

APPENDIX 11

Focused Change FC11:

Replacement Section 8.3, new Policy IN1, revised existing Policy IN1, and new evidence references

8.3 Transport

- 8.3.1 Melton is a rural Borough with a dispersed pattern of villages and a central main town of Melton Mowbray. Primary roads cross the Borough at Melton Mowbray and pass along the northern and western parts of the Borough. Melton Mowbray and Bottesford in the north have rail access but overall, there are limited public transport services, even in and serving Melton Mowbray.
- 8.3.2 Significant new housing and economic development is proposed in this local plan (Policy SS2), with new housing to be distributed mostly in Melton Mowbray (approx.. 65%) with the remainder in the larger rural settlements (approx.. 35%), and all new employment land identified at Melton Mowbray or nearby Asfordby. When considered against other reasonable alternatives, this spatial strategy performed best against the Local Plan objectives and sustainability criteria, including levels of access to sustainable travel options including walking, cycling and public transport. From a transport perspective, focusing housing growth in the town makes it easier to develop a coordinated approach to dealing with the transportation impacts of future population growth, as opposed to, say, a more dispersed pattern of development.
- 8.3.3 Leicestershire County Council, as Local Highway Authority, has set out its transport priorities in the Leicestershire Local Transport Plan 3 (LTP3), and new development in Melton Borough should contribute towards achieving its goals. These are to achieve an efficient, resilient, accessible, integrated and sustainable transport system that:
- supports a prosperous economy and provides successfully for population growth.
 - is well managed and maintained.
 - helps to reduce the carbon footprint of Leicestershire.
 - helps promote equality of opportunity for all our residents.
 - improves the safety, health and security of our residents.
 - helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.
- 8.3.4 The spatial strategy of the local plan supports LTP3 by focusing new development in locations which reduce the need to travel by car and where there are sustainable travel alternatives, and where new development can maximize the use of existing services and facilities. Sustainable transport measures to support development proposed through the plan will be pursued where appropriate. However, there are currently limited public transport services, and few opportunities to support more cycling and walking within an existing highway network that is already operating close to capacity within the town.
- 8.3.5 Whilst the provision and enhancement of sustainable transport alternatives will go some way to supporting new development, without mitigation, the amount of growth and its spatial distribution is likely to have severe highway impacts within the town and therefore hamper its ability to grow. Melton Mowbray already experiences high levels of cross town and through traffic, with limited rail and river crossings resulting in few alternative route options. The heavy goods vehicle element of this traffic exacerbates the impact of this, and is in addition to the vehicles serving businesses located in the Borough. It has given rise to increasing carbon emissions and locally significant levels of traffic congestion, which in turn is having a negative impact on the quality and vitality of places, particularly Melton Mowbray town centre. It is also causing unacceptable delays and unreliable journey times,

affecting businesses and residents alike, and adversely impacting on the attractiveness of the town as a place to live and do business.

- 8.3.6 Significant new highway investment is also needed to open up the new land for the development that will support growth. This needs to be provided in a way that avoids worsening the adverse effects of traffic on the environment, communities and the economy, and ensures that access to services is maintained and journey reliability not further compromised.

