

Interim Coalville Transport Strategy (ICTS)

September 2021

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1. Introduction

1.1 What is the Coalville Transport Strategy (CTS)?

Coalville is the principal town of the North West Leicestershire District. As such, it is identified by North West Leicestershire District Council (NWLDC) and Leicestershire County Council (LCC) as a key area for significant growth and regeneration in the period to 2031.

Significant transport infrastructure interventions will be required to support this growth. A Coalville Transport Strategy (CTS) was developed in 2008, with the aim of providing a co-ordinated approach to mitigating the impacts of development. The CTS focused on supporting known, planned growth by:

- identifying and prioritising interventions,
- ensuring that these are delivered in a co-ordinated fashion, and
- addressing issues of funding, particularly where third-party funding such as external Government funding or developer contributions will be required.

1.2 The CTS Refresh

In the time that has passed since the original CTS was developed, a number of works have been carried out in and around the Coalville area, including Local Growth Fund works at A42 junction 13 (J13) and M1 junction 22 (J22); the Leicester and Leicestershire Strategic Growth Plan has been published, setting out an ambitious growth agenda for the County; and the funding and policy contexts have moved on. As a result, LCC and NWLDC have agreed that the CTS should be refreshed, to ensure that it remains current and appropriate to facilitate growth in the Coalville area.

The refreshed CTS will be composed of a suite of documents, of which this is the first. Each document will focus on a specific aspect of Coalville's transport network. These are:

1. The A511 Major Road Network (MRN) Growth Corridor (this document)
2. Complementary highway schemes (such as junction improvements)
3. Passenger transport, including buses and trains
4. Active travel, including walking and cycling

In 2018, the UK Government announced its Major Road Network (MRN) investment programme. Under this programme, local highway authorities can bid for a contribution of between £20 - £50million to deliver schemes that will alleviate traffic on routes which form part of the Major Road Network, including bypasses, widening, and major junction improvements.

A package of schemes which was identified as part of the 2013 CTS meets this eligibility criteria and has been developed into a bid for funding from the MRN investment programme. This package of schemes is known as the 'A511 MRN Growth Corridor'.

However, further work is required to develop proposals for complementary highway schemes, passenger transport and active travel, before these can be formalised as part

of the CTS. This work will be reliant on further partnership working, and we shall engage with the relevant stakeholders as the detail of each element of the CTS is developed.

Therefore, this document will form an Interim strategy (ICTS), focusing on:

- how we will fund and deliver the A511 MRN Growth Corridor
- how we will develop our plans for complementary highway schemes, passenger transport, and active travel and formalise these in the final CTS.

1.3 ICTS Structure

This interim document is structured as follows:

- Chapter 2 - the scope of the ICTS
- Chapter 3 - the transport and growth challenges for Coalville
- Chapter 4 - the work which has been done to date
- Chapter 5 - the rationale behind the prioritisation of schemes, which has led to the A511 MRN Growth Corridor being identified as top priority
- Chapter 6 - details of the A511 MRN Growth Corridor scheme
- Chapter 7 - the funding strategy to support delivery of the scheme
- Chapter 8 - strategy for complementary highway schemes, passenger transport, and active travel
- Chapter 9 - next steps.

1.4 COVID-19 statement

[insert standard statement as at time of going to print]

2. Scope of the ICTS

2.1 The ICTS geographical area

The need for additional transport infrastructure and services to support growth in Coalville will largely arise as a result of private development. Therefore, as set out in Chapter 7, developer contributions are likely to be required to fund elements of the ICTS.

Circular 11/95 is the Government Policy document which governs the application and use of planning conditions, including developer contributions and obligations. This sets out six tests which conditions must meet in order to be considered lawful. One of these tests is that the conditions must be relevant to the development to be permitted.

This means that the geographical area covered by the ICTS is restricted to a radius within which developments are likely to have an impact on the transport infrastructure in and around the Coalville Urban Area and which is aligned to NWLDC's Developer Contributions Strategy.

