

# Transport Topic Paper

## **1. Introduction**

### **Purpose of the Topic Paper**

- 1.1 This Transport Topic Paper has been prepared as part of the evidence base supporting the preparation of Blaby District Council's Proposed Submission Local Plan. This paper provides a short overview of the transport evidence published to support the Proposed Submission Local Plan and how it has informed the document. This paper is a live document and will be updated further ahead of submission of the Blaby Local Plan. It concludes by setting out the further work to be undertaken for submission of the Local Plan for independent examination.
- 1.2 The Topic Paper should be read alongside other relevant evidence base documents, including transport assessments, modelling outputs, infrastructure delivery plan and the plan itself. It does not introduce new policy but provides supporting information and context on how the transport evidence has been prepared to inform the Plan.

## **2.0 Policy Context**

- 2.1 The transport evidence and Proposed Submission Local Plan have taken account of these documents:

### **National**

- NPPF
- Circular 01/2022

### **Local - County**

- Local Transport Plan (LTP4)
- Enabling Travel Choice Strategy (ETCS)
- Leicestershire Cycling and Walking Strategy
- South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP)
- Public Rights of Way Improvement Plan
- Leicestershire Passenger Transport Policy and Strategy (PTPS)
- Leicestershire Bus Service Improvement Plan
- Multi Modal Area Investment Plan (MMAIP)
- Leicestershire Highway Design Guide (LHDG)

### **Local – Blaby**

- Blaby Active Travel Strategy (2024–2034)
- Blaby Local Cycling and Walking Infrastructure Plan (LCWIP)

### **3 Local Plan Transport Evidence**

#### **Approach to Evidence Gathering**

- 3.1 In preparing our evidence we have sought to work collaboratively with key partners. Evidence has been collected as part of the initial evidence base in terms of issues and opportunities, as part of options testing and in preparing our proposed Local Plan.

#### **Strategic Transport Assessment Stage 1 (STA)**

- 3.2 Commissioned by the Leicester and Leicestershire Strategic Planning Partnership in Spring 2021, prepared by Leicestershire County Council and published in May 2024. The STA was produced to assess and compare the respective transport implications of four differing housing distribution scenarios between 2036 and 2051. It is intended to provide a further piece of evidence to help identify how growth could be distributed across Leicester & Leicestershire over the long term. It assessed Housing Market Area-wide spatial growth options, with and without mitigation, to understand potential impacts on the local highway network. The options tested were:

- Option 1 – Existing Spatial Pattern
- Option 2 – Current SGP Spatial Pattern
- Option 3 – Majority Near Leicester
- Option 4 – New Market Towns

- 3.3 The STA uses an iterative approach and identifies high-level strategic transport interventions for each option. It can be viewed on the Leicester and Leicestershire Strategic Planning Partnership website.

#### **Joint Transport Evidence Stage 1 – South Leicestershire**

- 3.4 the Local Planning Authorities of Blaby, Harborough, Hinckley and Bosworth, and Oadby and Wigston agreed through a Statement of Common Ground to prepare joint transport evidence to support their emerging Local Plans. AECOM was commissioned by Leicestershire County Council in October 2023, following joint working between LCC and the four authorities.
- 3.5 The work modelled a Core Scenario; with no South Leicestershire Local Plan growth; and three cumulative spatial options using LCC's Pan Regional Transport Model. It identified forecast transport impacts, their scale and causes, and potential mitigation at a strategic level.
- 3.6 Forecast years of 2041 and 2051 were tested, with modelling assumptions agreed by the partner authorities.
- 3.7 Two stakeholder workshops, including National Highways and neighbouring highway authorities, were held to review findings, compare spatial options and discuss potential mitigation.

- 3.8 Completed in January 2025, the JTE Stage 1 Report is available on the District Council's website. Unlike the wider STA, which assessed Housing Market Area-wide growth options, JTE Stage 1 focuses specifically on the cumulative transport impacts of emerging Local Plan growth across South Leicestershire.

