

Prospectus for Growth Leicestershire

February 2019



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Introduction

It is important for all of us that the economy of Leicester and Leicestershire continues to grow and that we provide enough housing and jobs to meet the needs of future generations. A strong and vibrant Leicester and Leicestershire have the ability to be a significant boost to the Midlands and to positively contribute to the national economy.

The government's Industrial Strategy and Housing White Paper recognise the importance of ensuring that the right infrastructure is in the right place to unlock growth. This includes transport infrastructure.

Local authorities in the area, along with the Leicester and Leicestershire Enterprise Partnership, are proactively planning to meet future housing and job needs, through the recently approved Strategic Growth Plan (the SGP). The close working relationship and mutual support between Leicestershire County Council, Leicester City Council, district councils and other key partners facilitate the delivery of schemes that benefit growth.

This refreshed Prospectus for Growth (PfG) provides updated information on national, regional and local transport projects that are vital to support our growth ambitions. Since 2017, the county council has achieved substantial progress in taking forward projects to enable growth. This includes having secured over £100m worth of

investment in Leicestershire's transport system, with bids submitted or being developed to secure a similar amount in coming years.

The current transport capital programme, which is valued at £160 million, is Leicestershire County Council's largest programme in many years. The Melton Mowbray Distributor road is costing over £60m and will unlock development opportunity in the county and encourage growth. In addition, the council is continuing to improve the area of Hinckley with a package of schemes costing £5m. The council also has a programme costing £27m to improve Junction 23 on the M1 and the A512, to help unlock housing development and reduce the impact of traffic.

The projects outlined in this document are at various stages – some have secured funding, while others are waiting for appropriate funding opportunities. Future refreshes of our PfG will provide updated information on projects.



Nick Rushton, Leader, Leicestershire County Council.

“To meet the needs of present and future generations we will build on the council's achievements to date, continuing to work with our national, regional and local partners to secure transport infrastructure improvements that enable the delivery of housing and jobs.”

Note:

The data (housing, jobs etc) provided in the Prospectus for Growth comes from a variety of sources, as referenced for specific projects. This includes District / Borough Council prepared Local Plans; planning applications; government and key organisation documents (e.g. Midlands Connect); Strategic Growth Plan; local authority websites and internal work associated with the development

of infrastructure schemes and business case development. It is provided to give a general indication of likely benefits.

It should be noted that data is from a specific point in time. Data may also have been rounded up/down for ease of reading and could be subject to change after publication of the Prospects.

Transport achievements

Successful delivery of projects

The county council has a strong track record of successfully bidding for external funding. Since 2014, over £120m has been secured to invest in supporting growth and improve the county's transport infrastructure.

Completed schemes

Leicester North West Phase 1

A joint Leicester City Council and Leicestershire County Council scheme provided a **£10m** package of junction improvements on the A50/A511 corridor, supporting housing growth along the corridor, including in Coalville.

Phase 2 of this project is now on site and includes works that are wholly within Leicester City.

Ashby, A511/Discovery Way and A511/Nottingham Road (Tesco roundabout):

A **£2.3m** scheme to reduce congestion and improve road conditions near Ashby, supporting the delivery of new homes in the town. The work was part-funded by the government's National Productivity Investment Fund (NPIF).

East Midlands Gateway Strategic Rail Freight Interchange (SRFI)

The most significant elements of

the **£66.7m** developer funded package of transport improvements are now complete, including improvements at M1 junctions 24 and 24a and Kegworth Bypass.

Hinckley – Phases 1, 2 and 3

Phases one and two of the Hinckley Area project totalled **£5.6m**. The third phase, totalling **£2m**, was completed in spring 2017, to provide walking, and cycling improvements to support the town's growth.

Leicester Forest East, Ratby Lane and Wembley Road

In 2017/18, a **£0.6m** NPIF scheme introduced improvements to the signal junction at Ratby Lane/Wembley Road, Leicester Forest East, improving traffic conditions for existing businesses in the area.

Lubbesthorpe Strategic Employment Site (SES)

Construction of a **£4m** site access and improvement to existing junction in 2017. **2,500** jobs are supported by this infrastructure.

Lubbesthorpe Sustainable Urban Extension (SUE)

Delivery of a **£15m** new bridge over the M1 (the M1 Bridge to Growth), unlocking the New Lubbesthorpe development and providing access to the Sustainable Urban Extension (SUE) and up to **4,500** houses.

M1 J22 and A42 J13

£9m capacity improvements at M1 J22 were delivered in 2017, unlocking growth in and around Coalville. A package of measures at A42 J13 also supported growth in Coalville and Ashby de la Zouch.



Schemes in development

A46 / A5630 Anstey Lane

The detailed design of **£7.8m** improvements to ease congestion and mitigate the effects of the Ashton Green housing development started in 2017/18. The works are planned to start in May 2019.

Castle Donington Relief Road

Work started on the **£12m** Castle Donington Relief Road in 2018/19. This road, which is due to be completed in Autumn 2019, is being delivered by developers. It unlocks around **900** new houses.

Coalville, Snibston Redevelopment Link, cycle facilities:

A **£0.35m** NPIF scheme supports a cycle link to Snibston Country Park, supporting the town's economy and growth.

Hinckley – Phase 4

In October 2017, the county council was successful in securing **£3.5m** from the government's NPIF for a further package of transport measures for Hinckley, valued at **£5m**. This phase of works is planned to start on site in 2019 and set to finish in 2020/21.

M1 J23/A512

The county council has been successful in securing £17m of external funding towards the potential **£27m** scheme.

By easing congestion at the M1 junction 23 and along the A512, it will support delivery of the West of Loughborough housing development. The scheme is due on site in Summer 2019, with completion late 2020.

Melton Mowbray Distributor Road - northern and eastern sections

In May 2018, the county council was awarded **£49.5m** of government funding towards a distributor road for Melton Mowbray, total cost **£63.5m**.

The road is key to delivering housing growth in the town, including the proposed **1,700** home Melton North Sustainable Neighbourhood.

Transport Awards (2018)

The council won the East Midlands Merit Award for team achievement from the East Midlands Institute of Civil Engineers. This was for its work on the Lubbethorpe Development Strategic Employment Site infrastructure project. The award recognised excellence and innovation in civil engineering across the region and beyond.

The Chartered Institution of Highways & Transportation (CIHT) commended the Midlands Highway Alliance (MHA) Medium

Scheme Framework 2 (MSF2).

The MHA is a partnership of 21 local authorities that works together to improve performance, share best practice and make efficiency savings in the delivery of highways, public realm and infrastructure schemes. The MSF2 is a framework operated by the MHA with a number of contractors, which allows Leicestershire and the other MHA authorities to effectively procure and deliver medium sized highway projects.

Dr Sonny Tolofari, a transport modelling specialist with the council, was awarded the Master of Modelling Life Time Achievement award by Modelling World, which is the UK & Europe's longest running, best-attended and biggest annual exhibition and conference for transport and pedestrian modelling professionals. The award recognised an individual who excelled in driving change, challenged thinking and had done the most for 'moving modelling on' during their career. This is a major accolade for the individual, as well as a significant endorsement of the council's transport modelling capability.





National projects are not only important for UK Plc, but should also be about delivering genuine local benefits

National

Projects that support the UK's growth and economy

National projects support growth and the economy across the country; for example boosting the UK's productivity by reducing travel delays. They are large in scale and cost. They are generally either led and delivered by Government departments or agencies, such as Highways England, Network Rail or HS2 Ltd, or arise as a result of national Government policy, for example airport expansion proposals.

Whilst delivering benefits for the country nationally it is important that, wherever possible, national projects also bring local benefits, for example job creation or housing delivery. It is also important that any adverse impacts on local communities are minimised.

There are a number of national infrastructure projects that will potentially bring significant benefits for Leicestershire. The County Council will continue to work with partners to ensure this infrastructure supports the county's growth plans and improves connectivity and accessibility.



Addresses rail capacity and connectivity issues, and provides substantial boosts to the national, regional and local economies

What are the challenges?

Britain's rail network dates largely from the Victorian era. Rail users often experience over-crowded trains and long or unreliable journey times. As rail passenger numbers continue to increase, and more goods and materials are moved by rail, the current rail network is increasingly under strain - in many areas the rail network cannot meet demand at peak times.

What is the proposed solution?

The Government is delivering HS2. Its intention is to not only to address rail capacity and connectivity issues, but also to provide a substantial boost to national, regional and local economies.

In July 2017, the Secretary of State for Transport confirmed the route of Phase 2b. It will run through the west and north of Leicestershire, entering the county near to Appleby Magna and exiting it near Kegworth. There are no HS2 stations in Leicestershire - the nearest stations are the proposed East Midlands Hub Station at Toton in Nottinghamshire and at Curzon Street in Birmingham.

Through our [Rail Strategy](#)¹, we recognise that investment in rail, including HS2, can bring significant economic benefits for Leicester, Leicestershire, the region and the country.

In October 2018, the county council agreed to take a lead role in ensuring Leicestershire's voice is heard around the potential impacts on HS2. As part of this process, the council submitted a response to HS2 Ltd's working draft Environmental Statement in December 2018.

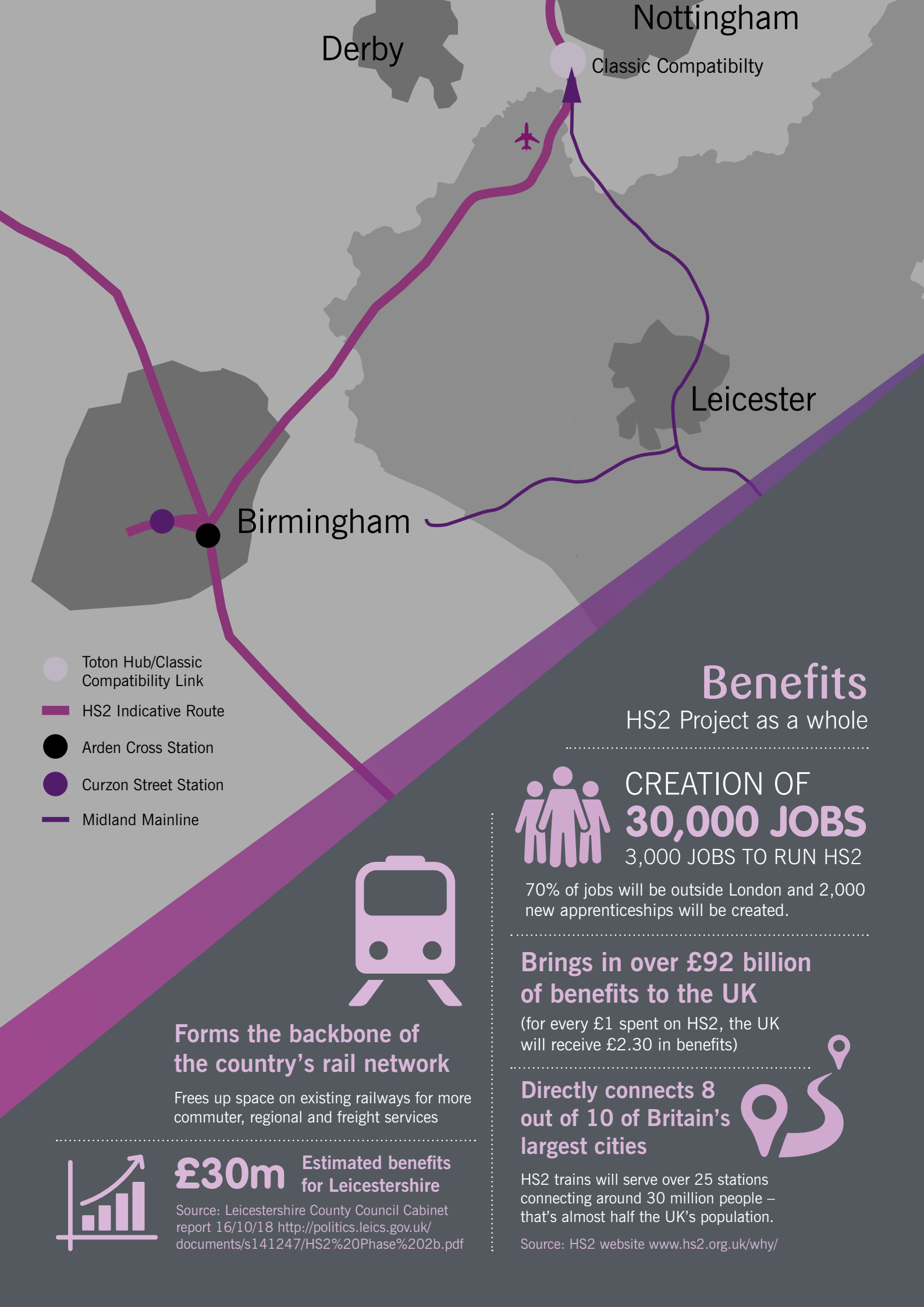
It was recognised by the county council's Cabinet that this approach is more likely to be the most effective way of minimising the impact and achieving benefits for Leicestershire communities affected by HS2.