Melton Mowbray Transport Strategy

- 8.3.7 As the most sustainable location for new development in the Borough, the local plan envisages that most new housing and employment development will take place within or on the edge of Melton Mowbray. Also, as the main place serving the needs of the Borough's residents, it is critical that the town centre's range of shops, services and visitor appeal is sustained and enhanced.
- 8.3.8 However, without intervention, this planned growth would worsen many existing transport problems. Furthermore, the problem of limited highway network capacity would continue to hinder the delivery of effective schemes to enhance public transport and walking/cycling as alternatives modes of travel for local people, and would not alleviate the highly significant levels of congestion and the HGV movements through the town centre, both of which this local plan seeks to address.
- 8.3.9 The identification and delivery of essential transport measures required to support the Local Plan are being pursued through the development of a Melton Mowbray Transport Strategy (MMTS). The MMTS will help deal with existing issues and those forecast to arise over the local plan period in a comprehensive and integrated way. It will support economic growth and new housing development, including opening up new development land, and will address transport issues for the town.
- 8.3.10 The package of measures in the MMTS will include a Melton Mowbray Distributor Road (MMDR), which is currently being planned as a crucial element, along with complementary sustainable and other transport measures within the town to provide interim relief whilst the MMDR is still being completed and/or longer term benefits thereafter.
- 8.3.11 The MMTS will include measures to reduce the impact of the traffic using routes into and within Melton Mowbray Town Centre, and measures to improve the existing road network within the town centre. These could include increased pedestrian and cycling access to the town centre and other attractors.
- 8.3.12 This preferred approach to supporting growth and tackling transport barriers preventing this within Melton Mowbray follows an options appraisal undertaken in 2016, which found that a strategic highway improvement would deliver wider benefits for residents as part of the overall growth strategy for the town, particularly reducing congestion and supporting future development plans. The three strategic highways options considered were for an outer distributor road to the east of the town, an outer distributor road to the west of the town and a short inner relief road, within the main urban area.
- 8.3.13 This work concluded that the most appropriate way to facilitate Melton Mowbray's future growth would be via a Melton Mowbray Distributor Road (MMDR) from the A606 Nottingham Road to the A607 Leicester Road around the east of the town. It was found that this would have the greatest positive long term effects on traffic congestion within the town centre and offer best value for money.

- 8.3.14 It is envisaged that the MMDR would be delivered in part by developers as new or improved highway, designed to a specification agreed with the Local Highway Authority when land is brought forward for housing and employment in the northern and southern urban extensions (see Policies SS4 and SS5). Financial contributions would also be sought from other developments in Melton Mowbray through mechanisms such as s106 obligations and Community Infrastructure Levy, and by securing significant public funding. Up to £2.8 million has already been secured from the Department for Transport's 'Large Local Major Transport Schemes Fund' to prepare a business case to underpin a future bid for funding towards construction of the scheme. If successful, it is envisaged that construction on the northern and eastern sections of the route (from the A606 Nottingham Road to the A606 Burton Road) would begin in 2020 and be completed by 2022.
- 8.3.15 The Revised Local Plan and CIL Viability Study (May 2017) has shown that assumptions used about developer contributions and/or their ability to fund sections of the route as part of development schemes are realistic.
- 8.3.16 Work to model, engineer and cost route options for the MMDR is ongoing as part of the transport strategy (MMTS). In terms of its overall design standard:
- it will be a single carriageway all purpose 'A' road
 - it will have a minimum carriageway width of 7.3m;
 - the sections of MMDR adjacent to the Melton North Sustainable Neighbourhood (NSN) and Melton South Sustainable Neighbourhood (SSN) will have a design speed of at least 40mph, whereas the remaining sections of the road (i.e. away from developments) will have a design speed of 60mph;
 - the number of junctions and direct frontage accesses will be limited as necessary to secure and retain the required design standards and speeds (as set out above);
 - it will include appropriate facilities to provide for the safe movement of pedestrians, cyclists (and, as appropriate, horse riders); and
 - it will include measures to minimise/mitigate the scheme's impacts on existing and future residents and on the environment and ecology along its route.
- 8.3.17 In conjunction with these design standards, the overall length and alignment of the MMDR will need to be sufficiently direct to provide attractive alternative for traffic compared to existing routes through the town centre. A preferred corridor is expected to be agreed by the end of 2017. Work to prepare the MMDR business case also includes the identification of possible opportunities that could be carried out as part of the MMTS to provide more travel choice for journeys within the town and reduce the environmental impacts and severance caused by traffic in the town centre.
- 8.3.18 To ensure the MMDR can be delivered, the land that is needed for it will be safeguarded from other development. Those sections that would be delivered as part of the northern and southern sustainable neighbourhoods must be identified within agreed masterplans (see Policies SS4 and SS5). For the eastern section that will link the A606 Burton Road in the south to Melton Spinney Road in the north, safeguarding will initially be applied to the corridor of investigation, and subsequently to the more limited preferred route alignment within this corridor, once this has been agreed and planning permission has been granted. Both the County Council (as Local Highway Authority) and the Borough Council are committed to using their compulsory purchase powers, if necessary, to acquire the land needed to deliver the scheme as a whole in order to ensure that the full benefits of the scheme are realised.
- 8.3.19 The Borough Council and Leicestershire County Council have agreed in principle that some development should be allowed to take place prior to full completion of the MMDR,

with the acceptance that there could be some localised adverse traffic impacts with vehicles using alternative routes to move within and through the town until key sections of the route are completed. This is a pragmatic approach that will enable the growth proposed elsewhere in the plan to start coming forward as early as possible and will facilitate an orderly process for delivering the MMDR. Contributions to fund short term mitigation to minimise the interim impacts will be sought from developers whose schemes are contributing to increased traffic, but wherever possible, these funds will be spent on works that will contribute to delivering elements of the MMTS and/or provide long-term benefit to the town.