### **Joint Transport Evidence Stage 2**

- 3.9 Stage 2 assessed the Preferred Spatial Growth Options for the four South Leicestershire emerging Local Plans. It built on Stage 1 by testing forecast transport impacts; identifying strategic mitigation needs; and modelling proposed mitigation packages, with a longer-term focus to 2051.
- 3.10 Forecast years of 2036, 2041 and 2051 were modelled using LCC's Pan Regional Transport Model to understand traffic growth, early plan-period delivery and the timing of mitigation.
- 3.11 The work was prepared collaboratively by the Local Planning Authorities, Local Highway Authority, and consultants, supported by regular meetings from July 2024 to April 2025. A first draft was issued in April 2025 and the final report in September 2025. The JTE Stage 2 Report is available on the District Council's website.

### **Joint Transport Evidence Stage 2.8 Costings Report**

- 3.12 This report costs the strategic mitigation measures identified through JTE Stage 2, including active travel, public transport, modal interchange hubs and highway improvements. The work informs Local Plan viability and deliverability.
- 3.13 The report developed scheme details, provided budget cost estimates for 2036, 2041 and 2051, and attributes mitigation and costs to proposed development sites based on location, supporting transport evidence and forecast trips.
- 3.14 The work was informed by workshops with the Local Planning Authorities and LHA in July and October 2025, followed by a feedback meeting in March 2026. The JTE Stage 2.8 Costings Report is available on the District Council's website.

### **Vision Led Planning**

- 3.15 "Vision and Validate" (or "Vision-Led" transport planning) as advocated in NPPF 2024 and Department for Transport Circular 01/2022 is an approach to transport planning that starts with a clear vision of the kind of place, community, or future society people want, and then designs transport systems to help achieve that vision. It is often described as "decide and provide" rather than the traditional "predict and provide" model.

### **Blaby Local Plan Strategic Transport Evidence (STA)**

- 3.16 Blaby District Council commissioned transport consultants SLR in June 2025 to prepare local transport evidence. This work assesses the Proposed Submission Local Plan at a finer level of detail than the joint transport evidence and applies a vision-led planning approach specifically at the Blaby District level.
- 3.17 BDC agreed the initial assessment scope with the Local Highway Authority in July 2025. The STA uses LCC's post-pandemic Pan-Regional Transport Model (PRTM2023), with outputs received in March 2026, to assess the transport effects of the Proposed Submission Local Plan and identify potential mitigation.

- 3.18 The STA supports a vision-led approach by assessing the development strategy, spatial distribution of growth, sustainable travel opportunities and the need for proportionate, viable transport mitigation to inform the Infrastructure Delivery Plan.
- 3.19 Five model runs were considered: a 2042 baseline with no Local Plan development; Blaby Local Plan growth using business-as-usual trip rates; Blaby and neighbouring Local Plan growth; Blaby Local Plan growth using vision-led trip rates; and a vision-led scenario with mode shift.
- 3.20 Run 4b is used to assess the residual cumulative highway impacts of the Local Plan and identify junctions requiring mitigation. Initial mitigation options have been reviewed for feasibility, constraints and delivery through the planning process.
- 3.21 The Council has engaged partners throughout preparation of the transport evidence and will continue to refine and validate modelling outputs ahead of Submission, including testing mitigation measures to establish their effectiveness.
- 3.22 As part of our local transport evidence, we have also sought to identify broad costings for works being delivered as part of committed planning applications (which are also allocations) and for other local works which may be required to support the plan.

#### **Proposed Submission Blaby Local Plan**

- 3.23 Informed by the above evidence, the Local Plan and associated Infrastructure Delivery Plan seek to take a Vision-led approach. This is a relatively new provision within national guidance. This approach starts with a clear vision of the kind of place, community, or future society people want, and then designs transport systems to help achieve that vision.

#### **Transport Strategy and Objectives**

- 3.24 The Council's vision and strategic objectives are set out in the Proposed Submission Local Plan. Our Vision in respect of transport is set out in the text box below for information.

Existing and new communities will be sustainable, thriving neighbourhoods well connected to local services, shops, green spaces, jobs and education. Residents will have genuine transport choice for shorter trips using active travel modes such as walking, cycling, and wheeling. For longer trips demand responsive and traditional public transport services will provide opportunities to reduce reliance on private vehicles. Improved electric vehicle infrastructure will be rolled out to support the decarbonisation of private and commercial vehicles and deliver improvements to air quality along our busiest road corridors.