As an example, we are working to secure a Classic Compatible link between HS2 and the Midland Main Line (MML). This would significantly improve access to northern cities from the East Midlands and other settlements elsewhere on the MML, maximizing the benefits of HS2 to the economy.

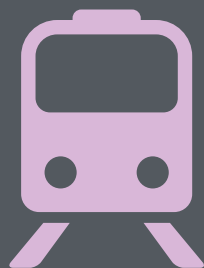
*Classic compatible allows high speed capable classic compatible trains on a fully electrified midland mainline

¹Rail Strategy:

<http://politics.leics.gov.uk/documents/s126315/Appendix%20B%20-%20Leicester%20and%20Leicestershire%20Rail%20Strategy.pdf>



- Toton Hub/Classic Compatibility Link
- HS2 Indicative Route
- Arden Cross Station
- Curzon Street Station
- Midland Mainline



Forms the backbone of the country's rail network

Frees up space on existing railways for more commuter, regional and freight services



£30m Estimated benefits for Leicestershire

Source: Leicestershire County Council Cabinet report 16/10/18 <http://politics.leics.gov.uk/documents/s141247/HS2%20Phase%202b.pdf>

Benefits

HS2 Project as a whole



CREATION OF 30,000 JOBS

3,000 JOBS TO RUN HS2

70% of jobs will be outside London and 2,000 new apprenticeships will be created.

Brings in over £92 billion of benefits to the UK

(for every £1 spent on HS2, the UK will receive £2.30 in benefits)

Directly connects 8 out of 10 of Britain's largest cities



HS2 trains will serve over 25 stations connecting around 30 million people – that's almost half the UK's population.

Source: HS2 website www.hs2.org.uk/why/

Major Road Network (MRN)

Creating a new national road network

A central foundation to a more productive economy is infrastructure and transport investment

What are the challenges?

In October 2016, the Rees Jeffreys Road Fund highlighted that the country's Strategic Road Network (SRN), which is made up of motorways and trunk roads, was insufficient to meet future economic needs.

Differences in funding between the SRN and the most important local roads (such as key 'A' roads), has created substantial challenges. In 2018, as an example, the Local Government Association noted that, despite making up 97% of the country's road network, local roads will receive 52 times less funding per mile than national roads by 2020.

What is the proposed solution?

The government's response was to propose the creation of a new Major Road Network (MRN) for England and provide a new funding stream dedicated to improvements on the most important local roads, which will improve connectivity between main centres of employment and population.

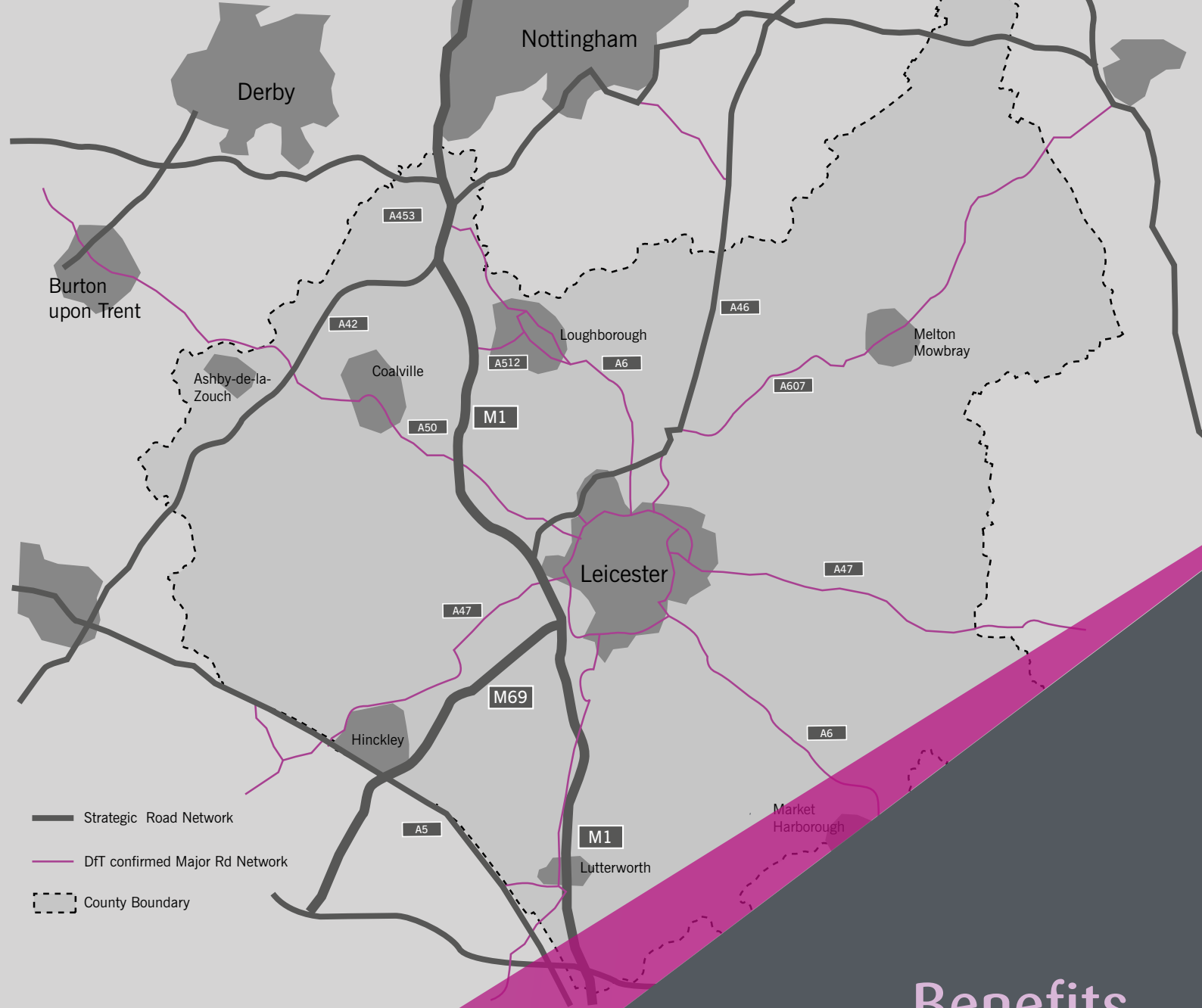
Improving transport connectivity between towns and cities within the Midlands will help to boost economic growth in the Midlands and the rest of the UK.

In December 2018, the government confirmed which local roads across England would be included on the MRN. The map of routes in Leicestershire is shown opposite.

Improvements to the MRN will be funded from the 'National Roads Fund'. A £3.5bn pot has been announced for the period 2020 to 2025, which will also fund Large Local Major Schemes.

While a road being part of the MRN does not guarantee funding, it does mean that proposed improvements are eligible for consideration.

The government is expecting that bodies will work regionally to identify funding priorities. Leicestershire County Council is working with Midlands Connect to develop a future programme of MRN schemes.



— Strategic Road Network
— DfT confirmed Major Rd Network
--- County Boundary

Benefits

SUPPORTS THE STRATEGIC ROAD NETWORK (SRN)

Complementing and supporting the existing SRN by creating a more resilient road network in England.



SUPPORTS ECONOMIC GROWTH

Supporting the delivery of the Industrial Strategy, contributing to a positive economic impact that is felt across the regions.

REDUCE CONGESTION



Alleviating local and regional congestion and reducing traffic jams



SUPPORTS HOUSING DELIVERY

Unlocking land for new housing developments.

SUPPORTS ALL ROAD USERS

Recognising the needs of all users, including cyclists, pedestrians and disabled people.



The Midlands

Regional projects supporting growth in Leicestershire

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, with companies exporting 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 – its economy is worth £220 billion to the UK.

While the Midlands economy is strong, it is not reaching its full potential, as productivity is below the national average.

The Midlands Engine Strategy is a demonstration of the government's commitment to making the Midlands a powerful engine for economic growth.

The Midlands Engine is working to unlock this potential - its vision for growth focuses on priority areas where collaboration can accelerate growth, including 'Connecting the Midlands'

and 'Investing in Strategic Infrastructure'.

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.**

Midlands Connect

Midlands Connect is the transport arm of the Midlands Engine.

Good transport underpins a successful economy and the county council is working closely with Midlands Connect in support of the Midlands Engine vision.

Midlands Connect is a partnership made up of local transport authorities, local enterprise partnerships, local business representatives, Department for Transport and its key delivery bodies.

Its aim is to unlock the Midlands' economic potential, boost economic growth and support the competitiveness of the whole UK. It will do this by improving strategic transport links to speed

up journey times and improve reliability, capacity and journey quality, where it's needed.

Transport infrastructure provides access to opportunity and opens up sites for growth. The Midlands Connect Strategy outlines the region's vision to become an engine for growth through investment in transport infrastructure. It proposes a 25- year programme of investment in strategic road and rail improvements to reduce congestion, improve journey times and support housing growth.

By working closely with partners, we aim to ensure good connectivity within the county and across the UK, helping to

deliver the Midlands Connect Strategy. The county council is currently involved in a number of Midlands Connect projects that are directly related to the successful delivery of our Prospectus for Growth, including improvements to rail services to places such as Coventry and Birmingham, the A46 Expressway (a key element of the Leicester and Leicestershire Strategic Growth Plan), and upgrades to the A5.

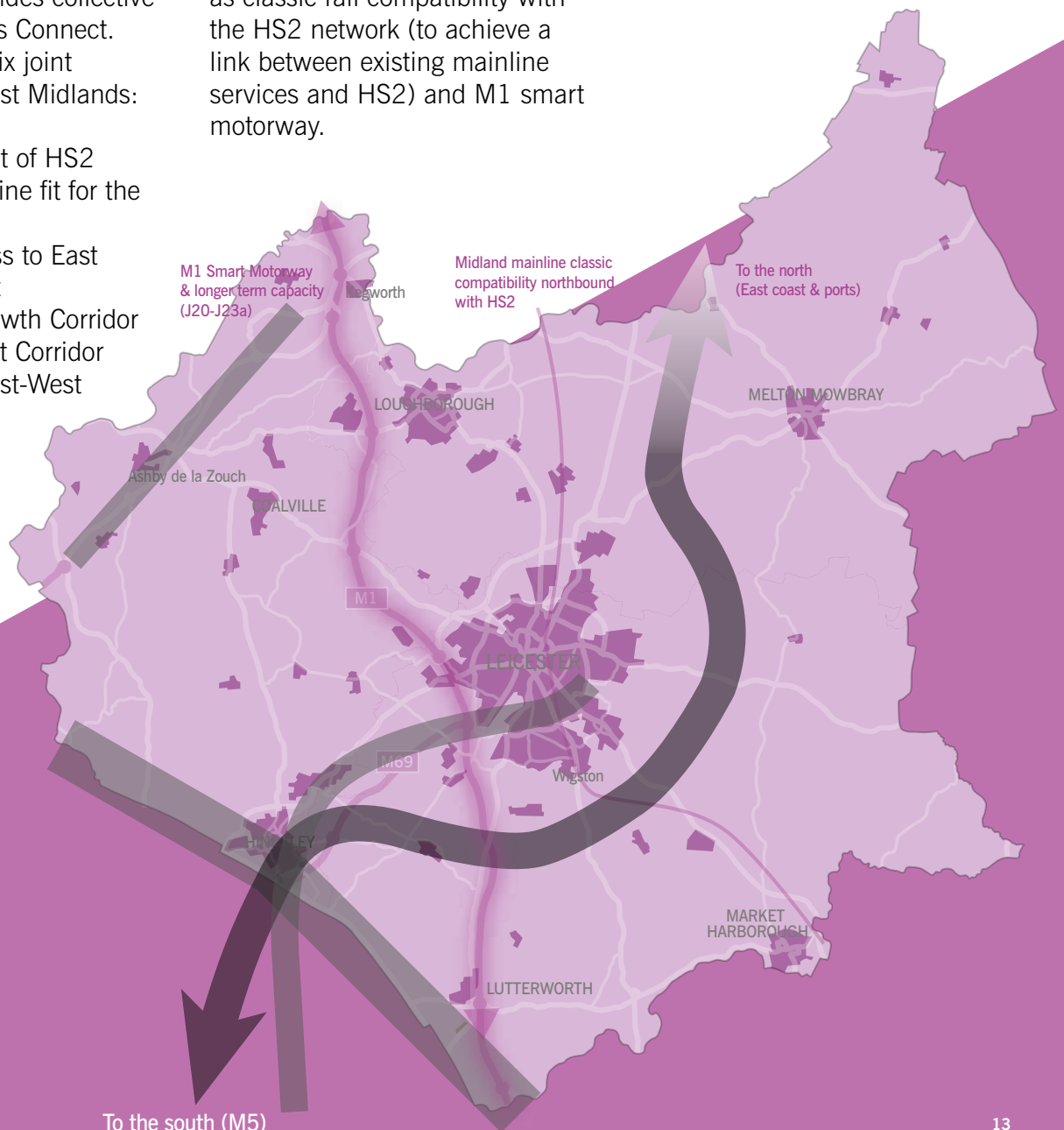
The Midlands region as a whole benefits from having significant international and national road, rail and air links

Transport for the East Midlands (TfEM)

Transport for the East Midlands (TfEM), of which the county council is a member, 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. TfEM has agreed six joint priorities for the East Midlands:

- Making the most of HS2
- Midland Main Line fit for the 21st Century
- Improving access to East Midlands Airport
- A46 Priority Growth Corridor
- A5 Improvement Corridor
- Transforming East-West Connectivity

It has a similar focus to the Midlands Connect Strategy, aiming to improve journey times and reliability. However, it also has clear objectives for 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 rail compatibility with the HS2 network (to achieve a link between existing mainline services and HS2) and M1 smart motorway.