It is important to note that this does not preclude contributions from sites outside of the ICTS geographical area, where these sites will have an impact on transport in and around the Coalville Urban Area.

2.2 Infrastructure scope

The CTS and ICTS will be limited to covering the need for, and funding/delivery of, new or improved transport infrastructure. This will include, but not be limited to, public highways, walking and cycling provision, and bus and rail infrastructure.

It will not include routine maintenance of existing infrastructure or assets such as new rolling stock, or private roads which are not adopted by LCC as the local highway authority. It also will not include non-transport infrastructure.

3. Challenges

3.1 Government focus on economic growth and housing

Economic growth has been a significant priority for the UK Government since 2011, when it published its Plan for Growth. The overall aim of the Plan for Growth was to set out proposals for the long-term growth of the UK economy, make the UK an attractive place to do business, and improve its global competitiveness. To achieve this, the Plan set targets for:

- investment in strategic infrastructure,
- improvements to the planning process to make it easier for new business developments to get planning permission, and
- encouraging investment in housing.

As part of the work to increase housing availability, the Government set out a national target for one million new homes between 2015 and 2020. This included housing provided as a result of converting existing buildings, as well as new developments. The Autumn Budget in 2017 updated this to a target of 300,000 new homes per year by the mid-2020s.

These housing targets are translated into minimum annual local authority housing need and housing targets, using average household growth projections as a baseline and adjusted for affordability. The housing need for NWLDC is set out in section 3.3, below.

Since the 2011 Plan for Growth, the Government has published numerous detailed policies and strategies which reflect the level of priority which it places on economic growth. These include the Industrial Strategy, Clean Growth Strategy, and a review of the planning process. It has also released several funding programmes, such as the Local Growth Fund, Growth and Housing Fund, and Major Road Network investment programme, aimed at supporting investment in infrastructure to support new developments.

However, a Government review of housing supply in January 2021 found that provision of new housing nationally is still significantly below the 300,000/year target. According to the review, this is having a negative impact on businesses and stifling economic growth.

3.2 Existing transport challenges

Congestion on the A511 MRN Growth Corridor is a long-standing issue, which has been recognised by both NWLDC and LCC since 2008. It experiences high levels of congestion at several key junctions, leading to peak hour delays and poor journey time reliability. Speed limits on the A511 exceed 40mph for much of the route, but actual traffic speeds can be as low as 10mph. This peak-time congestion and the associated delays are a particular issue considering the high level of commuting into the district and the fact that predominant travel to work method is private car.

The A511 is a key north-west to south-east corridor, acting as an artery for freight movements as well as commuter traffic. Its good access to the Strategic Road Network

(SRN) (A42 and M1) and, via that, the East Midlands Airport, attracts inward investment. There are currently a wide number of transport and logistics and industrial firms on the corridor, which is reflected in the high levels of employment in these sectors in local demographics. The existing levels of congestion on the corridor makes freight movement slower, less reliable, and more expensive.

The congestion on the A511 MRN Growth Corridor can also impact on the reliability of passenger transport, affecting residents who are reliant on this mode to access amenities, key services such as health, employment and education, essential retail, leisure, and to meet with friends and family.

Analysis of the area using the 2011 Census¹ showed low levels of walking and cycling trips, compared to the national average, even on relatively short distance movements. As a result, LCC was able to obtain substantial funding from the Local Sustainable Transport Fund to improve walking and cycling provision throughout Leicestershire, including in the Coalville area.

However, observations are that walking and cycling travel remains below what it could be, despite the A511 MRN Growth Corridor benefitting from adequate shared pavements over the majority of its length, which could be used for more active modes. This means that car travel is the preferred choice for short trips, contributing to congestion.

Complementary measures to support passenger transport and active travel will be detailed in future iterations of the CTS.