- 3.25 In respect of transport related objectives our plan includes the following:
- To reduce carbon dioxide emissions and encourage renewable energy generation.
  - To make efficient use of land, water, minerals, soil, waste, energy and other resources including maximising the reuse of previously developed land or contaminated land.
  - To help facilitate the delivery of strategic infrastructure to support the long-term housing and economic growth of the District and wider South Leicestershire area as articulated in the Strategic Growth Plan.

- To support the provision of new transport infrastructure and services, reduce the need to travel by car, the distance travelled, and increase the use of active travel and public transport to access jobs, key services and facilities.
- To work with partners to ensure the timely provision of infrastructure needed to support existing and new communities.

3.26 Reflecting on our vision and strategy, we have sought to embrace vision-led transport planning through the policies and allocations included in our emerging plan and in particular expect to reduce impacts on the local highway network by:

- Ensuring that the strategic sites being allocated through the Local Plan include significant new facilities and infrastructure such as schools, mobility hubs and local centres linked together to provide communities with high quality active travel routes within the site;
- Providing new and enhanced offsite active travel routes to improve connectivity to existing nearby services and improve access to new facilities within new developments to existing residents;
- Improving and increasing public transport provision and infrastructure to make those nearby services more attractive and easier to use;
- Supporting a shift toward home and hybrid working including through appropriate policy provisions and supporting online access to goods and services; and
- Strengthening monitoring provisions related to transport infrastructure delivery to ensure that sites can deliver the trip internalisation and modal shift targeted and be responsive to changing travel habits.

## **4 Infrastructure requirements**

4.1 The Council's Infrastructure Delivery Plan and associated Infrastructure Delivery Schedule set out the transport infrastructure requirements needed to support the Proposed Submission Local Plan growth. However, the key infrastructure requirement types needed to support growth are listed below:

- Active Travel Mitigation
- Public Transport Mitigation
- Rail Mitigation
- Mobility Hubs
- Highways Mitigation

4.2 The Infrastructure Delivery Plan is a live document and will be further updated and refined to reflect updates to transport evidence, viability and monitoring over the life of the Local Plan once adopted.

### **Delivery and Implementation**

4.3 Delivery of new transport infrastructure will need to be supported through partnership working between the Local Planning Authority, Highway Authority, National Highways, public transport operators, neighbouring authorities, developers, infrastructure providers and local communities.

4.4 Delivery of our vision will likely need to be supported by:

- Infrastructure investment programmes
- Developer contributions secured through Section 106 agreements and the Community Infrastructure Levy (where applicable – see below)
- Capital funding from local, regional and national government programmes
- Partnership funding arrangements.
- Transport operator investment.
- Active travel and behavioural change initiatives
- Monitoring and review mechanisms

## **5 Monitoring and Review**

- 5.1 The effectiveness of the transport strategy will be monitored through a range of performance indicators, including:
- Traffic flow and congestion levels.
  - Sustainable mode share.
  - Public transport patronage.
  - Walking and cycling activity levels.
  - Road safety statistics.
  - Air quality indicators.
  - Accessibility measures.
  - Delivery of transport infrastructure associated with planned growth.
- 5.2 At a site level the Council is keen to ensure that any transport vision is delivered in practice. To this end we have included several requirements within Policy INF4: Sustainable Travel in New Developments.
- 5.3 This requires that a monitoring and management strategy (MMS) as defined in consultation with the Local Highway Authority and agreed by the Local Planning Authority is to be submitted alongside the Transport Assessment for all strategic sites over 500 dwellings and / or over 25 hectares of employment land, to:
- Span the entire lifetime of a development;
  - Cover all aspects of the development including the success of the 'Place Vision', including whether new facilities located on site are used as anticipated and so have allowed trips to be avoided as forecast, and whether the off-site facilities serving the site are being accessed in line with assumptions made in the Transport Assessment';
  - Cover all aspects of the 'Transport Vision', including whether the trips being made on and off site are in line with the assumptions made at the time of the application, and whether improvements to local transport infrastructure and the timing of these have allowed the transport vision to be realised as expected in the Transport Assessment;
  - Identify key milestones, fixed to the delivery of specific trigger points to enable effective monitoring of travel behaviour at appropriate points in the delivery of the development;
  - Set out supporting measures which could be applied should monitoring identify that the vision-led assumptions outlined in the Transport Assessment have not been delivered as anticipated;
- 5.4 Where it is clear that sites will not deliver the trip reduction or mode shift assumed, the Council will work with the LHA to identify any necessary supporting actions to ensure that sustainable travel choices can be delivered to the extent necessary as part of site mitigation schemes. Further information on monitoring the effectiveness of vision led transport proposals is set out in Leicestershire County Council's Enabling Travel Choice Strategy.

