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The Midlands region as a whole benefits from having significant international and national road, rail and air links. The Midlands economy and the successful achievement of the area’s future growth ambitions relies heavily on the efficient and effective operation of these links.

Large projects of national importance are likely to involve partners, such as other local authorities, Highways England, Network Rail and developers. It has become increasingly important to work with these partners, and apply for funding together.

We are working with partners at a regional and national level on a range of strategic initiatives, which bring a range of benefits to Leicester, Leicestershire, the Midlands and the country.

The projects in this booklet are at various stages — some are in the process of being funded, whilst we still need to make the case for others.

The following pages contain further information on national and regional initiatives, as well as local projects that will provide wide benefits (economic, jobs and housing) to the people of Leicestershire.

"The Midlands region as a whole benefits from having significant international and national road, rail and air links."

Nick Rushton, Leader, Leicestershire County Council.
The Midlands

The economy, growth and transport infrastructure

The Midlands is the largest economic area outside of London and sits at the heart of the UK’s transport network. It attracts more inward investment and creates more start-up businesses than anywhere in the UK outside of the capital. It is already home to six million jobs, and our companies export to 178 countries.

With a population of 11.5 million, 14 cities, 20 world-class universities and two international airports, the Midlands has huge economic potential – our economy is worth £220 billion to the UK.

Whilst the Midlands economy is strong, it is not reaching its full potential, as productivity is below the national average. The Midlands Engine will work to unlock this potential. If we can improve transport connectivity between towns and cities within the Midlands and with key centres elsewhere, then we could boost economic growth to the benefit of both the Midlands and the UK.

Good transport underpins a successful economy. An investment in this region’s transport will have a remarkable benefit to the whole country, boosting the development of industry, skills and infrastructure. Improving transport links to speed up journey times across the Midlands could secure a £1 billion-a-year boost to the regional economy, creating 300,000 additional jobs and saving businesses around £500 million.

The Government’s recent Industrial Strategy green paper (January 2017) highlights the importance of infrastructure improvements to the success of the UK economy.

Midlands Connect

Midlands Connect is developing the vision and setting out a long term transport strategy for the Midlands Engine, which will identify and deliver major transport infrastructure that could help the Midlands and the UK’s long-term economic growth. It is made up of a partnership of local authorities and local enterprise partnerships, who work in collaboration with central government.

Midlands Connect is vital to helping our economy flourish: more and better jobs for local people, more trade and investment for local companies, and more opportunities for businesses to expand and for communities to thrive. It will do this by securing further investment in our transport network, allowing our businesses to become more efficient and boosting our export potential. This improved connectivity across the Midlands will bring the east and west closer together and open the region’s businesses to the world.

Transport infrastructure will help to unblock transport bottlenecks, increase productivity and prosperity, create job opportunities and improve the quality of life for those living, working and investing in the Midlands. They have the potential to unlock £500m in untapped economic potential and contribute to the wider government target of creating 300,000 new jobs over the next two decades.
Transport for the East Midlands (TfEM) strategy

TfEM brings together senior leaders from the region’s local transport authorities, under the auspices of East Midlands Councils. It provides regional leadership on strategic transport issues for the East Midlands, develops and agrees transport investment priorities, and provides collective input into Midlands Connect.

The strategy has a similar focus to the Midlands Connect Strategy by aiming to improve journey times and reliability. However, it also has a focus on measures that unlock growth opportunities across the East Midlands. This includes maximising the economic benefits of road and rail investments that are already planned through schemes such as classic compatibility (rail) with HS2 network to achieve a link between existing mainline services and HS2, and M1 smart motorway. TfEM is most important for the East Midlands, but will also deliver benefits for the UK.
A46 Expressway
Including Leicester southern & eastern bypass

Enterprise corridor growth strategy

What are the challenges?

Midlands Connect recognises the strategic importance of the A46 corridor. Long distance SW-NE traffic routes around Birmingham, due to the poor connectivity at the A46 corridor. In addition there are no alternative strategic link roads around the Leicester urban area and the current local road alternatives (south of Leicester) are restricted and congested. This impacts on the potential of further development to the south and east of Leicester.

To the north, the performance of the existing A46 Leicester Western Bypass is also deteriorating, with regular queues, delays and incidents affecting inter-regional travel. The M1 between junction 21 and 21a is a pinch-point on the UK’s motorway.

What is the proposed solution?