3.3 Future growth challenges

The Leicester and Leicestershire Strategic Growth Plan (LLSGP) identifies Coalville as an area which is already under intense pressure from development. However, significant growth is planned for Coalville as part of the North West Leicestershire Local Plan 2011-2031. The Local Plan sets out a hierarchy of locations for housing and employment growth. As the principal town of the district, the Coalville Urban Area has been identified as the location for the largest amount of new development. This includes development to support the regeneration of the town centre.

The Local Plan's vision for Coalville is of a town that has grown significantly and benefitted from major investment in new infrastructure by 2031. 9,620 new dwellings are planned for the district between 2011 and 2031, of which 5,547 dwellings were built from 2011-2020². Of this, 1,620 dwellings were built in the Coalville area. In total (as at April 2020) there was planning permission for about 4,300 dwellings in the Coalville Urban Area.

¹ At the time of writing, the 2021 Census data is not yet available. We will review our understanding of active travel levels using this data as part of the work on the Walking and Cycling section of the full CTS, bearing in mind that the results of the Census are likely to have been affected by the COVID-19 pandemic.

²

https://www.nwleics.gov.uk/files/documents/authority_monitoring_report_201920/Authority%20Monitoring%20Report%202020.pdf

This includes approximately 3,500 dwellings to be situated to the south-east of Coalville in a new Sustainable Urban Extension (SUE), upon which development has commenced in the last couple of years.

As set out in 3.2 above, Coalville has good access to the Leicestershire International Gateway, including East Midlands Airport, the East Midlands Gateway strategic rail freight terminal, and the proposed HS2 station at Toton. As a result, it is designated as an area of managed growth in the LLSGP, which also recognises the need for regeneration and infrastructure investment to support and sustain the benefits of this growth.

In addition to growth in and around Coalville, there are significant potential employment opportunities associated with the East Midlands Gateway. North West Leicestershire aspires for these job opportunities to be accessible from Coalville by public transport and private car. Although the coronavirus pandemic highlighted the potential opportunities and benefits of home-working, many of these jobs will be in sectors such as manufacturing and distribution, which cannot be done remotely.

The additional travel associated with this economic and housing growth will exacerbate the existing issues on the A511 corridor, as well as bringing its own additional challenges. The current issues with junction capacity and journey time reliability constrain the volume of development that can be delivered without causing gridlock on the network.

The Leicester and Leicestershire Strategic Transport Priorities (LLSTP) document, which was developed to support the proposals set out in the LLSGP, identifies development of this ICTS and delivery of the A511 MRN Growth Corridor scheme as key priorities for supporting growth in North West Leicestershire.

3.4 Challenges associated with HS2 Phase Two

HS2 Ltd will also bring impacts to the A511 corridor. Initially, these will be transient impacts associated with a temporary compound and railhead, both to be accessed from the A511, during construction of the Phase 2 route. This will lead to a significant increase in HGV traffic on the A511 during the construction period.

Once the line opens, the A511 will form part of the route for traffic travelling from Coalville to access the East Midlands HS2 station. This is likely to have particular impacts on peak hour congestion as a result of people travelling to work at the new station and associated developments, as well as people travelling to the station to catch a train to Leeds or London.

4. Previous work

4.1 Work done to date

In 2008 the County Council and NWLDC jointly commissioned studies to aid understanding of the causes of the traffic problems in and around Coalville and Ashby and identify measures required to enable the area's continued strategic growth.

In 2011, a further transport study was commissioned to look at the impacts of two Sustainable Urban Extensions and several smaller sites of up to 1,000 houses each, which were being promoted through the Local Development Framework Core Strategy.

The original CTS was developed in 2011 based on the work in these studies. This was comprised of a series of sustainable transport measures, junction improvements, and the building of a Bardon Relief Road to mitigate the projected growth to 2026. However, further work undertaken in 2012, identified that the likelihood of achieving public funding for a Bardon Relief Road was low, so the scheme was not progressed any further.

