

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Leicester City Council HRFI-ISP001
Date: 06 February 2025 14:02:46

Dear Sir/Madam,

Ref: HRFI-ISP001

Please see below Leicester City Council's response, as Local Highway Authority for Leicester, Registered Interested Party representation, in relation to the additional information from the Applicant submitted on 10th December 2024.

1. Leicester City Council Local Highway Authority supports an opportunity for increased public transport services from Leicester to the proposed site as it encourages positive sustainable travel habits from the outset of the development. A new private on-demand bus service operating in the south east of Leicester has been proposed. However, there are concerns about this proposal, which are listed below:
 - Further detail is required about how the service will be funded, the duration of any funding and how the service will continue if funds become unavailable.
 - Further detail is required about the timetable, to ensure that the service covers shift change over times.
 - Further detail is required relating to the pick up / drop off locations, to ensure that they do not obstruct the regular bus services in Leicester.
 - Further information is required to ensure that it is a sufficient service to provide an attractive travel choice to the site for city based commuters.
2. The Sustainable Transport Strategy (January 2024), outlined a Demand Response Transport (DRT) offer to operate in the South Leicester area, covering the Fosse area, with future phases of the bus service covering Leicester city centre, that was operated by Vectare. The Vectare service has now been replaced by the operator Central Connect (the DRT service that went to Fosse Park (Novus Fosse) has also been withdrawn). Central Connect is now a regular bus service, rather than a DRT service. The initial DRT service provided as part of the New Lubbethorpe Sustainable Urban Extension proved to be unsuccessful and was withdrawn prior to the end of the contract due to the inadequacies and costs of the service, particularly regarding return journey delays, and used up s106 monies on a service which would not realistically become a commercial service. Due to the change in service provider and nature of the service, a further review of a public transport offer from the south of Leicester area to the proposed site is now required to ensure that the mitigation offer is achievable, and mode shift targets are met.

Kind regards,
Anthea

[REDACTED]
Transport Strategy
Leicester City Council

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