Providing a new and strategic route to allow travel between the A46, M1 and M6 and around Leicester’s urban area.

Providing a new strategic route to allow travel between A46, M1 and M6 and around Leicester’s urban area. This will support wider Midlands Connect aspirations for a new south-west/south Wales route to the north-east and Scotland (J8 M5 to A1/A46 Newark) and will also provide an opportunity to link to the M1, via a new junction 20A.
• New route from the south-west to the north-east, relieving the ‘Birmingham Box’
• Unlocks over 4,000 Hectares of land in the Leicester urban area
• Enables smart motorway by relocating Leicester Forest East services
• Provides resilience to M1 and additional capacity for north-south traffic through Leicestershire

• Removes the M1 Leicester Forest East pinch point for north-south traffic
• Potential long term solution to issues on A46 around Leicester urban area
• Aligns with the Nottingham – Leicester – Coventry – Birmingham corridor and the Leicester to Coventry hub
• Unlocks land for development in Leicestershire and Warwickshire

Benefits

RELIEVES CONGESTION on the A46/M69 and M1 and providing relief to the ‘Birmingham Box’

KEEPS THE ROAD NETWORK FLOWING
What are the challenges?

Midlands Connect is considering the potential role of wider transport corridors, making the strategic road network work best for the UK economy. This includes routes such as the A5 trunk road, which provides a long distance strategic route running from the south-east to the north-west.

The A5 corridor is expected to experience increased traffic growth in the future from advanced manufacturing and logistics developments such as the MIRA Enterprise Zone & Technology Park, phase three of DIRFT near Daventry and Magna Park in Lutterworth.

Congestion on both strategic and local roads can impact on the effectiveness of our road network, introducing delays and impacting on the Midlands and UK’s economy and growth potential. We need to address today’s problems and also plan for how to deal with future traffic growth.

What is the proposed solution?

The Department for Transport’s Road Investment Strategy (2015/16-2019/20) sets out the long-term approach to improve England’s strategic road network. It includes proposals for improvements to A5 Dodwells to Longshoot, widening of a short section of the A5 near Hinckley, which carries the traffic of both the A5 and A47, to a dual carriageway.

There is an aspiration to upgrade the A5 between the A38 and the M1 to Expressway standards. This will provide an alternative route to the motorway, enhance strategic links between the north-west and south-east and relieve congestion on the M6, between J8 and the M1.
**Benefits**

**REDUCES CONGESTION**
and delays on the A5, M6 and local roads. This supports the Midlands and UK’s economy and growth potential.

**SUPPORTS AT LEAST 22,000 JOBS**

**KEEPS THE ROAD NETWORK FLOWING**

• Provides an alternative to the motorway for people travelling between London and the north-east and north-west

• Provides an alternative routing option for accessing opportunities between the Marches, Black Country, Greater Birmingham and the East Midlands

• Contributes to estimated £2billion Gross Value Added benefits (GVA) as part of A5/M1/M69/A46 corridor

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A42

Improving the east-west corridor

What are the challenges?

The A42 trunk road links the M42 (junction 11) at Appleby Magna to the M1 (junction 23A) near Kegworth. Its purpose is to connect the East Midlands with the West Midlands, providing a route for traffic travelling longer distances between the north-east and south-west of England. The A42 is dual carriageway and fully grade-separated the same as the M42 to the south. However, it has no hard shoulder and is not designated as a motorway.

Existing traffic levels on the A42 are heavy, causing delays and unreliable journeys. It is anticipated that the A42 will experience growth in demand in the future, due to increased traffic.

What is the proposed solution?

The Midland’s Connect Transport strategy, launched in March 2017, includes a series of improvements to support growth and help relieve traffic pressures across the Midlands motorway network and improve east-west links.

This includes an aspiration to upgrade the A42 to motorway standard, improving connectivity.
Benefits

RELIEVES CONGESTION on the A42 and improves east-west journeys

IMPROVED CONNECTIVITY to East Midlands Airport, the West Midlands and High Speed 2

SUPPORTS GROWTH in the wider Midlands area

CONSISTENT JOURNEY EXPERIENCE for the M42/A42
LE NUCKLE

Coventry to Nuneaton rail upgrade

What are the challenges?

There is no direct rail service between Leicester and Coventry, meaning journey times of 25 miles take an average of 1 hour 8 minutes. It also affects connectivity with other locations, such as the Thames Valley and north-east England.

What is the proposed solution?