A46 Priority Growth Corridor

Upgrade, including Leicester southern and eastern bypass

What are the challenges?

The A46 runs for 155 miles across the Midlands, from Gloucestershire to Lincolnshire. Its strategic importance has been recognised in the Midlands Connect Strategy and the A46 Study 'The Enhanced Strategic Case'.

Despite its importance, the corridor is not performing as well as it could. The standard of the road varies along its length, from 70mph motorways and dual carriageways with grade-separated junctions, to narrow village high streets with pedestrian crossings.

Businesses are being held back by slow and unreliable journey times and even in the more developed sections, pinch points at major junctions result in frustrating levels of congestion.

In addition, there are no alternative strategic link roads around the Leicester urban area (i.e. to the M1 or A46 western bypass). The current local road alternatives (south of Leicester) are restricted and congested. This has a negative impact on the potential for 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 very significant pinch-point on the UK's motorway network, with frequent delays and incidents having major economic impacts.

What is the proposed solution?

In its 2017 Strategy, Midlands Connect identified the potential significance of the whole A46 corridor in supporting economic growth in the Midlands. Improvements to the corridor include better strategic connections; relief to the 'Birmingham Box', supporting the manufacturing, logistics and agricultural sectors; improving journey times and unlocking and accelerating strategic housing and employment.

A new route around the south and east of Leicester, as part of the upgrade to the A46, will create an alternative strategic route for travel between the A46, M1 and M6 and around Leicester's urban area. This

will support Midlands Connect's wider aspirations for a new south-west/south Wales route to the north-east and Scotland (J8 M5 to A1/A46 Newark) and provide an opportunity to link to the M1, via a new junction 20a.

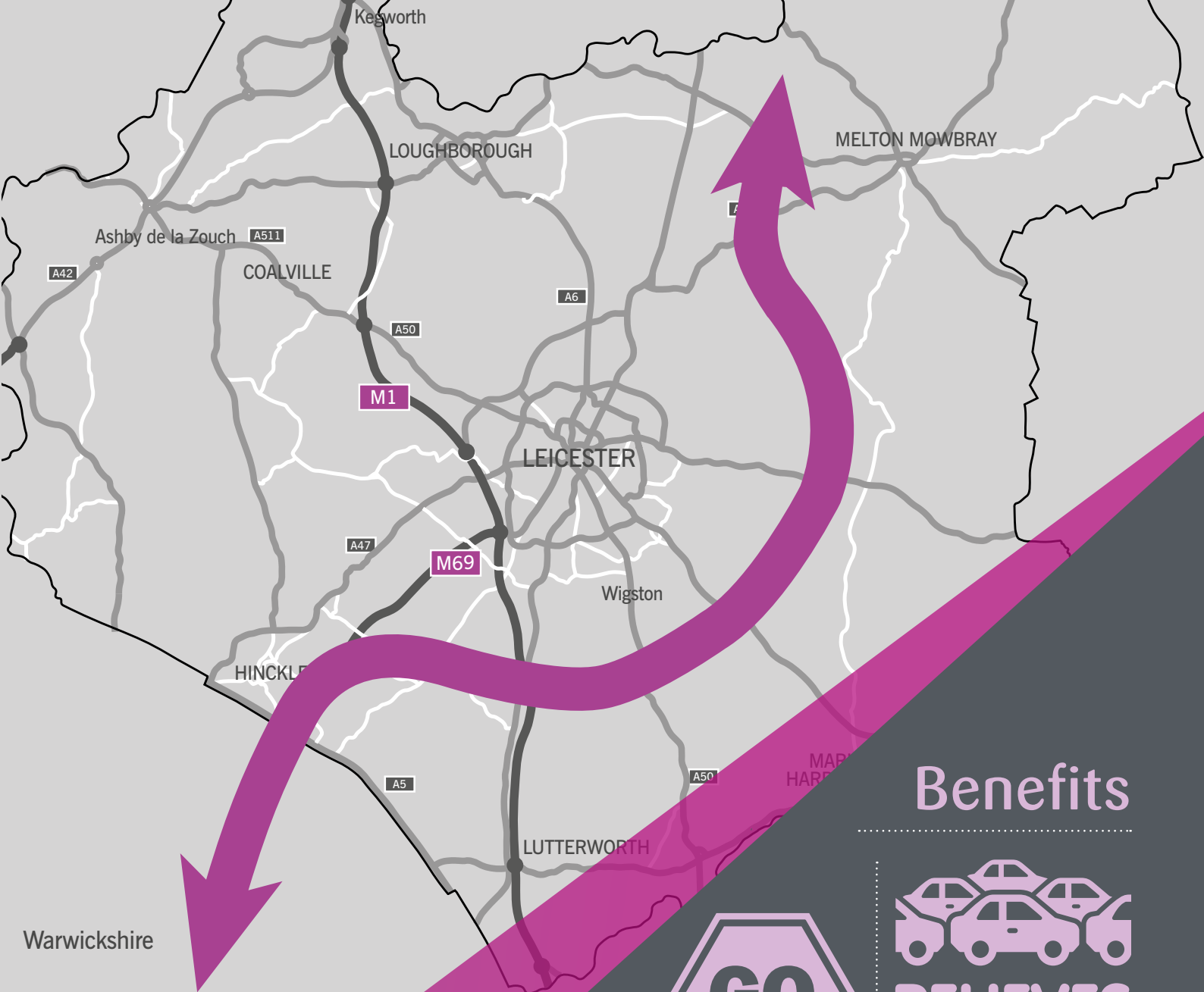
The Leicester and Leicestershire Strategic Growth Plan (SGP) identifies a new route around the south and east of Leicester as the 'A46 Priority Growth Corridor'. This has the potential capacity to accommodate an estimated

38,000 new homes to 2050 and additional jobs to help meet the future needs of the area's growing population.

In November 2018, Midlands Connect published stage one of its Strategic A46 Study. Stage 2 will consider the best option to address the issues by assessing improvements to the current M1 and A46 around Leicester or provision of a new southern A46 Expressway. It is anticipated that Stage two of the study will be published during 2019, which will set out priorities for investment along the corridor.

Working with Leicester City Council and other partners, we will continue to provide support for this work.

Providing a new and strategic route to allow more efficient travel between the A46, M1 and M6 and around Leicester's urban area. It will bring national benefits and, more locally, it is vital to the delivery of 38,000 new homes to meet the needs of Leicester and Leicestershire's growing population



Warwickshire



KEEPS THE ROAD NETWORK FLOWING

UNLOCKS LAND FOR DEVELOPMENT



- Potential to deliver an estimated 38,000 new homes to 2050 and additional jobs in the Strategic Growth Plan 'A46 Priority Growth Corridor'
- Potential to help enable growth elsewhere in Leicester and Leicestershire and more widely across the Midlands region

Source: Leicester and Leicestershire Strategic Growth Plan www.llstrategicgrowthplan.org.uk/wp-content/uploads/2019/01/Final-LL-SGP-December-2018-1.pdf

BROADER BENEFITS

Midlands Connect's initial forecasts suggest that over the next 60 years, corridor-wide improvement of the A46 could bring economic benefits of £7.1 billion through quicker journeys, reduced business costs and improved productivity. This is a conservative figure and, when economic growth from new jobs and housing is added, the overall benefits could be significantly higher.

Source: Midlands Connect A46 Corridor Study Stage One www.midlandsconnect.uk/media/1526/a46-corridor-study-stage-one-summary-november-2018.pdf

Benefits



RELIEVES CONGESTION

on the A46/M69 and M1 and providing relief to the 'Birmingham Box'

- New strategic south-west to north-east corridor
- Enables smart motorway by relocating Leicester Forest East services
- Provides resilience to the M1 and additional capacity for north-south traffic through Leicestershire
- Potential long term solution to congestion on the A46 Western Bypass and Hobby Horse junction around Leicester urban area

A5 Improvement Corridor

Staffordshire to Northamptonshire

Provides alternative route to the motorway, enhance strategic links between the north-west and south-east and relieves congestion, helping to boost the efficient operations of business along the corridor

What are the challenges?

Midlands Connect is considering the potential role of a number of key transport corridors to support the UK economy. This includes the A5 trunk road, which provides a long distance strategic route running from the south-east to the north-west, connecting local communities and businesses and the wider Midlands region, through direct interaction with the M6, A38, M42, M69 and M1.

'The A5 Improvement Corridor' was identified in the Leicester and Leicestershire Strategic Growth Plan. The A5 through Leicestershire (and further afield) is expected to experience increased traffic growth in the future from advanced manufacturing and logistics developments such as the MIRA Technology Park, the Daventry International Rail Freight Terminal (DIRFT) and Magna Park in Lutterworth.

Congestion on both strategic and local roads can impact on the effectiveness of the 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 how to deal with future traffic growth.

What is the proposed solution?

Highways England's second Road Investment Strategy 2020-2025 (RIS2) will set out the short to medium term approach to improve England's strategic road network. It is likely to include proposals to dual a short section of the A5 near Hinckley, between the Longshoot junction and Dodwells roundabout, to relieve congestion and improve traffic flow.

At a wider scale there is an aspiration through the work of Midlands Connect to upgrade other sections of the A5 corridor between the A38 near Lichfield and the M1 to 'Expressway' standards.

The A5 has the potential to provide a viable alternative route to the motorway network, enhance strategic links between the north-west and south-east and relieve congestion on the M6, between the M42 and the M1.

Along with wider transport infrastructure priorities, we continue to support in principle the upgrade of the A5 and Midland Connect's work to identify and prioritise options for investment in this corridor.

Benefits

REDUCES CONGESTION

These benefits focus on the A5, M6 and local roads. This supports the Midlands and UK's economy and growth potential.



KEEPS THE ROAD NETWORK FLOWING

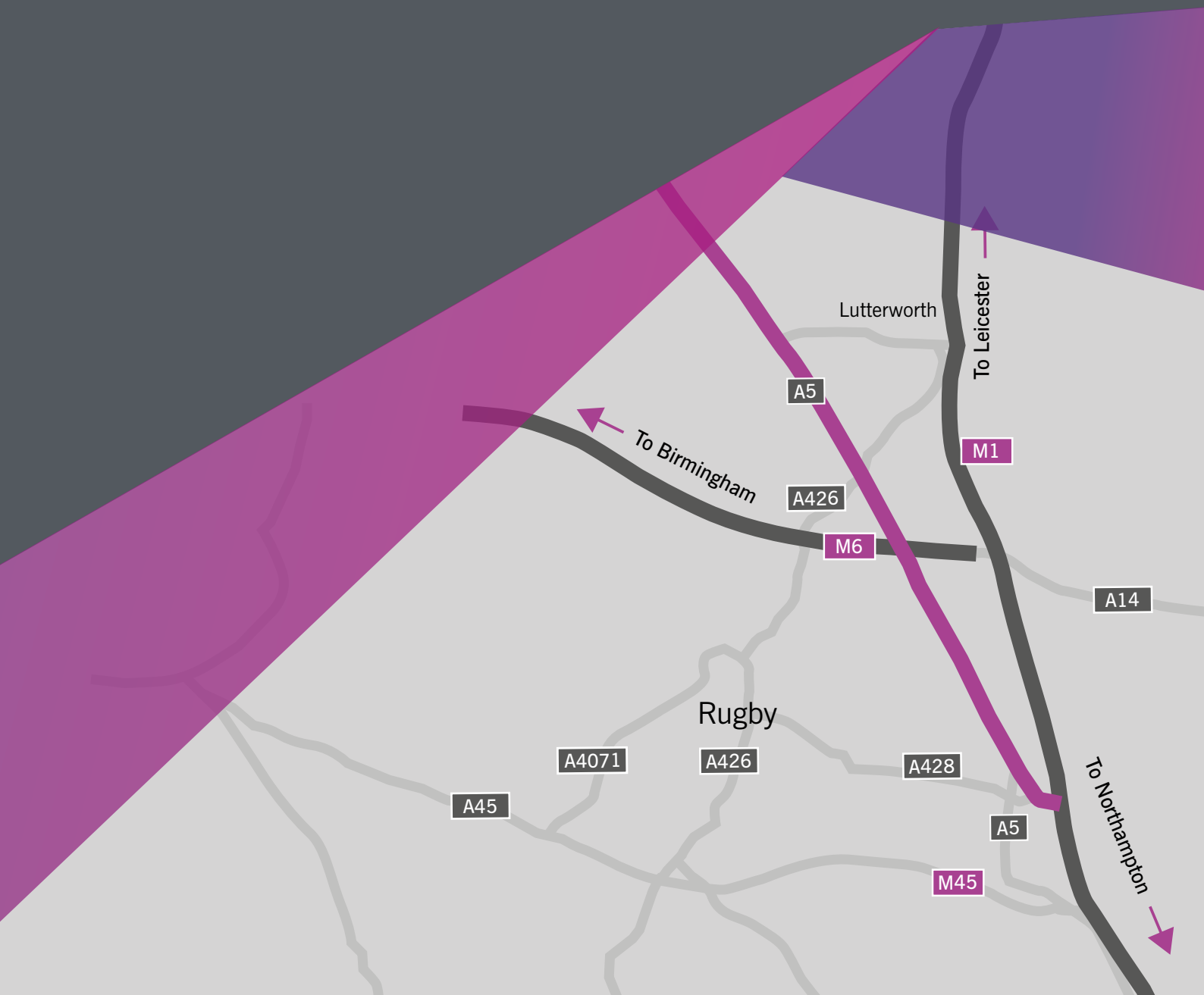


- Provides an alternative route for people travelling south-east to north-west across the Midlands
- Provides an alternative routing option for accessing opportunities between the Marches, Black Country, Greater Birmingham and the East Midlands
- Contributes to estimated £2billion Gross Value Added (GVA) as part of A5/M1/M69/ A46 corridor



SUPPORTS HOUSING DELIVERY AND ECONOMIC GROWTH

Leicester and Leicestershire Strategic Growth Plan A5 Improvement Corridor



A42 Expressway

Improving the east-west corridor

Improves east-west links across the Midlands

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. At a more local level, it serves the Leicestershire International Gateway, identified in the Leicester and Leicestershire Strategic Growth Plan and has the potential to accommodate around 11,000 new homes.

