

**Cabinet – 24 March 2026**

**Comments from Mr. P. King CC**

**Item 4: Highways and Transportation Capital and Works Programme**

As the Division Member for Gartree, which includes the A6 from the Oadby border to north of the West Langton roundabout, I welcome the inclusion of a number of locally relevant schemes within this programme affecting Great Glen, the Kibworths, West Langton and the wider Harborough area.

These include proposed carriageway works to the A6 roundabout at West Langton, bridge strengthening works in Great Glen, and flood prevention works at Kibworth Mead Academy. These are important schemes which will deliver tangible local benefits, particularly in improving safety, resilience and the day to day operation of the network.

However, it is important to recognise that these measures are targeted and localised interventions. Whilst they may provide some improvement to the severe congestion experienced on a daily basis, they do not represent the long term solution required to address the scale of pressure on the A6 corridor through the Kibworths.

The proposed junction improvements through the Kibworths on the A6 were first identified as a potential scheme in 2016. Over that same period, traffic volumes have increased, development pressures have intensified, and concerns relating to congestion, safety, noise and air quality have continued to grow.

As I have stated previously, I welcome the work now being undertaken to deliver these improvements and to consider strategic options for the A6 corridor. However, this must be considered in the context of the recent decision by Harborough District Council on 16 March to submit its draft Local Plan for examination.

That plan proposes significant levels of growth, including the potential for a new settlement, larger than Lutterworth, on land south of Gartree Road between Oadby and Great Glen. It is not clear that the full transport impacts of this level of development have been adequately understood, nor that appropriate mitigation measures have been identified, costed or secured.

This creates a clear risk that development will proceed in advance of the infrastructure required to support it, placing additional strain on an already constrained network.

It is essential that transport infrastructure planning, funding and delivery are aligned with the scale and timing of development. Without this, there is a risk that existing communities will experience worsening congestion, environmental impacts and reduced quality of life.

Accordingly, further work on the A6 corridor should now be prioritised, with a clear focus on progressing from feasibility to a deliverable, funded scheme with a defined timetable for implementation.

The second major issue in my division is flooding in Great Glen. In both 2024 and 2025, the community experienced severe flooding when the River Sence and Burton Brook burst their banks. The limited works undertaken so far are welcomed, but I cannot see any significant new measures included in this programme for that locality.

Whilst I recognise that primary responsibility may sit with the Environment Agency and water companies, there is a clear urgency to develop and deliver appropriate flood protection measures. I therefore strongly urge the Leader and Cabinet to work with the relevant agencies to address residents' concerns as a matter of urgency.

Thank you.

Phil King  
County Councillor for  
Gartree Division.