LE NUCKLE will improve the existing rail line between Coventry and Nuneaton. It delivers two new stations (Coventry and Warwickshire) and improves platforms at Bedworth and Coventry stations. Three options are being considered to improve connectivity to Thames Valley and the north, via Coventry and Leicester.

LE NUCKLE (LEICESTER, NUNEATON, COVENTRY, KENILWORTH, LEAMINGTON SPA) would be delivered by Network Rail, supported by Midlands Connect, two LLEPs and four councils, including Leicestershire County Council. Leicestershire County Council will continue to support work to develop this project and secure funding.
Benefits

**ESTIMATED GROSS VALUE ADDED**

£26m

Cost - £51.3m

**420 NEW JOBS**

**48 MINUTES COVENTRY TO LEICESTER**

Direct, faster Leicester to Coventry services – unlocking potential for north-east – East Midlands – Coventry – Thames Valley cross-country links.

A boost to employment and housing growth in the ‘Golden Triangle’ area between M1, M69 & M6.

**Benefits**

- £26m

- 420 new jobs

- 48 minutes from Coventry to Leicester

- Cost: £51.3m

- Major benefits include:
  - Direct, faster services between Leicester and Coventry.
  - Unlocking potential for development in the Golden Triangle area.
  - Improved connectivity for the East Midlands.

- This project is expected to create a significant economic impact, enhancing employment opportunities and supporting growth in the region.
Supporting growth in Leicestershire

We have ambitious growth plans, including delivery of 117,900 houses and up to 99,000 jobs by 2036.

As well as the national and regional projects already covered in this booklet a range of local highway infrastructure projects have been identified, aimed at supporting the area’s growth and economy by providing opportunities for jobs and housing in Leicestershire.

Many projects like these are funded by developers. If public funding is needed, schemes need to demonstrate that they provide good value for money and support the economy – such as by reducing congestion, improving productivity of businesses or helping people get to work or college. We also need to show that a project is the best value for money compared to other schemes.

The way that projects are funded has changed in recent years, moving from funding being automatically awarded to a bidding process – or a combination of funding sources. Examples include bids direct to Government, bids via the Leicester and Leicestershire Enterprise Partnership (LLEP) and/or developer funding.

Projects compete for funding against other projects in Leicester and Leicestershire and, if they are put forward to Government, they compete against other projects across the country.

The local projects set out here are at various stages. Some are in the process of being funded whilst we still need to make the case for others. Together these form a ‘pipeline’ of projects waiting for funding. What links them together is that they have the local economy – our homes, our jobs and our communities – at its heart.

Further information on local initiatives are shown on the following pages.
**Potential benefits**

**COST £354.4m BID £236.6m**

**ESTIMATED GROSS VALUE ADDED**

**£418m pa**

**31,378 DWELLINGS**

**20,113 JOBS**

**MATCH FUND £111.3m** (Lined up, working with partners to find the rest)

* In pipeline

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*In pipeline*
Castle Donington

Relief road

"Residential areas are used as 'rat runs' by drivers trying to avoid main roads."

What are the challenges?

The town is often congested and residential areas are used as 'rat runs' by drivers trying to avoid main roads. In addition, new developments in the area will add even more traffic to the road network. The new development also needs to be supported by transport links.

What is the proposed solution?

The land identified for development lies to the west of Castle Donington – a relief road around the western edge of Castle Donington would mitigate the impact. The development includes plans for around 900 new houses.

The relief road would be combined with traffic calming measures along Park Lane and High Street, which would discourage the use of these roads as a short-cut and encourage more walking and cycling. It allows alternative access to the airport and provides potential direct access to East Midlands Airport and the local area.
The scheme had been submitted to the LLEP pipeline and will now be delivered by developers, starting on site in 2018.

Benefits

- **Cost**: £8.5m
- **900 Dwellings**
- **6ha Employment Development**
- **A NEW LOCAL CENTRE** for shopping will be provided
- **More cycling and walking**
Coalville

Transport strategy

What are the challenges?

Coalville benefits from good connections to Leicester and further afield. With major new growth (housing and employment opportunities) being planned, the future potential of Coalville requires further transport investment.

Both housing and employment growth are dependent on the delivery of critical transport infrastructure.

What is the proposed solution?

The project aims to identify, prioritise and deliver the transport infrastructure that is needed – including east-west links.

