

Highways England welcomes the opportunity to comment on the Matters, Issues and Questions raised by the Planning Inspector in relation to the Derby City Local Plan Part 1: Core Strategy. It is the role of the company to maintain and safeguard the efficient operation of the strategic road network whilst acting as a delivery partner to national economic growth. In this context, the Matter of most relevance to Highways England is Matter 5: Infrastructure and Implementation, under which transport questions are raised. For the six transport questions raised, Highways England has the following comments:

e) Have the overall transport implications of the Local Plan been adequately assessed, including any traffic congestion effects? Will the identified infrastructure requirements be effective in addressing those impacts? Is it clear how the infrastructure will be delivered?

Highways England considers that the overall transport implications of the Local Plan on the operation of the A38 and A50 have been adequately addressed, as result of the assessment work it has undertaken in consultation with the local highway authority on the impacts of forecast growth and infrastructure identified for the A50 and A38 in order to address impacts is deliverable.

It is also stated in the Local Plan in Policy CP23: Delivering a Sustainable Transport Network, that 'Transport Assessments and Travel Plans for all major applications and proposals where transport issues are likely' would be carried out and that these assessments would help to determine what mitigation may be required. Highways England considers that these assessments would help to identify and address traffic impacts.

f) Does the Local Plan facilitate the use of sustainable modes of transport?

Highways England considers that the encouragement of using sustainable modes of transport is an overarching theme across the entire Local Plan. Measures to encourage students and staff to use public transport, walking or cycling is referenced in Policy CP22: Higher and Further Education, CP24: Strategic Implementation refers to the need for sustainable transport measures to be incorporated in design from the outset, whilst Policy CP23: Delivering a Sustainable Transport Network is predicated on the promotion and delivery of high quality and accessible walking, cycling and public transport networks.

g) Are proposals for transport improvements in Policy CP24 justified and deliverable?

Highways England considers that it is only able to comment on Policy CP24 in relation to schemes that it is responsible for, namely the A38 Derby Junctions Grade Separation scheme. This scheme is listed in Highways England's Delivery Plan 2015-2020 as due to start construction by 2019/20. Highways England considers that this scheme is justified and deliverable.

h) Would the Local Plan be unsound if the Policies Map did not make a more specific allocation for the A52/Wyvern junction improvement?

Highways England has no comments on this.

- i) *Should the Local Plan include reference to Strategic Rail Freight Interchanges?*

Highways England is aware of proposals for Strategic Rail Freight Interchanges in the surrounding area (Nottingham Gateway and East Midlands Intermodal Park) and that these proposals are classified as nationally strategic infrastructure projects which are subject to the Development Consent Order (DCO) process. Highways England does not have any comments on whether the Local Plan should include a reference to these proposals.

- j) *Do Policies CP23 and AC4 and Appendix C accord with national policy for local parking standards, including the amendments in this regard in the Written Ministerial Statement of March 2015?*

We have no comments to provide in relation to local parking standards.

I hope the above is helpful.

Regards



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