

**Oadby & Wigston Town Centres Area Action Plan**  
**Leicestershire County Council Highway Officer Response**

**Matter 3 – Wigston Town centre**

**3.5 New parking provision: Is the provision of at least 500 new parking spaces (policy 13) justified in relation to national/Leicester CC sustainable transport policy and the highway authority's car parking standards? Would the impact of a new multi-storey car park at Burgess Street on the living conditions of neighbouring residential occupiers be acceptable? Would traffic congestion be a likely result of the proposal?**

In the Wigston Town Centre AAP Transport Report, commissioned to inform and support the Town Centres AAP, a robust study was undertaken into the current usage of parking and the potential future demand for parking based on the proposed changes in land use. The Highway Authority consider that this assessment has satisfactorily demonstrated that the additional car parking provision is required to accommodate both the needs of the development proposals set out in the AAP, and existing services and facilities that exist in the Town. The Highway Authority expects the new parking provision to be 'in accordance with adopted parking standards for residential development, contained within the 6C's design guide'.

**3.8 Has the potential for increased pedestrian priority (policies 13-16) been maximised? Should the proposed new shopping street (para 4.39) be clearly identified on the Proposals Map and in a policy? A situation update from the Council is required on pedestrian priority in Wigston town centre, in relation to pedestrian flows, focal points, development phasing and the quality of the public realm.**

The AAP aims to improve the attractiveness of the town centres to pedestrians by providing new pedestrian networks and improving 'The Lanes' network. In addition to this, the AAP identifies a number of Transport schemes that will mitigate the impact of traffic growth and development in Wigston Town Centre over the plan period. These schemes aim to maximise the opportunities for pedestrians to access the town centre; removing potential pedestrian barriers at existing road junctions. It is considered that these pedestrian improvements sufficiently increase pedestrian priority.

**3.9 Are the proposed changes to any of the road layouts justified? Although policy 12 refers generally to highway works, should the specific highway schemes be included in relevant policies? Are there land use implications in any of these schemes?**

All of the transport schemes included in the AAP have been drawn up following consultation with the relevant parties and site visit observations. In general, the principle of the schemes included in the Transport Report are

considered to be appropriate and deliverable provided the appropriate funding is received. The schemes would need to be subject to detailed design and would need to comply with the relevant national and local design standards. It is necessary to define a methodology for securing funding for these schemes through the development process.

#### **Matter 4 – Oadby Town Centre**

##### **4.8 Has the potential for increased pedestrian priority been maximised?**

The AAP aims to improve the attractiveness of the town centres to pedestrians by providing new pedestrian networks. It is considered that these pedestrian improvements sufficiently increase pedestrian priority.

##### **4.10 New parking provision: Is the provision of at least 370 new parking spaces (policy 17) justified in relation to national/Leicester CC sustainable transport policy? Would the impact of a new two-storey car park at Baxter's Place on the living conditions of neighbouring residential occupiers be acceptable? Would traffic congestion be a likely result of the proposal? Should policies 18 and 19 be more specific on the design and environmental mitigation aspects of the proposed car parks in order to address some of the concerns raised by representations?**

The Highway Authority expects the new parking provision to be 'in accordance with adopted parking standards for residential development, contained within the 6C's design guide'. The car park is currently of poor quality with a confusing layout. The proposed new parking aims to make Oadby town centre a more positive and attractive place to visit. The proposals in the AAP endeavour to mitigate against the impact of traffic generated by development.

##### **4.11 Existing parking provision: What would be the economic and social impact of the reduction of parking spaces in the East Street/Brooksby Drive car park, which several representations point out are used by significant numbers of the disabled and elderly?**

For all new car parking provision the proportions of disabled parking must comply with the standards set out in the Highway Authority's 6C's design guide. The improvements to the car parking facilities aim to improve the perception of the town centre making it a more attractive place to visit.

#### **Matter 5 – Development management policies**

##### **5.8 Is policy 12, covering the transport and movement, justified and effective? Has the potential for public transport been realised? Should**

**the plan provide more detailed direction in relation to the location of new and improved bus waiting facilities?**

Bus usage in Wigston is already high due to a good regular commercial services being provided. The need for cycle parking provision in the proposed new car parking facilities has been recognised in the AAP and this must meet with the standards as set out in the 6C's design guide. The plan is indicative of where new bus waiting facilities are likely to be located and what type of infrastructure improvements will be necessary. Following an audit of bus infrastructure within Wigston town centre a number of issues were identified, such as the need to upgrade bus stops and the location of bus stops. The public transport proposals included in the AAP aim to address these issues, and the Highway Authority will work with the Borough Council, and the Bus Operators, to ensure these improvements are delivered in association the AAP proposals.

**Matter 6 – Implementation and monitoring**

**6.7 Which schemes are likely to require compulsory purchase orders (CPOs) and/or Section 106 contributions?**

The Borough Council & Highway Authority will use Section 106 and/or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District Centres. It is important for the Borough to have a clear and transparent system in place to secure contributions towards the necessary transport infrastructure.