The A42 is dual carriageway with grade separated junctions, the same as the M42 to the south. However, it has no hard shoulder and is not designated as a motorway.

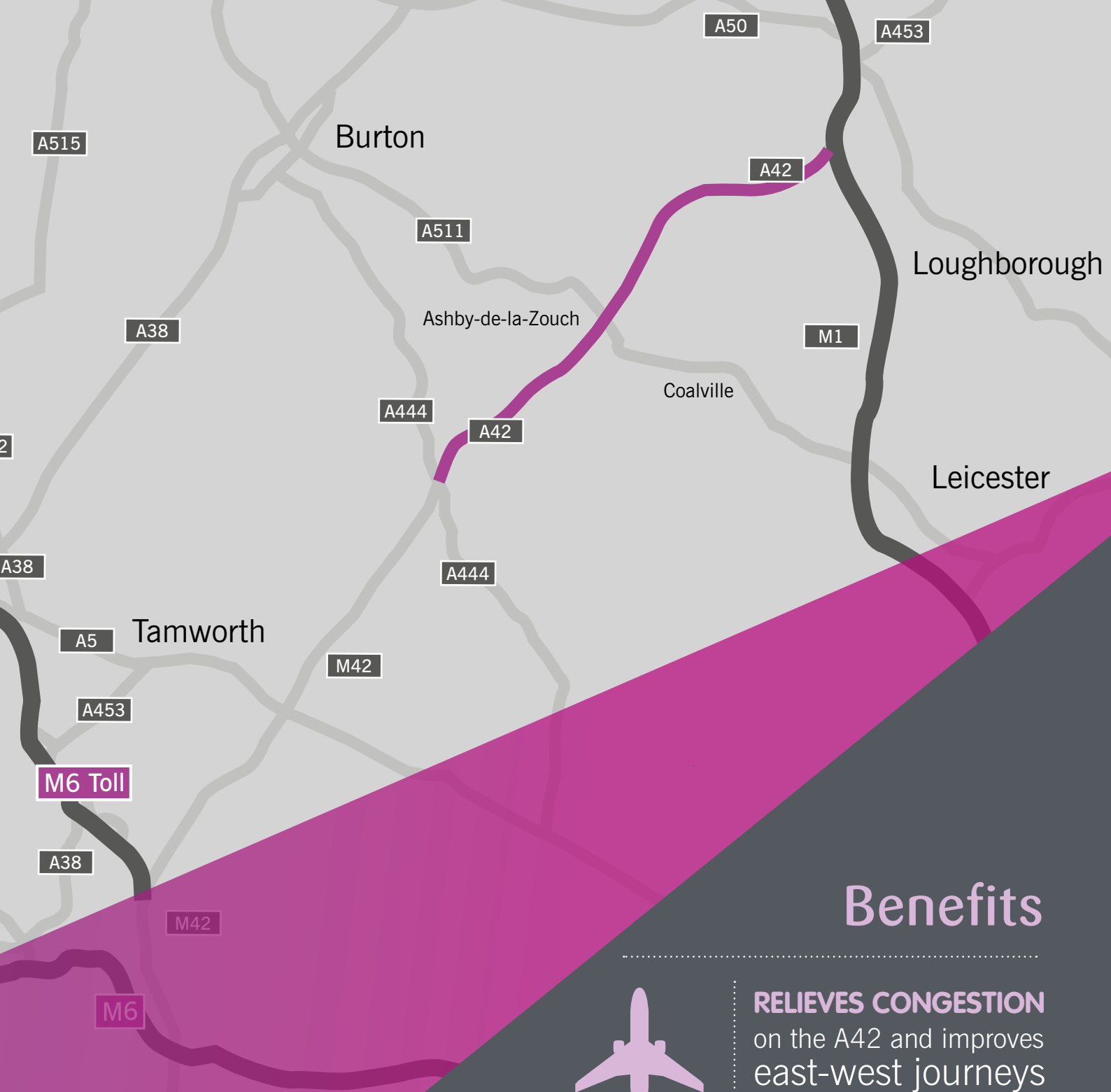
Existing traffic levels on the A42 are heavy, causing delays and unreliable journeys. Future traffic growth will exacerbate this.

What is the proposed solution?

The Midlands Connect Strategy includes an aspiration to upgrade the A42 to 'Expressway' standard, improving connectivity between the east and west Midlands.

Midlands Connect is just beginning study work on this route. We will provide support for this.





Benefits

RELIEVES CONGESTION
on the A42 and improves
east-west journeys



**CONSISTENT
JOURNEY EXPERIENCE**
for the M42/A42



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



SUPPORTS GROWTH
in the wider Midlands area including the
delivery of around 11,000 new homes in
the Leicestershire International Gateway

Coventry to Leicester Rail Services

Reinstating the rail link between these major cities

Direct, faster
Leicester to Coventry
services, boosting
employment and
housing growth

What are the challenges?

There are currently no direct rail services between Leicester and Coventry, meaning a journey of 25 miles takes an average of one hour, eight minutes. This also affects connectivity with other locations, such as the Thames Valley and north-east England.

What is the proposed solution?

Midlands Connect is leading on work to develop a business case to secure funding for rail infrastructure works, including crossing (either under or over) the West Coast Main Line at Nuneaton. This will allow direct train services to run between Leicester and Coventry, and possibly further afield, to destinations such as Nottingham and the Thames Valley.

This work would be delivered by Network Rail, supported by Midlands Connect, two Local Enterprise Partnership's and four councils, including Leicester City Council and Leicestershire County Council.

Midlands Connect will submit a Strategic Outline Business Case to the Department for Transport to develop Coventry to Leicester rail services as part of this ongoing work.



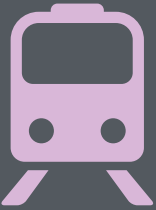
Benefits



SUPPORTS HOUSING DELIVERY AND ECONOMIC GROWTH

A boost to employment and housing growth in the 'Golden Triangle' area between M1, M69 & M6 motorways

SUBSTANTIAL REDUCED JOURNEY TIMES



LEICESTER to Coventry

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



Midlands Rail Hub

Improving rail travel between the east and west Midlands

Rail infrastructure and train service improvements to support the region's future growth and provide better rail links across the Midlands

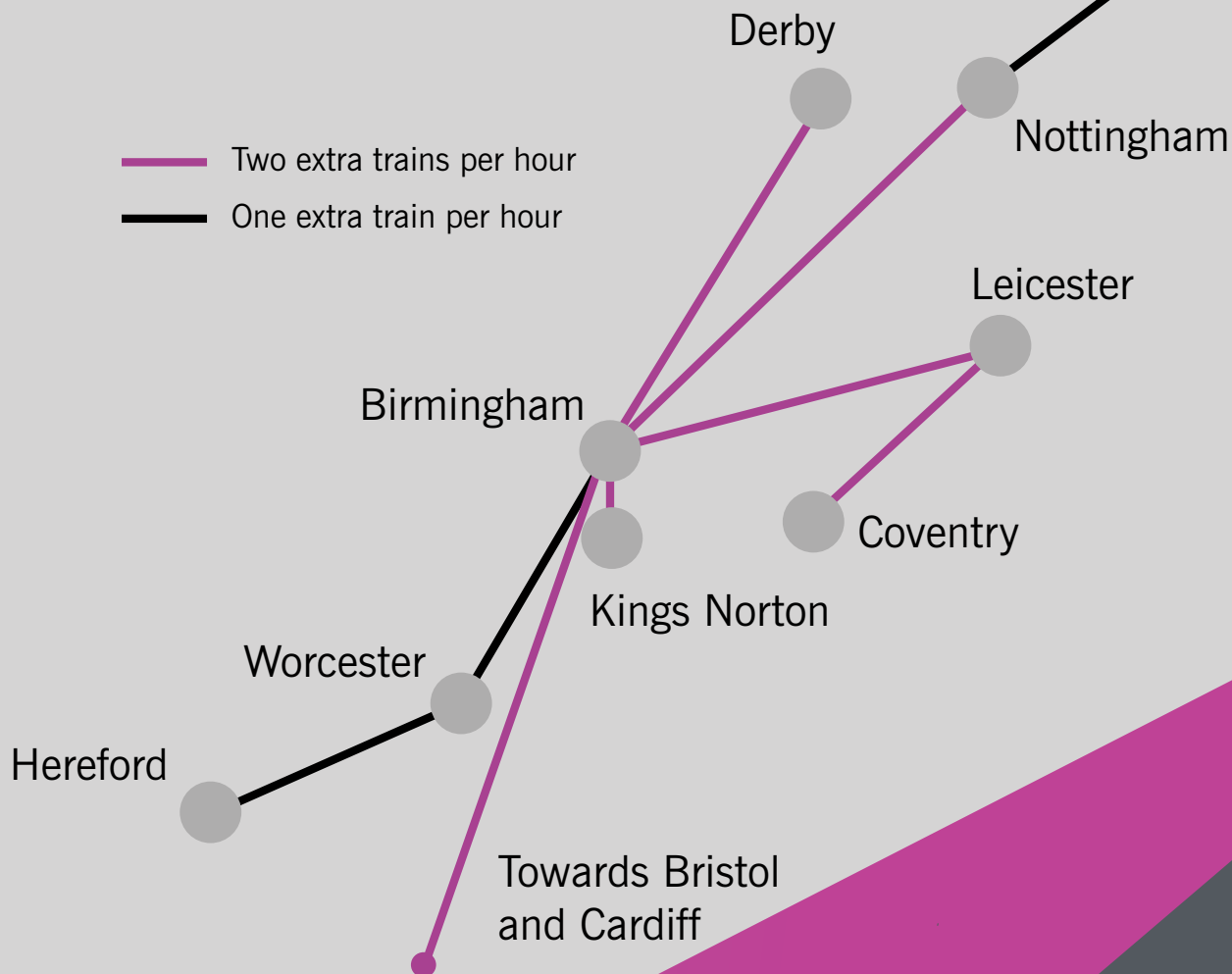
What are the challenges?

Rail connections between the east and west Midlands are not as good as they should be. For example, the rail service between Leicester and Birmingham is limited in train numbers, slow in comparison to other inter-city journeys and the trains currently used have much less seating and are of a much lower quality than other inter-city services.

What is the proposed solution?

The Midlands Connect Strategy includes a series of transport improvements to support growth and improve connectivity across the Midlands. This includes the Midlands Rail Hub proposal, which seeks rail infrastructure and train service improvements that provide better rail links across the Midlands and support the region's future growth. This involves more trains running between Leicester and Birmingham.





Benefits

FASTER JOURNEYS

Improvements will allow **1.6 million** more people in the Midlands to reach its biggest towns and cities within **an hour**



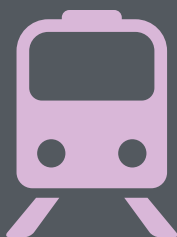
SUPPORTS ECONOMIC GROWTH



By 2040, the Rail Hub could create space for 6 million more journeys a year and shift the equivalent of 4,300 lorries a day from the roads.

