

Methodology for estimating a further 1,800 cars through the Parish

A two-step approach was adopted by the Transport Theme Group to determine this estimate:

Step 1

The T&C transport sub-group reviewed

- The circa 5 year programme of already completed major housing developments in SUEs near to the parish, that Charnwood Borough and Leicester City planning authorities have identified.
- The even greater scale of corresponding SUE housing developments agreed by Charnwood Borough and Leicester City planning authorities during the next 5years and beyond.

Step 2

A conservative estimate was made about the likely increase in numbers of through traffic that will arise in the next 5 years, by taking into account:

- the number of the houses that will exist in the developments reviewed,
- National norms for vehicle ownership and work usage,
- Possibly routes (including those through the T&C parish) that vehicles will take to access primary workplace
- the distance between housing developments reviewed and the T&C Parish

By following these two steps the Transport sub group determined an evidenced based conservative estimation that a circa 1800 new vehicles per hour will flow through the T&C Parish at peak times. This will increase the through flow by more than 50% in the next five years.

Following a circa 5 year programme of already completed major housing developments in SUEs near to the parish, Charnwood Borough and Leicester City planning authorities have sanctioned an even greater scale of housing developments during the next 5years and beyond. The primary SUE extensions of great relevance to the Thurstaston and Cropston Parish concern planned further developments in Rothley; Anstey; Birstall and Beaumont Leys conurbations.

This section outlines the scale and location (relative to the Parish) of those planned housing numbers and (where trustworthy data is available) estimates the scale of possible developments in the pipe line that have yet to be agreed by local authorities

1) The Ashton Green Development will lead to the erection of circa 3000 new houses (R7) over the next five years. This SUE has been granted outline planning permission by Leicester City Council and will be located to the South of the A46; with the edge of that development being less than 1Km from the Southern boundary of our Parish.

As Ashton Green will share with the Parish the same main sub-arterial road (namely Leicester Road) there is no doubt that without making major traffic management alterations a significant fraction of future Ashton Green traffic will pass through our Parish. If we assume that only 33 % of that traffic will impinge on our Parish, and that the average car ownership in Ashton Green will be the National average of 1.2 per

household, then without traffic management change in T&C an additional circa 1,200 cars from Ashton Green alone will use our parish as a highway. This on its own could dramatically add to our existing traffic congestion and road safety problems

2) The indented table below (which is quoted from (R8) lists a total of 850 houses that in recent years comprise developments in Rothley that are ‘completed’, ‘in progress’ or ‘given permission’. Many cars originating from those completed developments are already impinging on our Parish road network and this impact will inevitably grow as the yet to be completed houses come on stream. In addition two further SUEs are planned for Rothley. One of the two will likely be for 350 houses located approximately 1km from the Eastern boundary of our Parish, the other for 250 houses located towards Mountsorrel approximately 2Km from our parish boundary. By making predictive assumptions about traffic ratios (namely 33% of owned cars impinging significantly on T&C from the first Rothley SUE and 17% for the second Rothley SUE and a 1.2 national average vehicle per home ownership) we estimate that a further 300 vehicles from Rothley will have a major impact on our Parish over the next 5 years and beyond.

Table of TOTAL 864 of recently completed, in progress or given permission in recent years (R8)

Location	No. of Houses	Planning Ref. No.
Brookfield Farm (Athena)	180	P/12/1741/2
West Cross Lane	130	P/14/0058/2
Rothley Old School	16	P/12/1740/2
Mountsorrel Lane	250	P/12/2002/2
Town Green Street	6	P/14/0584/2
Cossington Lane	13	P/11/0666/2
Manor Holt	14	P/11/1431/2
Park Farm	6	P/12/0244/2
Park Farm	7	P/11/0666/2 129
Mountsorrel Lane	4	P/13/0168/2 Annex 34,
Mountsorrel Lane	1	P/13/2027/2 42
Mountsorrel Lane	2	P/10/1912/2
Loughborough Road (Avalon)	149	P/08/3152/2
The Grange, Fowke Street	41	P/05/1550/2
Linkfield Farm	45	P/11/2150/2

3) Another SUE is planned for Anstey of circa 160 new homes; these developments will add further to recent housing increases of circa 2000 new homes in Anstey. The new Anstey SUE will be located approximately 1.5km from the Western boundary of our Parish. If we assume that 20% of the new Anstey traffic will impinge significantly on T&C and a 1.2 vehicle per home ownership then it is highly probable that 100 further vehicles from Anstey will impact heavily on our Parish over the next 5years and beyond

4) Additional SUEs are also planned within Birstall, with a total of circa 1500 new homes; such developments will add further to other recent new housing increases in Birstall since 2013. The new SUEs in Birstall will be located approximately 2.5km from the eastern and southern boundaries of our Parish. On the assumptions that 10% of the new Birstall SUE traffic will impinge significantly on T&C and a 1.2 vehicle per home ownership we estimate that a circa further 180 vehicles from Birstall will impact majorly on our Parish over the next 5 years and beyond

It is evident that we must guard against major negative impacts of these projected additional circa 1780 vehicles from in the pipe neighbouring SUEs, which without action will flow daily through our parish (adding to already unsustainable peak flows of circa 3000 vehicles per hour). It is imperative therefore those new traffic management actions be taken urgently to avoid a tipping point into very damaging and costly near future congestion and safety incidents. More than sufficient justification of need for such actions comes from the Core Strategy of Charnwood Borough Council – which states that its villages need protection to ‘maintain the most treasured qualities of our region’.

In summary we have major concerns about imminent vehicular impacts of circa 1780 additional cars regularly travelling through our villages; a consequence on the construction of nearby SUEs. Critically it must not be forgotten that these new impacts will exacerbate further current problematic impacts arising from a) the current circa 3000 vehicles per hour passing daily through our Parish at peak times which themselves (b) add to impacts of movements of circa 2800 cars owned by our Parishioners, as they need to access workplaces and daily living and health services.