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**RE: Erewash Borough Council Core Strategy Review
Position Statement of Derbyshire County Council
as Local Highway Authority**

- 1) Derbyshire County Council, as Local Highway Authority, has reviewed the transport evidence base associated with the Erewash Local Plan Core Strategy Review. The supporting transport documents are available within the public domain and are summarised in EBT1 and EBT1a. The final versions of the documents listed above are dated September 2023. These summarise modelling undertaken in support of the proposals presented as part of the core strategy.
- 2) The Local Highway Authority was engaged with the modelling process and methodology at an early stage. The Local Highway Authority has not had any recent consultation in relation to the outputs from the transport modelling. This was recently queried by the Authority and addressed, on behalf of Erewash Borough Council, in subsequent correspondence. It is therefore understood that the outputs from the modelling remain as previously presented to the Local Highway Authority.
- 3) In consideration of all the above, it is noted that the transport modelling work has included a 2037 reference case together with future year scenario testing. The latter includes consideration of active travel modes, public transport, traffic impact together with appropriate mitigation measures.
- 4) The base flows which underpin the modelling have been derived from survey data undertaken in 2016 for which a Local Model Validation Report (LMVR) has been produced. This has been approved by all local authorities including Derbyshire County Council, Midlands Connect, National Highways and the DfT. A local area validation check was carried out on the area of influence which deemed the model fit for purpose. A report detailing this has been submitted to Derbyshire County Council who are in acceptance of the findings.

- 5) The modelling has been based on a development of the East Midlands Gateway Model. This is a multimodal transport model which includes a highway model, public transport model, variable demand model (with mode choice, destination choice, trip frequency and time of day responses), Park and Ride model and a Trip End model. The Erewash Local Plan assessment has been modelled using the full model.
- 6) All new developments have been modelled as a new zone which is added into the Highway Model and Trip End Model. It is understood that specific sites of over 180 houses or equivalent have been explicitly modelled. All smaller developments are captured through TemPRO growth. The trip end model uses trip rates generated for each land use using TRICS. The distribution and mode share of the new development trips are generated by the model based on generalized costs. This methodology has been accepted by Derbyshire Borough Council.
- 7) Whilst the modelling has focused on the plan end period and no interim year has been modelled, it was agreed that an interim year could be omitted for modelling purposes. Whilst this ensured the modelling was completed in line with the Local Plan timescale, it may not quantify where trigger points for phasing of mitigation measures may be required.
- 8) Some areas of concern also remain in relation to traffic assignment assumptions that have informed the modelling, together with the impact on the local road network in the vicinity of M1 junction 25 where increased levels of queuing and delay are noted.
- 9) However, none of these concerns would lead to the conclusion that the Local Highway Authority would consider the outputs from the model to be unacceptable at this stage. The matters highlighted would, however, need to be addressed by additional modelling at the planning application stage and appropriately mitigated.
- 10) Therefore, Derbyshire County Council as Local Highway Authority is content that the transport strategy, modelling, and resultant mitigation measures to be delivered to accommodate local plan development are acceptable in transport terms as part of an over-arching strategy.

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On behalf of Derbyshire County Council as Local Highway Authority