£649m

Annual economic benefit to the Midlands by 2037



24 MORE TRAINS PER HOUR

This strategy can achieve 24 extra trains every hour for the Midlands (12 in each direction), doubling the number of services and significantly improving journey, with 2 extra trains per hour for Leicester.

MAXIMISING BENEFITS OF HS2

Improved accessibility to HS2 services operating from the new Curzon Street station in Birmingham

Supporting growth in Leicestershire



Ann Carruthers, Director
Environment and Transport.

“Strong track
record of
delivering
transport
infrastructure
to support
growth”

We have ambitious growth plans, including the delivery of 118,000 houses in Leicester and Leicestershire between 2011 and 2036.

As well as the national and regional projects already detailed, a range of other more local projects have been identified to support the delivery of housing and jobs across Leicestershire. These projects, which are set out in the following pages, are at various stages of development, approval and funding. As an example some have been funded, some are in the process of being funded and others are waiting for funding. Together these form a ‘pipeline’ of potential future projects for which we will be seeking funding to deliver.

We also continue to work closely with local planning authorities (the borough and district councils in Leicestershire), Leicester City Council and developers to identify and deliver other highway improvements and transport measures that are required to support the delivery of specific sites. This includes securing infrastructure for large-scale Sustainable Urban Extensions and major employment sites. Some of these measures may ultimately be added to the pipeline, for example because of their scale or because they are required to deal with the cumulative impacts of multiple sites, whilst others will be delivered by developers.

While we have a well-developed understanding of the transport infrastructure required to support growth towards the middle of the 2030’s, we are already beginning to think about what other future transport investment might be required by extending the project ‘pipeline’ towards 2050

Funding

Projects may be funded from a variety of sources, including developers, from government and via local sources, such as the Leicester and Leicestershire Enterprise Partnership.

In many cases, if public funding is needed, this is now awarded through a competitive bidding process by government, where a business case has to be made. Schemes need to demonstrate that they provide value for money and support the economy - such as by reducing congestion, unlocking new housing sites, improving productivity of businesses or helping people get to work or education. We also need to show that a project is the best value for money compared to other schemes.

We have a strong track record of securing substantial investment in Leicestershire’s transport system, and we remain committed to ensuring that we have the right tools and resources to continue with the success. The Transforming Cities Fund is an example of a recent government fund and the process involved for bidding.

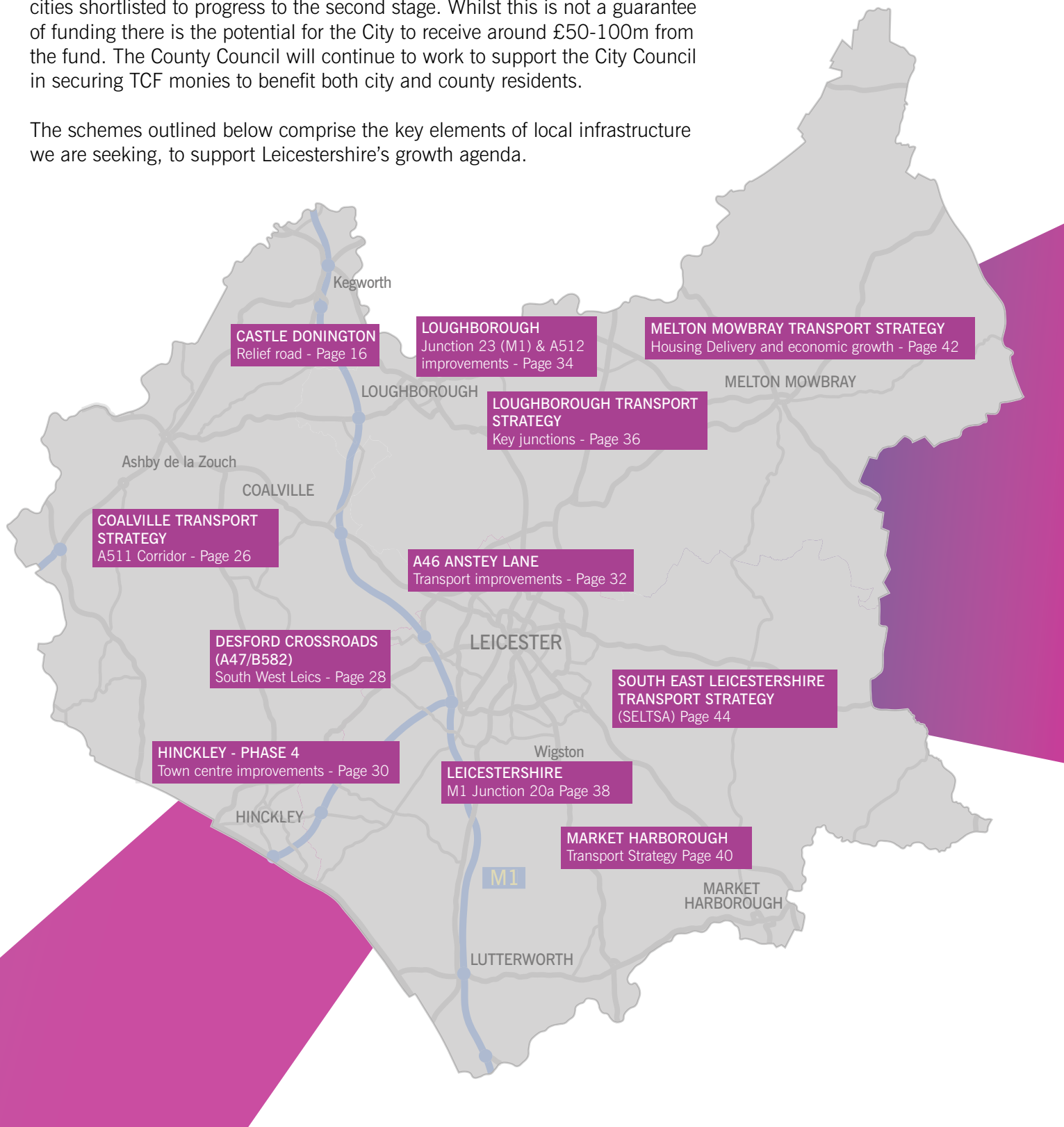
Transforming Cities Fund (TCF)

In 2017 the government announced a new £1.7bn Transforming Cities Fund, which forms part of the government's Industrial Strategy. Half of the fund will be allocated through a two stage competitive process (phase one was the submission of an Expression of Interest (EOI) and phase 2 was the submission of a business case).

In June 2018 Leicester City Council submitted its EOI, which was supported by Leicestershire County Council. The City Council's EOI included initiatives that extend beyond the city boundary, into the county.

In September 2018 the City Council was advised that it was one of only ten cities shortlisted to progress to the second stage. Whilst this is not a guarantee of funding there is the potential for the City to receive around £50-100m from the fund. The County Council will continue to work to support the City Council in securing TCF monies to benefit both city and county residents.

The schemes outlined below comprise the key elements of local infrastructure we are seeking, to support Leicestershire's growth agenda.



Coalville Transport Strategy

A511/A50 Growth Corridor

Reduce delays
and improve
journey times

What are the challenges?

With major new growth being planned, Coalville requires further transport investment if its future potential is to be realised.

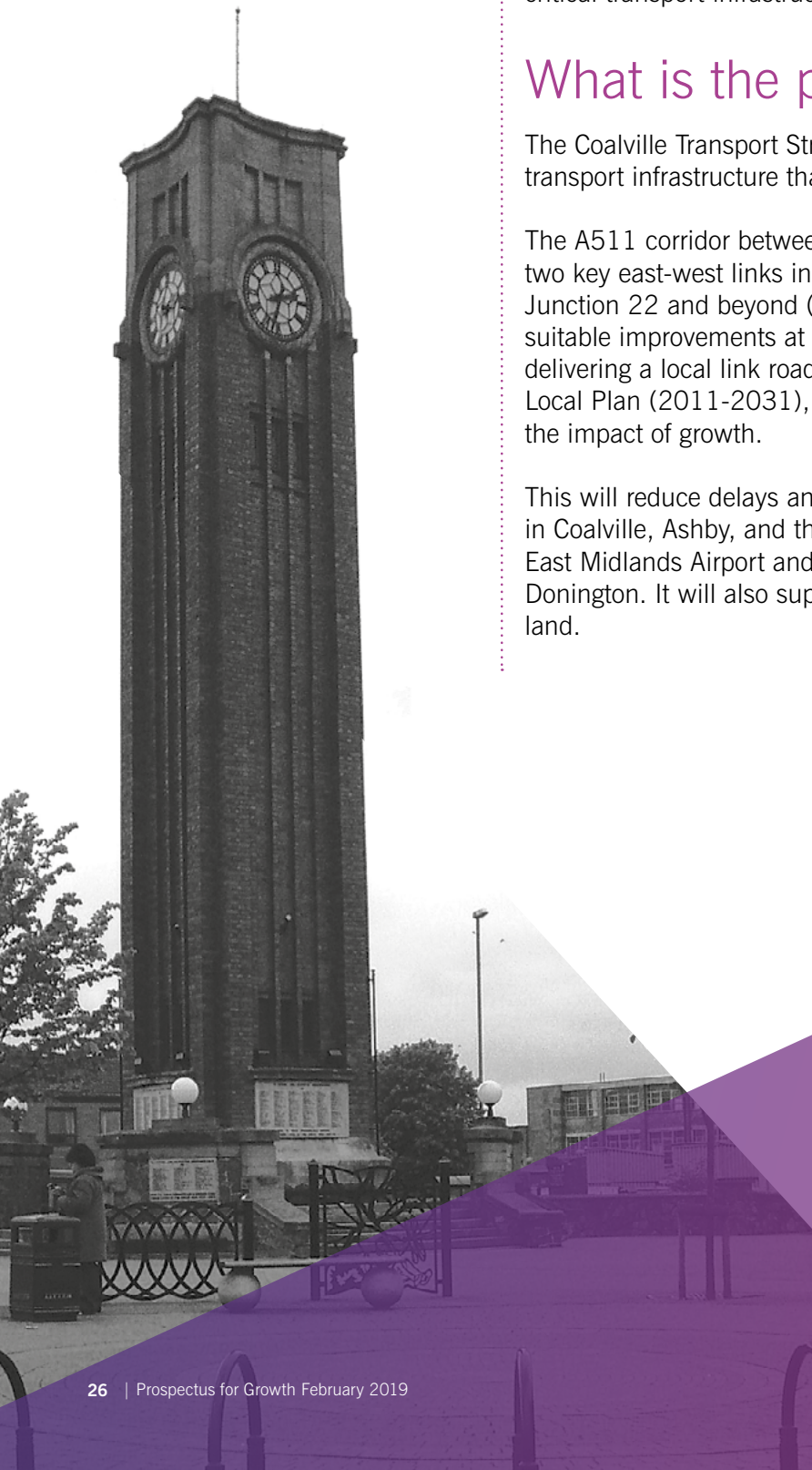
Both housing and employment growth are dependent on the delivery of critical transport infrastructure.

What is the proposed solution?

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

The A511 corridor between Ashby, Coalville and Leicester, is one of two key east-west links in Leicestershire. It links the A42 to the M1 at Junction 22 and beyond (as the A50) to Leicester. The project will identify suitable improvements at key junctions along this transport link, as well as delivering a local link road, a key element of the North West Leicestershire Local Plan (2011-2031), to provide an alternative route for drivers to limit the impact of growth.

This will reduce delays and improve journey times and connectivity to jobs in 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.