As a result, this proposal was amended to a Bardon Link Road, to provide some level of mitigation to support delivery of new housing south east of Coalville³.

The following junctions were included in the original CTS:

- A42 Junction 13 Swannington Road Roundabout ('Hoo Ash Roundabout')
- Thornborough Road Roundabout
- Whitwick Road Roundabout
- Broom Leys Road Crossroads
- Bardon Road Roundabout (eastern end of Stephenson Way) (part of the Bardon Link Road)
- Reg's Way Roundabout ('Birch Tree Roundabout')
- Beveridge Lane Roundabout / Stanton Lane Roundabout ('Flying Horse Roundabout')
- M1 Junction 22
- Central Crossroads ('Hugglescote Crossroads')

Further to this, in 2014, the Leicester and Leicestershire Local Enterprise Partnership secured Growth Deal funding towards delivery of improvements at M1 J22 and A42 J13. Until now, developer's contributions have been sought and secured against this list.

In 2016, SYSTRA Ltd were commissioned by LCC to develop a robust evidence base to support a series of transport schemes for the A511 Coalville Growth Corridor, in order to enable economic regeneration of the area and facilitate new housing and employment developments.

³ The Bardon Link Road was later removed as a planning obligation.

This study:

- identified all of the necessary infrastructure to mitigate the cumulative impact of the known growth and regeneration aspirations in the district;
- ensured that the investment priorities to support growth in the Coalville area were understood; and
- identified the opportunities to prepare bids to fund all, or part of, the identified gap between expected developer/private sector contributions and the cost of the infrastructure.

The culmination of these pieces of work was the evolution of the A511 MRN scheme and identification of a series of additional schemes which will be required to support the known, planned growth in and around Coalville.

4.2 Work to refresh the CTS

In June 2020, LCC commissioned a further study to use Leicestershire's Pan-Regional Transport Model (PRTM) to review and refresh the modelling work relating to the CTS. This study included consideration of the A511 MRN Growth Corridor scheme which developed from the results of the previous studies.

This work reaffirmed the recommendations of the previous studies, including the finding that growth will be severely restricted without investment in the A511 corridor. Vehicle delay per kilometre during an average peak hour is expected to increase by over 40% between 2014 and 2036.

Significantly, the number of junctions in the area exceeding their design capacity is forecast to increase from 5 to 12 during this period. Many of these junctions are on key routes leading to the dispersion of traffic onto less desirable alternatives. This is forecast to increase local area congestion significantly with many minor routes, both urban and rural, being overtly exposed to 'rat-running'.

A review of the proposed A511 MRN Growth Corridor scheme showed that it effectively disperses the additional demand resulting from new developments, as well as mitigating existing congestion issues. This is characterised by a significant reduction in local 'rat-running' and cross-country routeing. Meanwhile, those junctions exceeding their design capacity are forecast to fall from 12 to 7.

In addition, the Bardon Link Road is shown to provide traffic relief (in terms of future forecast levels) to the A511, Bardon Road section and to the 'Hugglescote Crossroads'.

The outcomes of this recent study work corroborate the work done to develop the business case for the MRN project, demonstrating the scheme's necessity in dealing with the impacts of growth in the area. However, it also demonstrates that it does not deal with all of the impacts. The study highlighted several junctions which will also require investment to mitigate growth impacts by 2036, even after the A511 MRN Growth Corridor scheme has been fully implemented. Additional junctions will require capacity improvements if the A511 MRN Growth Corridor scheme is not implemented. Details of both sets of junctions are set out in section 4.3, below.