The A511 corridor, between Ashby, Coalville and Bardon, is one of two key east-west links in Leicestershire. It links the A42 to the M1 at Junction 22. The project will identify suitable improvements at key junctions along this transport link.

This will reduce delays and improve journey times and connectivity to jobs in the Coalville, Ashby, and the wider area. This includes access to Leicester, East Midlands Airport and the strategic rail freight interchange at Castle Donington. It will also support the delivery of 25 hectares of employment land.

"Reduce delays and improve journey times"
In May 2016 the county council submitted this project to the Leicester and Leicestershire Enterprise Partnership’s (LLEP), for inclusion on a ‘pipeline’ of possible future infrastructure projects.

When appropriate the LLEP will submit a bid to the Government, for funding from the local growth fund.

**Cost £30m+**

**£10 million** The total funding requested is based on the estimated cost of delivering the strategy less the match funding identified.

**£20.4 million** has been identified as contributions from developers as part of the Coalville Contribution Strategy and £400,000 has been contributed by Leicestershire County Council and North West Leicestershire District Council in developing and identifying the schemes.

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**Benefits**

- **5,600 Jobs**
- **10,400 Dwellings**
- **ACCESS TO TRAINING**
  - and further education at both Stephenson and Leicester College

**Estimated**

- **Gross Value Added**: £35.3m
- **7,300sqm SHOPPING**

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*This is growth value to the area, calculated at the East Midlands average GVA per workforce job.*

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*This is growth value to the area, calculated at the East Midlands average GVA per workforce job.*
What are the challenges?
Desford Crossroads suffers from significant peak period congestion and poor journey times which, if not addressed, will get worse with anticipated traffic growth. As a key pinch point, it affects a number of strategic housing and employment growth proposals.

What is the proposed solution?
The scheme will introduce a roundabout, which will increase the capacity at the junction and reduce congestion.

This project will improve journey time reliability on the A47 and B582 and remove a key constraint to future growth in the area, by ensuring that the junction has capacity for additional traffic. This will support increased growth in the wider area, unlocking development and employment areas, such as housing at New Lubbesthorpe.

The New Lubbesthorpe sustainable urban extension (SUE) requires improvements at Desford Crossroads to be in place, prior to the delivery of the final 1,000 homes on the site.
A bid was made to the Government’s National Productivity Investment Fund in June 2017. A decision is expected in the Autumn of 2017.
Hinckley - Zone 4

Town centre improvement

What are the challenges?

Hinckley has great potential, given its strategic location – a gateway to the West Midlands, with excellent motorway links. It is congested, particularly along the A47 and the north/south corridors. Traffic conditions in the town centre have improved following the implementation of Hinckley Zones 1, 2 and 3.

Without this phase, the full benefits of earlier zones won’t be realised. Remaining traffic issues need to be addressed, or the area will be less attractive to prospective staff at the MIRA Technology Park Enterprise Zone.

High calibre employees are needed for the site - but unreliable journeys may have an adverse impact on retention and recruitment and developers may then be reluctant to invest in the area.

What is the proposed solution?

**Zone 4 improvements include:**

- Improvements at two key junctions in the town on the (B590 Rugby/Hawley Rd and Brookside)
- Capacity improvements on the A47 at junction of the A447/approach to the A5 Dodwells roundabout (close to Hinckley developer sites and Barwell and Earl Shilton SUEs)
- Potential capacity improvements on the B4669 and B4667
- Parking and traffic management improvements
- New signage, including electronic signs
- Further walking and cycling routes, and pedestrian crossings
- More 20mph speed limit zones
Benefits

- 1,600 NEW JOBS CREATED
- 5,900 DWELLINGS
- 23 HECTARES OF LAND RELEASED
- 2,500 TRAINING PLACES
- ESTIMATED GROSS VALUE ADDED £8m pa

Cost - £15.1m

- £10m package of priority measures has been designed and is ready for consultation (£4m being sought for capacity improvements on A47 corridor from developer contributions).

A second package of measures, likely to cost in the region of £6m is still subject to modelling work and early design development.

The bid

A bid was made to the Government's National Productivity Investment Fund in June 2017. A decision is expected in the Autumn of 2017.

1. Rugby Road junction with Hawley Road/Westfield Road
2. Rugby Road junction with Brookside
3. A47/A447 Normandy Way junction
4. A47 Approach to Dodwells roundabout on the (A5)

£8m pa

- What is the proposed solution?
- Benefits
  - 5,900 DWELLINGS
  - 1,600 NEW JOBS CREATED
  - 23 HECTARES OF LAND RELEASED
  - 2,500 TRAINING PLACES
- £10m package of priority measures has been designed and is ready for consultation (£4m being sought for capacity improvements on A47 corridor from developer contributions).