Benefits

SUPPORTS DELIVERY OF AT LEAST


**9,600
HOUSES**

Across the North West
Leicestershire (NWL) district



SUPPORTS DELIVERY

Of 66ha of employment across the NWL district

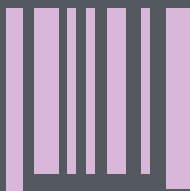
SUPPORTS
DELIVERY OF

7,300sqm

SHOPPING

1 2 7 9 3

ACROSS THE NWL DISTRICT



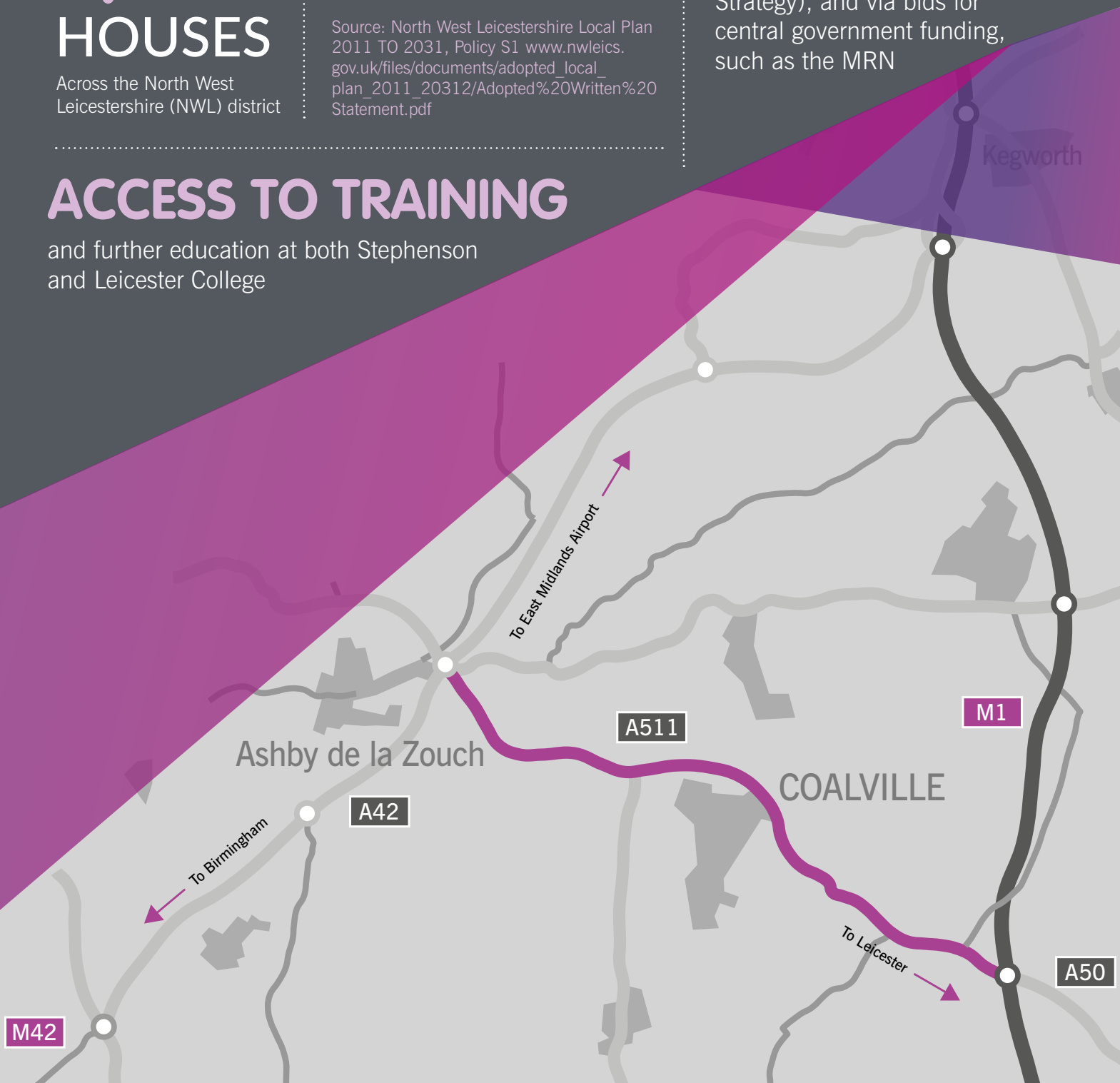
Source: North West Leicestershire Local Plan
2011 TO 2031, Policy S1 www.nwleics.gov.uk/files/documents/adopted_local_plan_2011_20312/Adopted%20Written%20Statement.pdf

COST £40m+

Funding will be a combination of contributions, including from developers (as part of the Coalville Contribution Strategy), and via bids for central government funding, such as the MRN

ACCESS TO TRAINING

and further education at both Stephenson and Leicester College



Desford Crossroads (A47/B582)

Supporting South-West Leicestershire Growth

Supporting
growth in the
wider area

What are the challenges?

Desford Crossroads is situated on the A47 into Leicester. The junction currently 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 to 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 Lubbethorpe. As such, the proposals support the current Blaby Local Plan and current and emerging Hinckley and Bosworth Local Plan.

The New Lubbethorpe 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.

Benefits

UNLOCKS DEVELOPMENT 1,000 HOUSES



AT NEW LUBBESTHORPE

SUPPORTS DELIVERY OF
2,000 HOUSES

& **10 Ha of EMPLOYMENT**
AT EARL SHILTON

Source: Hinckley and Bosworth Core Strategy 2006 to 2026
Policy 2 [www.hinckley-bosworth.gov.uk/downloads/file/489/
core_strategy_dpd_adoption_statement](http://www.hinckley-bosworth.gov.uk/downloads/file/489/core_strategy_dpd_adoption_statement)

Cost Around £5m

Match Fund £1.5m

(from New Lubbesthorpe development,
upon occupation of the 3,500th dwelling)

IMPROVED

JOURNEY TIME RELIABILITY ON
THE A47 AND B582 CORRIDORS



REDUCE QUEUES



on all junction approaches



Hinckley - phase 4

Town centre improvements

Hinckley
has great
potential

What are the challenges?

Hinckley has great potential, given its strategic location and excellent motorway links.

However, while traffic conditions in the town centre improved following the implementation of Hinckley phases 1, 2 and 3, it is still congested, particularly along the A47, the north/south corridors and at key junctions.

In addition, congestion and unreliable journeys could have an adverse impact on developers looking to invest in the area and the retention and recruitment of staff, such as at the MIRA Technology Park Enterprise Zone.

What is the proposed solution?

Phase 4 addresses outstanding traffic issues and maximises the benefits of phases 1, 2 and 3. The project consists of three packages of measures, which will be funded from various sources and delivered over different time frames. Improvements include:

- Improvements at two key junctions in the town the (B590 Rugby Road/Hawley Road and Rugby Road/Brookside)
- Parking and traffic management improvements
- New signage
- Further walking and cycling improvements across the town centre to supplement phases 1-3 works
- Potential 20mph speed limit zones

These improvements could help to address congestion, improve journey times and facilitate more sustainable transport modes. They will help to make the area more attractive to developers, employers and employees, supporting growth in the area.



Benefits

RELIEVES CONGESTION



Supports economic growth and job creation including 45ha of employment land across the area

SUPPORTS DELIVERY OF 5,900 HOUSES



ACROSS HINCKLEY, EARL SHILTON, BARWELL AND BURGAGE AREA

SUPPORTS THE PROVISION OF ADDITIONAL RETAIL SPACE IN THE AREA



Source: Hinckley and Bosworth Core Strategy 2006 to 2026 Policies 1, 2, 3 & 4 www.hinckley-bosworth.gov.uk/downloads/file/489/core_strategy_dpd_adoption_statement

COST £5m

Includes £3.5m National Productivity Investment Fund contribution)

The bid

Funding is available to deliver improvements to two of the junctions below (Rugby Road/Hawley Road and Rugby Road/Brookside), along with a range of cycle and pedestrian improvements (in 2020/21).

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



A46 Anstey Lane

Unlocking Growth and improving County to City movements

Working in partnership with Leicester City Council, this scheme improves connections to the rest of Leicester and Leicestershire

What are the challenges?

There is significant congestion in this area of north Leicester, particularly on the A46, A5630, and A563.

The Ashton Green sustainable urban extension (SUE) will deliver over 3,000 new homes, employment and community facilities and will be built over the next 15-20 years.

Land use and transport modelling has shown that access to the development will not be straightforward. Without improvements, the development will cause widespread congestion which is likely to discourage investment and growth.

What is the proposed solution?

This scheme, which builds on Leicester City Council and Leicestershire County Council's joint Leicester North West major transport project (phase one), improves 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 Anstey Lane corridor, reduce congestion and support a shift to cycling and walking.

Benefits

SUPPORTS DELIVERY OF ASHTON GREEN DEVELOPEMENT UP TO 3,000 HOUSES AND 10Ha OF EMPLOYMENT

Source: Leicester City Council website www.leicester.gov.uk/your-council/policies-plans-and-strategies/planning-and-development/ashton-green-development-project/



Cost £7.8M

£5m

Growth and Housing Fund secured

£2.8m

developer funding secured

Funding is available to deliver improvements (completion by end of March 2021).

Anstey

Beaumont
Leys

A46

A50

A5630

A563

County Hall

Hospital

B5327

Loughborough

M1 Junction 23 and A512 improvements

Support
sustainable
housing and
employment
growth

What are the challenges?

Loughborough is set to grow. This will generate increased traffic congestion at these sites, potentially leading to traffic blocking a section of the Midlands motorway network (M1), which is critical to supporting the local and regional economy.

What is the proposed solution?

To support this important growth area, improvements are planned at:

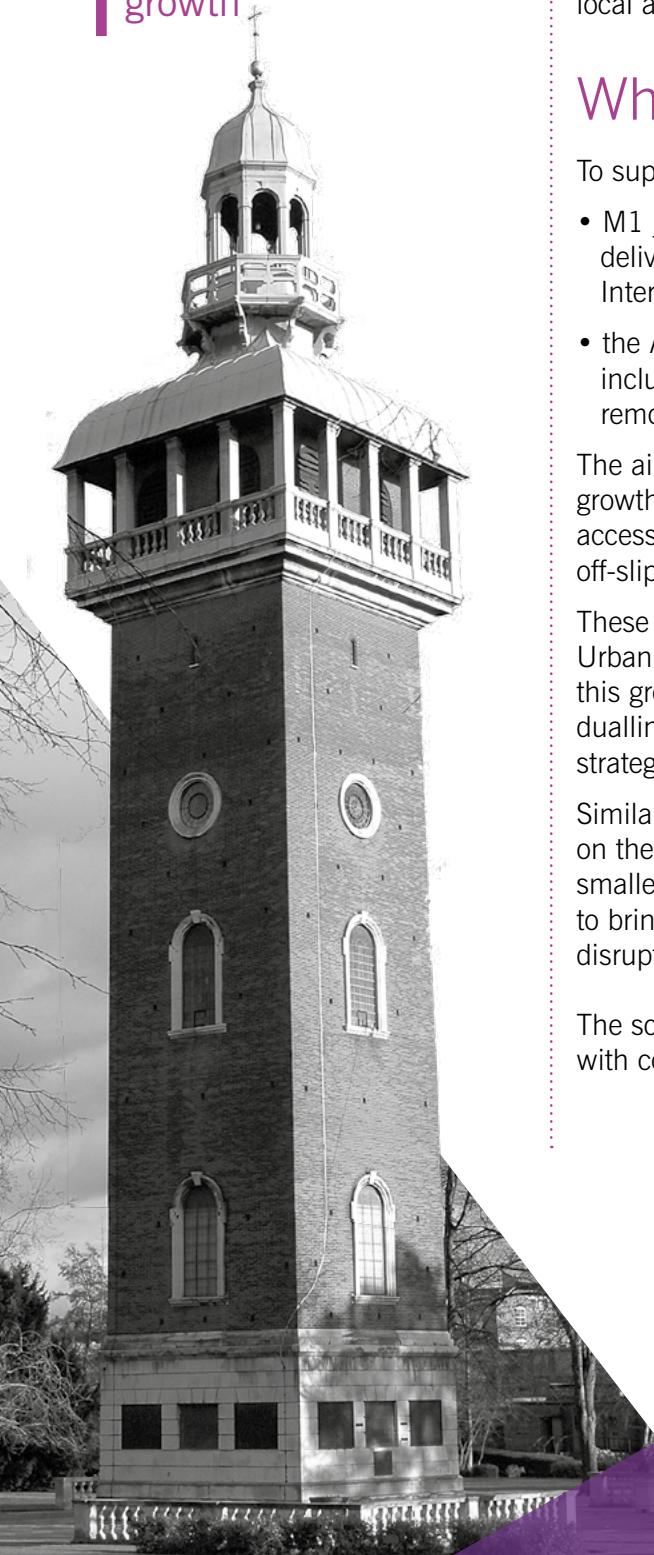
- M1 junction 23, complementing works at M1 J24, which is being delivered as part of the nationally significant Strategic Rail Freight Interchange.
- the A512 between Loughborough, the M1 and Shepshed. This work includes upgrading single carriageway to dual carriageway and the remodelling of five junctions on the A512.

The aim of the scheme is to support sustainable housing and employment growth, manage congestion, maintain or improve journey times, improve accessibility, safety and issues of vehicles queuing on the M1 northbound off-slip.

These improvements support the West of Loughborough Sustainable Urban Extension scheme, providing up to 3,000 new homes. Most of this growth is contingent on major improvements to M1 Junction 23 and dualling of the A512 to prevent unacceptable impacts on the local and strategic road networks.

Similarly, wider growth of around at least 1,200 new homes is dependent on the delivery of improvements at M1 J23. This growth is spread across smaller sites in Shepshed and the scheme provides the opportunity to bring several smaller projects into one large scheme, minimising disruption for road users.

The scheme will be on site summer 2019, with completion by the end of 2020.