(New) Policy IN1: Melton Mowbray Transport Strategy (MMTS)

The Borough Council will work with Leicestershire County Council, landowners, developers and others to deliver a transport strategy for Melton Mowbray. The MMTS will comprise the following key components, to be funded and delivered by private developers and the public sector:

- (a) A Melton Mowbray Distributor Road (MMDR) from the A606 Nottingham Road to the A607 Leicester Road around the east of the town, in accordance with the broad design standards and requirements outlined in paragraph 8.3.17, for which a ‘corridor of investigation’ is shown on the Policies Map; and**
- (b) A package of complementary measures, including enhanced pedestrian, cycling and public transport facilities and access to the town centre and the other main local journey attractors from the southern and northern urban extensions.**

If development is proposed within the corridor shown on the Policies Map, it may be permitted provided that it has been demonstrated to the satisfaction of the Local Highway Authority that it would not prejudice the ability to deliver the MMDR as a whole.

Where necessary, the Council and/or the Local Highway Authority will use its compulsory purchase powers to deliver section(s) of the MMDR.

Where a transport assessment indicates that development will add to the cumulative traffic and other transport problems of Melton Mowbray, a financial or in kind contribution will be sought towards delivery of the MMDR and/or complementary measures proposed through the wider MMTS, including appropriate mitigation necessary to reduce local traffic impacts whilst the MMDR is incomplete.

The Borough Council will also work with other bodies to explore opportunities to enhance the public realm in and around Melton Mowbray town centre arising from the development of the Strategy.

Other Transport

- 8.3.20 To tackle wider transport and accessibility goals and issues within the Borough (see paragraphs 8.3.6 and 8.3.7), the Local Plan makes provision for a variety of methods to be used. These include the spatial distribution of development, improvements to footpaths, cycle and public transport networks and facilities, using design to minimise the need to use cars for shorter trips, measures to reduce car use, such as travel plans and appropriate parking provision, and the provision of critical new road infrastructure.

- 8.3.21 New development will be a key means of achieving small scale local improvements where the development proposed would otherwise have an adverse impact if not mitigated. For larger non site specific initiatives, the Borough Council will collect developer contributions through CIL or Section 106 contributions, and continue to work with the Local Highway Authority, neighbouring local transport authorities, Highways England and Network Rail to identify and secure funding for specific larger schemes.
- 8.3.22 The 6C's Design Guide sets out the car parking standards to be applied in new developments, as well as advice on cycle parking provision. This, or any equivalent successor document agreed by the Local Highway Authority, will form the basis for considering the adequacy of parking provision proposed as part of new development.

Policy IN2: Transport, Accessibility and Parking (Old IN1)

The Council and its delivery partners will support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives, such as walking, cycling, and public transport.

All new developments should, where possible, have regard to all the following:

- 1. be located where travel can be minimised and the use of sustainable transport modes maximised;**
- 2. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;**
- 3. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;**
- 4. Do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements;**
- 5. Support the enhancement of existing or proposed transport interchanges such as the railway stations at Melton Mowbray and Bottesford;**
- 6. Provide appropriate and effective parking provision and servicing arrangements.**

KEY EVIDENCE

1. Melton Mowbray Distributor Road Option Appraisal Report (Phase 2), Jacobs, July 2016
2. Written Statement to Parliament from Chris Grayling MP: Roads Funding – Further details of road investment following the 2016 Autumn Statement, 28th November 2016
3. Report to LCC Cabinet: Melton Mowbray Transport Strategy and Distributor Road – Development of a Business Case and Identification of a Preferred Route, 10th March 2017
4. Melton Infrastructure Delivery Plan, Arup, April 2017.
5. Melton Local Plan and CIL Viability Assessment, Cushman and Wakefield, May 2017.

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