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The bid

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1. Rugby Road junction with Hawley Road/Westfield Road
2. Rugby Road junction with Brookside
3. A47/A447 Normandy Way junction
4. A47 Approach to Dodwells roundabout on the (A5)
What are the challenges?

There is significant congestion in this area, particularly on the A46, A5630, and A563 – which connects people to employment.

There is a large development in the planning – Ashton Green sustainable urban extension (SUE) where there is capacity for over 3,000 new homes, employment and community facilities to be built over the next 15-20 years.

Land use and transport modelling has shown that accessibility to the development is not straightforward. Without improvements, the development could cause drivers to use inefficient or inappropriate routes. More congestion may discourage investment and growth.

The lack of transport improvements is potentially reducing economic opportunities in neighbouring areas and restricting the amount of potential growth.

What is the proposed solution?

The scheme builds on the Leicester North West major transport project (phase one) in order to improve the outer ring road and connectivity between the A46 and city centre. The project consists of:

- Gyratory and signalisation improvements to the A46 Anstey Lane junction
- Dualling of the single carriageway section of Anstey Lane (A5630) between the A46 interchange and Bennion Road roundabout
- Improvements to Bennion Road junction

The scheme will:

- support the delivery of major urban extensions and improve connections to the rest of Leicester and Leicestershire
- improve access to the wider road network from the A46
- improve the outer ring road
- improving the Anstey Lane corridor, reducing congestion and supporting a shift to cycling and walking
Benefits

263 NEW JOBS CREATED
including direct jobs and those in construction

10 HECTARES OF LAND RELEASED

2% SHIFT IN PEOPLE CYCLING OR WALKING

Cost £7.8m
£5m Growth and housing fund secured
£2.8m developer funding secured

Additional benefits include:
• provide 111,500sqm of workspace
• provide 600 training places and apprenticeships

UNLOCKS 2,378 NEW HOMES BY 2026

ESTIMATED GROSS VALUE ADDED £274.5m

263 NEW JOBS CREATED
including direct jobs and those in construction

10 HECTARES OF LAND RELEASED

2% SHIFT IN PEOPLE CYCLING OR WALKING

Cost £7.8m
£5m Growth and housing fund secured
£2.8m developer funding secured

Additional benefits include:
• provide 111,500sqm of workspace
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UNLOCKS 2,378 NEW HOMES BY 2026

ESTIMATED GROSS VALUE ADDED £274.5m
Loughborough

Junction 23 (M1) and A512 improvements

What are the challenges?

A total of 4,000 homes and over 5,700 jobs are planned in the Loughborough area, including the Loughborough Science and Enterprise Park. These will generate increased traffic congestion at these sites, leading to traffic blocking a section of the Midlands motorway network critical to the success of the local and regional economy.

What is the proposed solution?

To support this important growth area, improvements are planned at M1 junction 23 and the A512 between Loughborough, the M1 and Shepshed. This work includes upgrading single carriageway to dual carriageway and the remodelling of five junctions on the A512.

The aim of the scheme is to support sustainable housing and employment growth, manage congestion, maintain or improve journey times, accessibility and safety. The scheme also brings together several schemes needed to deliver growth in the area into one, to minimise disruption for road users and maximise available resources.

“Support sustainable housing and employment growth”
Benefits

- **5,650 NEW JOBS CREATED**
  - Including the Loughborough Science and Enterprise Park and Enterprise Zone.

- **68 HECTARES OF LAND RELEASED**
  - at the Science and Enterprise Park

- **Cost £27m**
  - £12m local growth fund secured
  - £5m Growth & housing fund secured
  - Up to £10m developer contributions identified
  - Start on site April 2019

- **UNLOCKS 2,600 HOMES IN LOUGHBOROUGH/SHEPSHED AREAS**

- **ESTIMATED £24m pa (£1.4 billion over 60 years)**

- **5,650 NEW JOBS CREATED**

- **68 HECTARES OF LAND RELEASED**

- **2,600 UNLOCKS HOMES IN LOUGHBOROUGH/SHEPSHED AREAS**

- **5,650 NEW JOBS CREATED**

- **£24m pa (£1.4 billion over 60 years)**

- **5,650 NEW JOBS CREATED**
Loughborough

Key junctions

What are the challenges?