Benefits

SUPPORTS DELIVERY OF 3,200 HOUSES

and 16Ha OF EMPLOYMENT
LAND ON LAND TO THE
WEST OF LOUGHBOROUGH (GARENDON PARK)



Source; Planning application reference P/14/1833/2 <https://portal.charnwood.gov.uk/Northgate/PlanningExplorerAA/Generic/StdResults.aspx?PT=Planning%20Applications%20On-Line&SC=Application%20Number%20is%20P/14/1833/2&FT=Planning%20Application%20Search%20Results&XMLSIDE=/Northgate/PlanningExplorerAA/SiteFiles/Skins/charnwood/Menus/PL.xml&XSLTemplate=/Northgate/PlanningExplorerAA/SiteFiles/Skins/charnwood/xslt/PL/PLResults.xslt&PS=10&XMLLoc=/Northgate/PlanningExplorerAA/generic/XMLtemp/ue3uu2vizpfaktwjnw1fcnfk/306d9ef2-b63e-4879-b6de-d3377584cf7d.xml>

SUPPORTS DELIVERY
OF 77Ha extension
of Loughborough
University Science
and Enterprise Park

Source: Charnwood Core Strategy 2011 to 2028, Policy CS1 www.charnwood.gov.uk/files/documents/adopted_core_strategy1/Charnwood%20Local%20Plan%202011%20-%202028%20Core%20Strategy%20Adopted%20November%202015.pdf

UNLOCKS AT LEAST A FURTHER 1,200 HOMES IN THE SHEPshed AREA

Cost £27m

£12m Local Growth Fund secured

£5m Growth & Housing Fund secured

Up to **£10m** developer
contributions identified

Start on site
Summer 2019



Loughborough Transport Strategy

Including key junctions

Complementing previous investment, this scheme reduces congestion and improves accessibility

What are the challenges?

Loughborough has many characteristics that makes it special, including the large pedestrianised Market Place, independent shops, high quality green spaces and civic, cultural, leisure and entertainment facilities.

However, the 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.

What is the proposed solution?

Although the Loughborough Town Centre scheme has been successful, we need to ensure that transport supports the continued growth of this important market town. Complementing recent investment, this project is intended to review how traffic routes around and through the town and to introduce 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
- Improve accessibility for pedestrians, cyclists and people with disabilities.

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

Ashby de la Zouch

Benefits

SUPPORTS DELIVERY OF AT LEAST



**5,000
HOUSES**

and **22Ha OF EMPLOYMENT LAND**
across the Loughborough and Shepshed area

SUPPORTS DELIVERY OF 77Ha

extension of Loughborough University
Science and Enterprise Park

Source: Charnwood Core Strategy 2011 to 2028, Policy CS1
www.charnwood.gov.uk/files/documents/adopted_core_strategy1/Charnwood%20Local%20Plan%202011%20-%202028%20Core%20Strategy%20Adopted%20November%202015.pdf

SUPPORTS LOUGHBOROUGH TOWN CENTRE'S

**RETAIL AND
LEISURE
ECONOMY**



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



M1 junction 20a

Leicestershire

What are the challenges?

M1 Junction 21 is a primary point of access for the Leicester urban area to the motorway. For a city of its size Leicester is unique in relying so heavily on just one point of access to the strategic road network.

The performance of the M1, including junction 21, is crucial to the region and country. However, junction 21 and surrounding lengths of M1 perform poorly; it is a key pinch point, suffering severe congestion with frequent accidents

and incidents. This causes unreliable journey times and a lack of strategic network resilience.

Additionally, the current location of the Leicester Forest East (LFE) service station is likely to make it extremely difficult to introduce Smart Motorway technology on this section of the M1.

Without an intervention, transport modelling shows that congestion in and around the M1 J21 area will increase markedly, leading

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

What is the proposed solution?

This project seeks to deliver a new motorway junction on the M1 between junctions 20 and 21 (junction 20a), located where the M1 is crossed by the A426 south of Whetstone. It would be a key element of a new route to the south and east of Leicester as part of the A46 Expressway proposals and falls within the 'A46 Priority Growth Corridor', identified in the Leicester and Leicestershire Strategic Growth Plan and Midlands Connect's Transport Strategy.

The A46 Priority Growth Corridor has the potential to deliver an estimated 38,000 new homes to

2050, and more locally, the new junction will provide an opportunity to relocate the LFE Service Station to enable the delivery of Smart Motorway technology on this section of the M1.

The new junction is likely to directly enable the delivery of new homes and jobs. Blaby District Council is working with landowners and developers to consider proposals for a **3,500** dwelling 'Garden Village' and associated employment.

We are continuing to work with a number of key partners, including

Highways England, to develop the business case for the new junction and secure its funding. If successful, this will provide a long term solution to traffic problems at M1 J21 and deliver new housing and jobs to meet the needs of Leicester and Leicestershire's growing population.

A new junction will reduce congestion at M1 J21, unlock growth in Leicestershire and support the economy of the Midlands

Cosby CP

Dismantled Railway

Whetstone Pastures

Leicester

A426

Cosby Hill Farm

Northampton

M1

Note: this is currently a concept scheme and this plan is indicative only

Benefits

IMPROVE SAFETY

of M1 Junctions 21 and 21a



UNLOCK
GROWTH
OPPORTUNITIES

FOR HOUSING
& EMPLOYMENT

Estimated Junction
completed: Post 2025

**Estimated
Cost £80m+**

The scheme is likely to attract
developer funding in the future to
support delivery.

It is anticipated that additional
funding will be sought through
relevant funding opportunities. Work
will continue to see this included
in Highways England's Road
Investment Strategy process.

IMPROVED JOURNEY TIME RELIABILITY

PLUS ACCESSIBILITY & CONNECTIVITY BENEFITS ACROSS LLEP AREA



Market Harborough

Transport Strategy (2017 – 2031)

A thriving market town that faces significant growth pressures

What are the challenges?

Market Harborough is a thriving market town that faces significant growth pressures. For example 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?

In 2018/19, a transport strategy for Market Harborough was adopted. Around £15m of measures have been identified to support growth and the delivery of 3,150 new homes.

Measures, which are subject to further development and funding, include junction, traffic signal and street-scape improvements, walking and cycling facilities, improvements to public transport infrastructure, lorry weight restrictions and a possible relief road to unlock development beyond 2036.



Benefits

SUPPORTS DELIVERY OF AT LEAST



3,150

NEW HOMES in the town

Source: Harborough Local Plan 2011 to 2031 (submission version) Section 14 www.harborough.gov.uk/downloads/file/4516/s1_harborough_local_plan_2011_2031_proposed_submission2



MORE CYCLING AND WALKING

The bid

Bids will be made to appropriate funding streams, as they arise

Cost £14.9m

£11.7m for the delivery of the infrastructure measures

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

The total funding requirement is **£10.5m** and is based on the estimated cost of delivering the scheme less the **£4.4m** matched funding.

Matched funding comes from developer contributions.



Melton Mowbray Transport Strategy

A key centre for regeneration and growth

What are the challenges?

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

High levels of cross-town traffic, combined with historic 'bottlenecks' and limited rail and river crossings, is leading to traffic congestion and large numbers of HGVs travelling through the town centre. This is detrimental to the

town's potential as a destination for tourists and shoppers and is a barrier to housing and employment growth.

Heavy traffic is detrimental to the town's potential

What is the proposed solution?

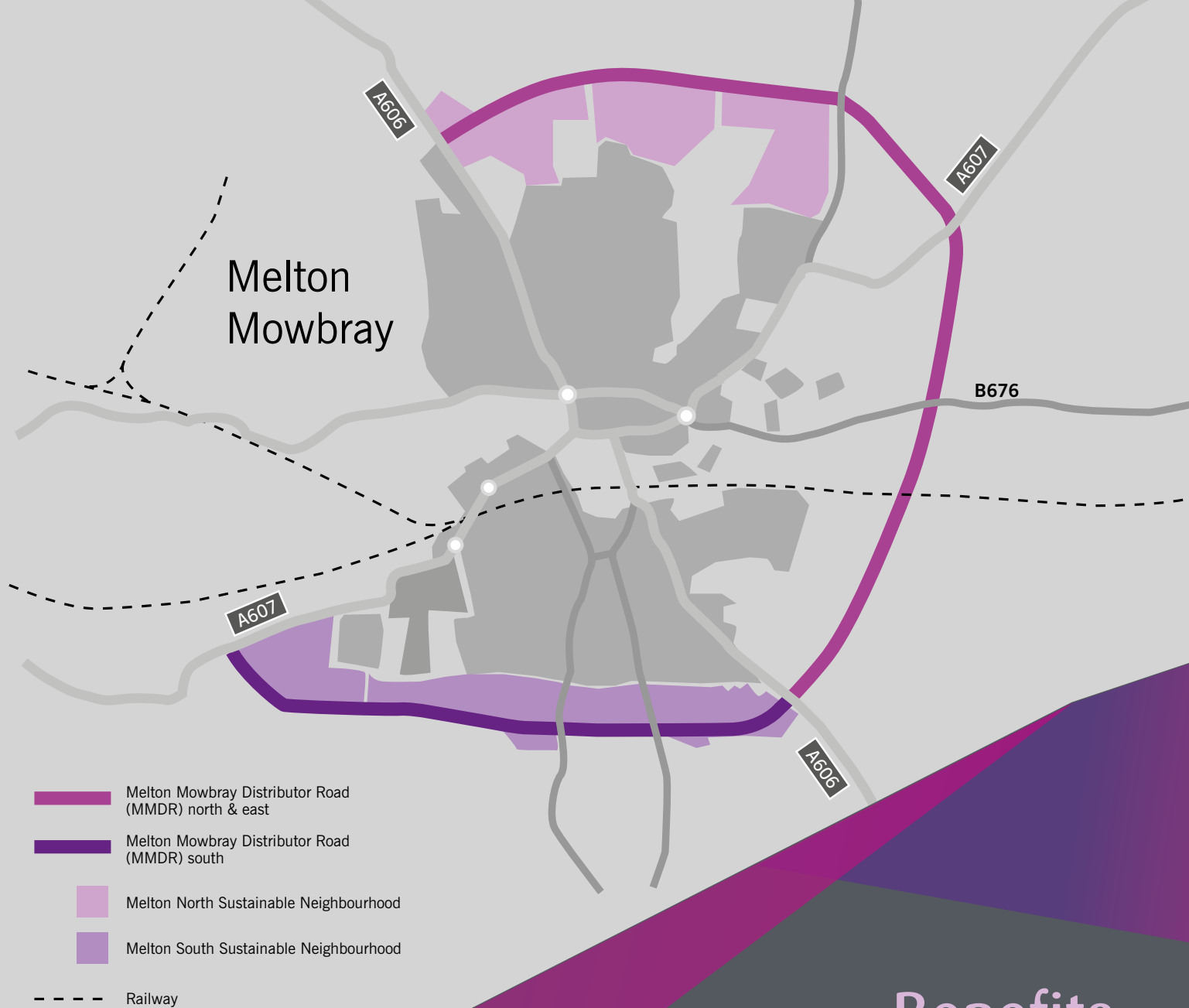
The Melton Mowbray Transport Strategy is being developed jointly with the Borough Council. It will incorporate a range of transport measures to support the town's future growth. A key element is the new 'Melton Mowbray Distributor Road' (MMDR), which is made up of three sections around the north, east and south of the town. The MMDR will ease congestion in the town centre and allow direct access to future housing and employment growth areas around the town.

In May 2018, the government announced that it would fund £49.5m to deliver the north and east sections of the MMDR from the Department for Transport's Large Local Major Schemes Fund, with the remaining scheme costs (£14m) being funded by developers. Scheme construction is expected to begin in Summer 2020 and be completed in 2022/23.

A business case is being prepared for funding for the southern section of the MMDR, from Homes England's Housing Infrastructure Fund (HIF). The main focus of this proposal is the acceleration of the delivery of new housing on the south side of Melton Mowbray, including the Melton South Sustainable Neighbourhood.

If the bid is successful, the southern section is likely to be delivered within the same timescales as the north and east sections of the MMDR. Further engagement and consultation will be undertaken at appropriate times as the scheme is developed. It will enable housing schemes to be accelerated and will create opportunities to provide wider transport and environmental improvements within the town.

In parallel, as part of work to develop the Melton Mowbray Transport Strategy, development of measures complementary to the MMDR are being progressed, including alterations to route classification, signing and traffic management to support the MMDR. A broader package of measures will also be investigated, to support the wider aspirations for the town; including possible improvements to public transport, walking and cycling infrastructure and the town centre highway network. It is planned to produce a draft strategy for consultation later in 2019.



Benefits

**6,000
JOBS**



to 2036
(3,000 jobs
to 2026)

Successful bid to government (£2.1m) to develop business case for the North and East MMDR, resulting in award of £49.5m DfT Large Local Major Schemes Funding towards construction of the scheme.

A bid for funding for the southern section of the MMDR is also being made to the Housing Infrastructure Fund (HIF). Other elements of the strategy are likely to be delivered through developer contributions and via bids for central government funding



up to **5,000**
new homes
to 2036 (2,250 to 2026)

WIDER BENEFITS



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

Source: MMDR Outline Business Case www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/1/12/Melton-Mowbray-Distributor-Road-Outline-Business-Case.pdf

South East Leicestershire Transport Strategy Area

(SELTSA)

Tackles the county's need to grow across all its boundaries through a co-ordinated package of investment

What are the challenges?

Substantial growth is planned in and around the south and eastern Leicester urban area up to 2031, including in Leicester City, Oadby & Wigston and Harborough.

This growth will impact on parts of the transport network that are already highly congested, which has limited capacity to accommodate increases in traffic. This could potentially affect access to jobs and services across the area.