## **Community Infrastructure Levy (CIL)**

- 5.5 The Community Infrastructure Levy (CIL) is a planning charge that local authorities can levy on new development to help fund infrastructure required to support growth. CIL is charged on eligible developments and provides a mechanism for securing contributions towards strategic infrastructure projects that benefit the wider area.
- 5.6 The Council does not currently have an adopted CIL. The Proposed Submission Local Plan is supported by the Whole Plan Viability Assessment (WPVA). The WPVA will assess whether there is scope to introduce CIL and, if so, potential rates will be researched.
- 5.7 Notwithstanding this, it is recognised that transport infrastructure represents a key area where CIL funding can be utilised. New development generates additional travel demand and can place pressure on existing transport networks, including highways, public transport services, walking and cycling routes, and associated infrastructure. CIL can be used to fund wider strategic infrastructure improvements that support cumulative growth across the authority area. This distinction is particularly important for transport infrastructure, where improvements often serve multiple development sites and wider communities.
- 5.8 Potential transport schemes that may be funded, in whole or in part, through CIL include:
- Strategic highway improvements.
  - Junction capacity enhancements.
  - Public transport infrastructure and interchange facilities.
  - Walking and cycling networks.
  - Traffic management measures.
  - Electric vehicle charging infrastructure.
  - Sustainable transport initiatives that support modal shift objectives.
- 5.9 In the context of the viability evidence informing the potential introduction of a Community Infrastructure Levy (CIL), the Council will continue to work collaboratively with the Highway Authority, public transport operators, infrastructure providers, neighbouring authorities and developers to identify transport investment priorities, explore funding opportunities, and assess the feasibility of using CIL to support the delivery of strategic transport infrastructure.
- 5.10 However, while the Community Infrastructure Levy (CIL) has the potential to make a significant contribution towards infrastructure delivery, it would be unlikely to fund all transport improvements required over the plan period. As a result, a coordinated approach to infrastructure funding and delivery will be needed to ensure that the transport network continues to operate effectively and supports the sustainable growth envisaged by the Local Plan.

## **6 Conclusion and Next Steps**

- 6.1 This Topic Paper demonstrates that transport has been considered from the earliest stages of preparing the Blaby Local Plan and has directly informed the spatial strategy, site allocations and infrastructure requirements. The Plan's vision-led approach seeks to reduce identified impacts by locating growth where services, facilities and employment can be accessed more locally, and by embedding walking, cycling, public transport and mobility hub provision within strategic sites.
- 6.2 The IDP identifies a package of active travel, public transport, mobility hub and highway mitigation measures, with delivery expected through developer contributions, public funding and partnership working. Further modelling, junction assessment and engagement with Leicestershire County Council, National Highways and other partners will be required before submission to confirm the scale, timing and deliverability of mitigation.
- 6.3 The Council will continue working with partners to identify and secure the transport mitigation needed to support delivery of the plan

### **Next Steps**

- 6.4 Further transport evidence will be undertaken to refine our mitigation strategy and its likely cost ahead of Submission.
- 6.5 This additional work could include refining our understanding of the likely effects of bringing forward the plan and modelling impacts at a specific point within the plan period to help us understand how the delivery of mitigation should be phased. We will also identify the effects of the development proposals which are anticipated to build out beyond 2042 to establish what additional impacts may arise beyond the plan period. However, the further work we will undertake will be influenced by ongoing discussions with the Local Highway Authority and National Highways.
- 6.6 The Council will update this topic paper as we move towards submission, to reflect refinement of transport evidence. Ahead of submission the Council will seek to corroborate the initial findings with more detailed traffic data at the identified hotspots within the network.
- 6.7 We will continue to engage Leicestershire County Council, National Highways and other partners before submission to explore the scale, timing and deliverability of mitigation.