

Leicester City Council, as an Interested Party, in response to the Examining Authority's written questions and requests for information (ExQ1), has provided the following response for consideration:

Ref: 1.11.5

The City Council would expect that the occupations that have been excluded from Table 3 'in scope' list to be included as part of the analysis. It is expected that a significant proportion of employees will be from Leicester and further proposed travel movements may impact the operation of the highway and transport network.

Ref: 1.11.31

As previously mentioned in the City Council's Written Representation response, the mitigation so far proposed appears to be proportionate to the expected impacts for the City of Leicester. However, the Council is seeking to increase non-car share modes to reduce single occupancy car use. Encouraging good travel habits from outset by strong promotional messaging and the availability of good alternatives, will support the uptake of these offers, both from office and B8 warehousing shift patterns.

The Sustainable Transport Strategy includes a Bus Strategy, and it presents the proposed service frequency for the X6 Leicester to Coventry service being diverted to the site. Whilst the principle of the service is supported, the frequency and timetable need to be conducive to shift working patterns, as well as office, 9-5 working patterns to ensure satisfactory mode shift opportunity for city commuters. The Strategy needs further information on the type of public transport vehicles to ensure there is adequate capacity to meet demand. The proposals to secure the public transport requirement is unclear, whether this would be secured via the DCO process or by the Sustainable Transport Strategy.