

Submission to Cabinet
14th December 2021



From Max Hunt CC

Item 9: National Highways Route Strategies Development (RIS3)

This report identifies congestion on various sites on the strategic network. It is notable that several of the sites are 'old friends' where previous increases in capacity has been applied only to return for more. These including M1 Junctions north of 21, south of 24, and the Hobby Horse Roundabout. Improvements to many such hot spots simply generate more traffic, more pollution and depressingly see the return of congestion after a few years as traffic fills the extra capacity created. This is well documented in the professional literature.

The A5 west of Hinckley includes of collisions and bridge strikes have regularly come under scrutiny and is in a different category.

Surprisingly, the *Environmental Implications* section of this report (para 35) fails to identify any environment implications. This can't be right. The Labour Group believes that Environmental implications, which are required in all reports, should include the implications for climate change and air quality.

Local Plans proposals to RIS3: These are not necessarily issues for the strategic network. Too many developments in Local Plans are car dependent and that is where the problems start.

The Government's [RIS2](#) report noted that "*urbanisation and modern lifestyles have inspired a resurgence in urban transit systems and cycling for work and leisure*"

.... but where are they in our Local Plans?

Air Quality and Noise: Air quality is referenced only on one site – the one with substandard weaving lengths¹. Many new homes are being built along the strategic network, like Shepshed. National Highways has examined some test sites and should be asked to extend air quality and noise monitoring into Leicestershire particularly with reference to the new Environment Act.



<https://www.gov.uk/government/publications/transport-decarbonisation-plan>

¹ the crossing of two or more traffic streams traveling in the same general direction along a significant length of highway without the aid of traffic control device.

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