Loughborough town centre faces increased competition as a shopping destination. Congestion can act as a barrier to shopping trips and the town needs to be seen as accessible.

Despite its success, the recent Loughborough Town Centre scheme has shifted the balance of the town away from Devonshire Square / Bedford Square while a new cinema complex threatens the existing cinema. There’s a need to invest in this ‘neglected’ area of the town.

The local community want Loughborough town centre to be their focal point for retail, leisure and cultural activities, and make sure it doesn’t go into decline.

What is the proposed solution?

To build on the characteristics that make Loughborough special:

• a large pedestrianised Market Place
• healthy independent shops
• compact and easily walkable
• high quality green spaces
• presence of civic, cultural leisure and entertainment facilities.

Building on the recent £19.2m investment (Loughborough major transport scheme) this project also offers measures to:

• tackle congestion on key routes and junctions
• ensure appropriate routing and effective use of the network
• further upgrade the townscape
• reduce accidents, noise and air pollution
• Improving accessibility for pedestrians, cyclists and people with disabilities.

This project will be jointly managed by the county and borough councils.
Benefits

3,700 HOMES NORTH OF A512

ESTIMATED GROSS VALUE ADDED £70m

SUPPORTING TOURISM which contributes £220m into economy

2,000 NEW JOBS CREATED in the two main town centre development sites on 4.16 hectares

50,000sqm NEW RETAIL & COMMERCIAL LEISURE

4.16 HECTARERES OF LAND RELEASED

MORE CYCLING AND WALKING

Improving accessibility for the town (population 57,000) by connecting the parts of the town centre severed by the A6, and improving pedestrian and cycle routes

Improvement to road safety and air quality

Cost £10m+

This will be phased in order to accommodate new developments with the private sector making contributions as work comes forward.

Funding needed: £7m. An allowance of £7m has been made to cover the costs of improving the basic functioning of the town centre and developing a detailed design for further improvements.

Match funding: £3m. Borough and County councils will provide financial and staff time input to this project equivalent to £100k per year.

Benefit

£70m ESTIMATED GROSS VALUE ADDED

SUPPORTING TOURISM which contributes £220m into economy

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50,000sqm NEW RETAIL & COMMERCIAL LEISURE

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Leicestershire

M1 Junction 20a

What are the challenges?

M1 Junction 21 is a primary point of access to Leicestershire’s roads, and provides crucial links to the rest of the country. It is also a key pinch point, suffering severe congestion. This causes unreliable journey times and a lack of network resilience.

Strategic transport modelling suggests that growth across the area will place more stress on key junctions, existing issues, creating new pressure points and worsening air quality.

Without providing new infrastructure, it will become increasingly difficult to meet long term housing and employment growth demand with modelling showing that it may become impossible to cater for further growth around Leicester.

What is the proposed solution?

This project will deliver a new motorway junction on the M1 between junctions 20 and 21 – located where the M1 is crossed by the A426, south of Whetstone.

Without this intervention, traffic modelling shows that congestion in and around the M1 J21 area will increase markedly, leading to ever more severe congestion.

The continued performance of the M1 through Leicestershire is also key to maintaining national north-south connectivity, supporting the movement of goods and people.

As such, this scheme is being considered as part of the Midlands Connect A46 Study and could be one of the early deliverables of the A46 Expressway and a faster Leicester southern bypass.

“A new junction will reduce congestion at J21, unlock growth in Leicestershire and support the economy of the Midlands”
Cosby CP

Benefits

Scheme development begins: 2017/18

Scheme development ends: 2021/22

Junction completed: 2026 & beyond.

Estimated Cost £86m

£50m funding required

Funding needed: £8.6m for development of a business case

Match funding: £36m (the scheme is likely to attract developer funding in the future to support delivery. It is anticipated that additional funding will be sought through other funding opportunities such as the Department for Transport Local Majors Fund).

Estimated Gross Value Added £262m

£26m

Potential for housing and employment generating an extra £262m Gross Value Added

UNLOCK GROWTH OPPORTUNITIES FOR HOUSING & EMPLOYMENT

Gross Value Added

ESTIMATED

£26m

Potential new services and employment site

IMPROVED

Journey time reliability plus accessibility & connectivity benefits across LLEP area
Market Harborough

Transport plan

What are the challenges?