Some of the main impacts fall on key routes into Leicester city centre, including the A6 and A5199, and in economic centres such as Oadby & Wigston town centre.

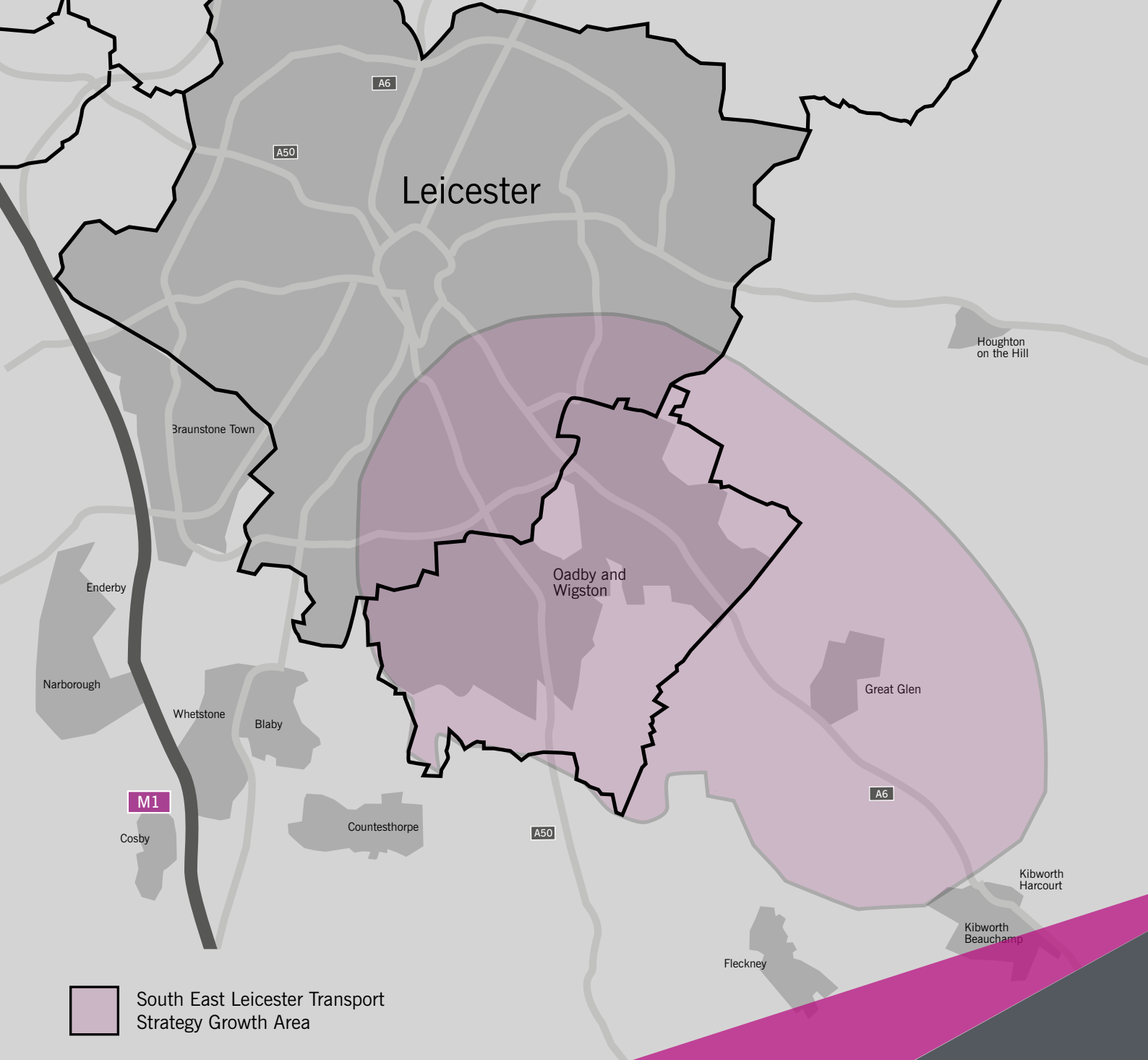
What is the proposed solution?

Identifying and addressing the impact of this growth will require a co-ordinated approach.

In Summer 2016 work started on the 'South East Leicestershire Transport Strategy Area' (SELTSA). This investigates the impact of growth identified in the Leicester City, Harborough and Oadby & Wigston Local Plans.

The outcome of this work will be a package of measures to mitigate the impact of planned growth across the south-east Leicestershire area. It could potentially include key junction improvements and measures to boost walking, cycling and public transport.

The strategy could also help to meet wider objectives for the area, such as local environmental enhancements and longer-term growth opportunities. It is expected that the measures identified through the strategy would be funded through a mix of developer contributions and Government funding through bidding opportunities.



Benefits

**TACKLES
CONGESTION**



Opportunities to improve walking and cycling provision



**SUPPORTS
HOUSING
GROWTH**

in the Borough of Oadby and Wigston and more widely

Looking towards 2050

Planning for our future generations

To support people living and working in Leicester and Leicestershire both now and in the future we need to provide places for them to live and work with the right transport infrastructure to enable efficient travel



www.llstrategicgrowthplan.org.uk/wp-content/uploads/2019/01/Final-LL-SGP-December-2018-1.pdf

What are the challenges?

A 'Strategic Assessment of Transport Impacts' (SATI) formed part of the evidence base for the Leicester and Leicestershire Strategic Growth Plan. The SATI indicates that transport infrastructure will be placed under increasing stress with the scale of forecast growth to 2050, regardless of whether people choose to walk, cycle, use public transport or drive.

In broad terms, the SATI identifies that the area's highway network will generally be able to operate and support growth to 2036. However, it will still require additional targeted investment at congestion hotspots.

However, by 2050 the impact of growth results in much greater impact in terms of reduced average speeds and increased delay. So, while planned transport investment is able to broadly support the delivery of forecast growth to 2036, significant further investment is likely to be required to 2050.

What is the proposed solution?

Authorities across Leicester and Leicestershire are already working proactively to plan for the area's future housing and employment needs, through the Strategic Growth Plan.

It is difficult to be precise about what further transport investments might be required by 2050, but the County and City Council's, along with districts and other partners, will continue to work to develop a Strategic Transport Plan that sets the framework for infrastructure investment towards 2050. This work will be reflected in future refreshes of the Prospectus for Growth.

Future funding sources

We have a strong track record of securing substantial investment in Leicestershire's transport system. We will continue to submit future bids for funding from appropriate sources. As an example, in Spring 2019 business cases will be submitted to the government for funding from the Housing Infrastructure Fund for the southern section of the Melton Mowbray Distributor Road and South West Leicestershire Growth area. We will also be working with Midlands Connect to prepare a bid for Major Road Network monies.

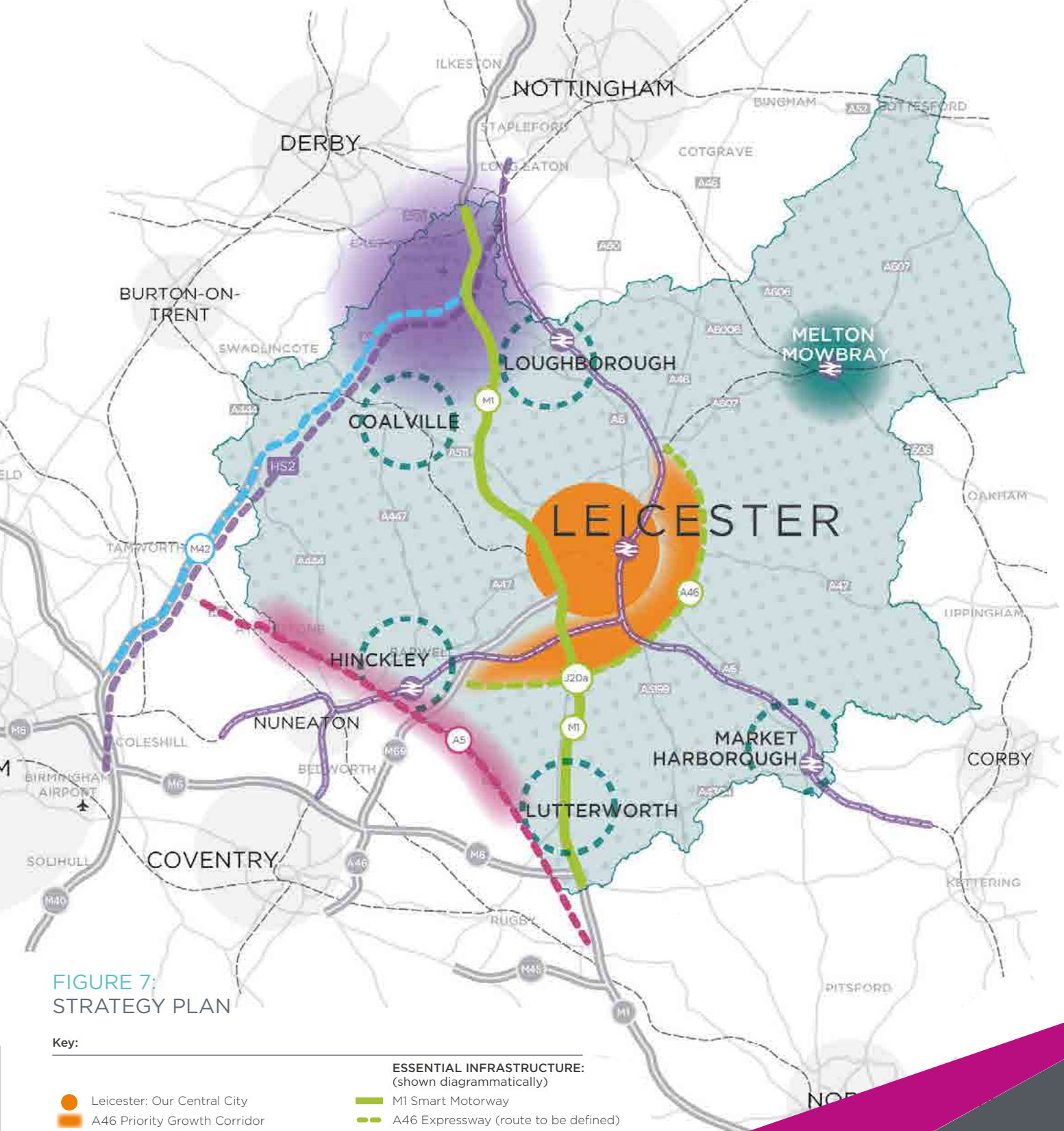


FIGURE 7:
STRATEGY PLAN

Key:

- | | |
|--|---|
| ● Leicester: Our Central City | — M1 Smart Motorway |
| — A46 Priority Growth Corridor | — A46 Expressway (route to be defined) |
| — Leicestershire International Gateway | — A5 Expressway |
| — A5 Improvement Corridor | — M42/A42 Expressway |
| ● Melton Mowbray: Key Centre for Regeneration and Growth | — Rail improvements |
| — Managed Growth in Local Plans | — HS2 |
| — Growth to support local needs only | |

Map created by Jonathan Wright at Dinc Creative

You can view the latest information in a number of ways

Visit us online at www.leicestershire.gov.uk/roads-and-travel/road-maintenance/transport-studies

Our web pages will be kept up-to-date with the latest information and developments. You'll also be able to access the prospectus here.

Follow us [@leicscountyhall](https://twitter.com/leicscountyhall) for general updates from the council.

Alternatively, you can telephone **0116 305 0002** to ask for information in printed or alternative formats.

જો આપ આ માહિતી આપની ભાષામાં સમજવામાં થોડી મદદ
છાજતાં હો તો 0116 305 0002 નંબર પર ફોન કરશો અને
અમે આપને મદદ કરવા તૈયાર છીએ.

જੇકર તુહાનું ઇસ જાણકારી નું સમજાવ દિસ રુઝ મદદ જાણીલી
તે તાં વિરખા કરકે 0116 305 0002 નંબર કે ફોન કરે અતે
અસીં તુહાની મદદ લઈ વિસે દા પૂર્ણ કર દવાંગે।

এই তথ্য নিজের ভাষায় বুঝার জন্য আপনার যদি কোন
সাহায্যের প্রয়োজন হয়, তবে 0116 305 0002 এই নম্বরে
ফোন করলে আমরা উপযুক্ত ব্যক্তির ব্যবস্থা করবো।

اگر آپ کو یہ معلومات سمجھنے میں کچھ مدد درکار ہے تو براہ مہربانی اس نمبر پر کال کریں
0116 305 0002 اور ہم آپ کی مدد کے لئے کسی کا انتظام کر دیں گے۔

假如閣下需要幫助，用你的語言去明白這些資訊，
請致電 0116 305 0002，我們會安排有關人員為你
提供幫助。

Jeżeli potrzebujesz pomocy w zrozumieniu tej informacji
w Twoim języku, zadzwoń pod numer 0116 305 0002,
a my Ci pomożemy.



For more information please contact Transport Strategy and Policy at

TSaP@leics.gov.uk

www.leicestershire.gov.uk