In November and December 2014, two detailed workshops were undertaken with the Melton Local Plan Reference Groups testing the early transport evidence and generating a number of potential mitigation options for Melton Mowbray. This work is being developed further by considering the options identified, identifying new options and revisiting a number of options that had been considered previously.
- 3.18 Further work will be undertaken on mitigation options jointly with LCC and Jacobs some of which will be ready to be published spring 2015. This work will be jointly funded by LCC and MBC using funding already accounted for in the Local Plan budget.

4.0 POLICY AND CORPORATE IMPLICATIONS

- 4.1 The Melton Mowbray Transport and New Development Position Statement will be used as a material consideration when determining planning applications which impact upon the highway network in and around Melton Mowbray. The document also provides information that will be critical in formulating recommendations to develop the new Melton Local Plan and the infrastructure and transport interventions needed for the Borough.

5.0 FINANCIAL AND OTHER RESOURCE IMPLICATIONS

- 5.1 There are no financial implications arising from this report and the work that has fed into the development of the Position Statement.
- 5.2 The studies which have fed into the Position Statement have been funded in part by the funds allocated in April 2014 by Full Council and by Leicestershire County Council.

6.0 LEGAL IMPLICATIONS/POWERS

6.1 The document is now a material consideration in determining planning applications for relevant development. The document provides detailed evidence to support and inform the assessment of proposals. The policy context for such proposals is set principally by the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) which contains policies on assessing developments in terms of traffic impacts.

8.0 COMMUNITY SAFETY

8.1 There are no direct community safety implications as a direct result of this report.

9.0 EQUALITIES

9.1 There are no direct Equalities implications as a direct result of this report.

10.0 RISKS

10.1 Without the evidence contained within the transport studies, the Council would be reliant on ad-hoc assessment of proposals under the criteria set out in the NPPF and NPPG.

Very High A				
High B				
Significant C		2		
Low D				
Very Low E		1		
Almost Impossible F				
	IV Neg- ligible	III Marg- inal	II Critical	I Catast- rophic

Risk No.	Description
1	Guidance does not assist in assessing the traffic impact of proposals
2	Guidance is given limited weight by Inspectors as part of any planning appeals

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 affected

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Contact Officer:
Date:
Appendix 1:

L Fleming
10 march 2015
Melton Mowbray Transport and new Development Position Statement
February 2015