Market Harborough is a thriving market town that faces significant growth pressures. 1,500 homes are proposed to the west of the town before 2031.

Current congestion in a number of areas and key junctions is predicted to get worse.

If these issues aren’t addressed, congestion will limit the delivery of housing and the town will become less attractive to development, reducing future economic growth and leaving Market Harborough poorly connected.

What is the proposed solution?

Road improvements combined with measures to encourage sustainable travel, are needed in order to ensure that the planned growth can be delivered and the economy is not adversely impacted.

The county and district councils jointly funded a transport study which identified potential improvements including:

- Junction, traffic signal and streetscape improvements
- Considering an upgrade of Welland Park Road into the A4304, including increasing the height of the Rockingham Road rail bridge
- Extending and enhancing walking and cycling facilities
- Improving public transport infrastructure
- Lorry weight restrictions
- Consideration of a £50m relief road to unlock development beyond 2036.

Similar schemes have shown a 7.6% increase in walking and cycling and a 2.5% reduction in traffic.

The scheme will reduce congestion and improve journey time reliability and connectivity, boosting the attractiveness of the town as a place to shop, work and do business in.
The total funding requirement is £10.5 million and is based on the estimated cost of delivering the scheme less the £4.4 million matched funding.

Matched funding comes from developer contributions.

Cost £14.9m

£11.7m for the delivery of the infrastructure measures

£3.2m on the complimentary smarter choices elements of the scheme.

This project is subject to a future single local growth fund (SLGF) bid.

Benefits

3,000 NEW HOMES

MORE CYCLING AND WALKING

The bid

£26m

£26m

3,000 NEW HOMES

MORE CYCLING AND WALKING

£26m

£26m
Melton Mowbray

Transport strategy

What are the challenges?

Melton Mowbray currently only has one main north-south route through the town, which is already severely congested at peak times. It has limited road capacity to continue to support either the travel needs of existing residents or planned growth in the town.

High levels of cross-town traffic, combined with historic bottlenecks, leads to traffic congestion and large numbers of HGVs routing through the town centre. The heavy traffic is detrimental to the town’s potential as a destination for tourists and shoppers and is a barrier to employment and housing growth.

What is the proposed solution?

A major highway improvement to the east of the town will ease town centre congestion, and allow direct access to future housing and employment growth areas around the town.

These improvements will also create opportunities to provide wider transport and environmental improvements within the town, which will be considered as part of the next stages of work.

The eastern link would form part of the proposed Melton Mowbray distributor road scheme, which would link the A606 Nottingham Road to the A607 Leicester Road. It is expected that the road, which would be built over the next two decades, would be funded from a combination of Government funding and contributions from developers.

“Heavy traffic is detrimental to the town’s potential”
Melton Mowbray Distributor Road (MMDR) south
Northern Sustainable Urban Extension (SUE)
Melton Mowbray Distributor Road (MMDR) north & east
Southern Sustainable Urban Extension (SUE)

Benefits

£150m
Transport benefits

22% GROWTH IN TOWN’S ECONOMY

£102m
ADDITIONAL NET GROSS VALUE ADDED PER YEAR

3,000 JOBS

up to 5,000 new homes

WIDER BENEFITS
Better AIR QUALITY improved SAFETY, and more pleasant TOWN CENTRE ENVIRONMENT

Successful bid to government (£2.1m) to develop business case. This will support a further bid (up to £100m) for north & east sections of the MMDR.
National Productivity Investment Fund (NPIF) scheme delivery

Government fund aims to improve local road and public transport networks, focusing on a holistic approach on the major road network.

Three schemes have been funded and will be delivered before April 2018:

- **A511/Discovery Way and A511 / Nottingham Road (Tesco Roundabout), Ashby**
  - Measures: capacity and junction improvements
  - Benefits: supports significant housing and economic growth along the corridor and complements investment
  - Cost: £1.7m

- **Ratby Lane and Wembley Road, Leicester Forest East**
  - Measures: capacity improvements at Ratby Lane and Wembley road junction
  - Benefits: supports significant economic growth along the corridor and complements investment
  - Cost: £0.64m (£0.33m S106 developer contribution)
Cycle Facilities, Snibston Redevelopment Link, Coalville

- Measures: provision of cycle link to Snibston Country Park
- Benefits: supports significant housing and economic growth along the corridor and complements investment
- Cost: £0.35m
For more information please contact Transport Strategy and Policy at

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