4.3 Schemes

The following junction improvements have been identified as necessary to mitigate the impacts of planned growth to 2036, in addition to the A511 MRN Growth Corridor scheme:

- A511, Ashby Bypass/Ashby Road
- A511, Ashby Bypass/Nottingham Road
- A511/A42 J13
- M1 J22/minor link from Stanton Under Bardon
- B591/Warren Hills Road, Copt Oak
- B591/Whitwick Road, Copt Oak
- High Street/Belvoir Road, Coalville
- A511/Broom Leys Road (additional improvements outside the scope of the MRN funding programme)

If the A511 MRN Growth Corridor scheme is not implemented, then the following junctions (currently included in the A511 MRN Growth Corridor scheme) will also need to be improved:

- A511, Hoo Ash, Coalville
- A511/Flying Horse
- A511/Waterworks Road, Coalville/Bardon Link spur/Beveridge Lane
- Beveridge Lane/Whitehill Road, Ellistown
- Hugglescote crossroads

Appendix A shows the locations of these junctions and the relationship between those which were part of the original CTS, those which are included in the A511 MRN Growth Corridor scheme, and those which will need improvements if the scheme does not go ahead as planned.

5. Prioritisation

5.1 Why is the A511 MRN Growth Corridor top priority?

Major improvements to the A511 corridor were identified as a priority need through the work to develop the original CTS. This was re-affirmed during assessments of the transport impacts of growth proposals, including the North West Leicestershire Local Plan and the Leicester and Leicestershire Strategic Growth Priorities.

These assessments identified that a package of improvements on the A511 corridor would provide “breathing space to implement a wider transport strategy for Coalville and the surrounding area to address localised traffic issues, public transport improvements and walking and cycling connectivity; building on the work done as part of the Local Sustainable Transport Fund” ([A511 MRN Growth Corridor Outline Business Case](#), Leicester County Council, January 2020).

The announcement of the MRN programme offered an opportunity to submit a bid for funding for the A511 improvements, in the form of the A511 MRN Growth Corridor scheme, which would enable these improvements to be delivered more quickly than would be possible without funding from central Government.

5.2 Prioritisation of complementary highway schemes not included in the A511 MRN Growth Corridor

Initial options were developed for the junctions not included in the A511 MRN Growth Corridor scheme, as listed in section 4.3. These options, including a ‘do nothing’ scenario in which no changes would be made to the existing junctions, have been subjected to a high-level appraisal in line with Government guidance. In brief, the appraisals considered:

- Potential benefits of implementing the scheme for all road users, including pedestrians;
- Potential disbenefits of implementing the scheme;
- Safety implications; and
- Estimated costs

This appraisal has identified that A42 Junction 13 and M1 Junction 22 are the highest priority for improvements, once the A511 MRN Growth Corridor scheme has been delivered. Further work is required to develop a priority list for the remaining schemes.

6. The A511 MRN Growth Corridor scheme

6.1 How the scheme was developed

The A511 Growth Corridor MRN Growth Corridor scheme was developed in accordance with the national and regional criteria and guidance for MRN projects. This ensured that it provides the best value for money / strongest business case when assessed against those criteria as part of the Government's assessment of bids for MRN funding, in addition to meeting the normal business case requirements for transport projects.

MRN schemes must:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users (including cyclists, pedestrians, and disabled people), and
- Support the Strategic Road Network.

Schemes that are eligible for MRN funding include major junction improvements, road widening, and packages of measures.

There is significant overlap between the A511 MRN Growth Corridor scheme and the list of junctions which require improvement to mitigate against the impacts of growth. However, the A511 MRN Growth Corridor scheme was not developed with the intention that it will deliver all of the measures required along the A511 corridor to support growth in Coalville.

6.2 Scheme objectives

The following scheme objectives have been identified. These incorporate the MRN funding requirements, as well as aligning with local and regional policy.

Objective 1 – Make journeys on the A511 faster and more reliable.

Objective 2 – Provide a safer road network, which is more resilient to road collisions.

Objective 3 – Improve reliability and capacity for freight along the A511 Growth Corridor.

Objective 4 – Support NWLDC's objectives of facilitating growth by delivering transport infrastructure.

Objective 5 – Improve connectivity for all road users, with particular focus on vulnerable road users.

Objective 6 – Support the SRN by providing a reliable and resilient link to the M1 and A42.

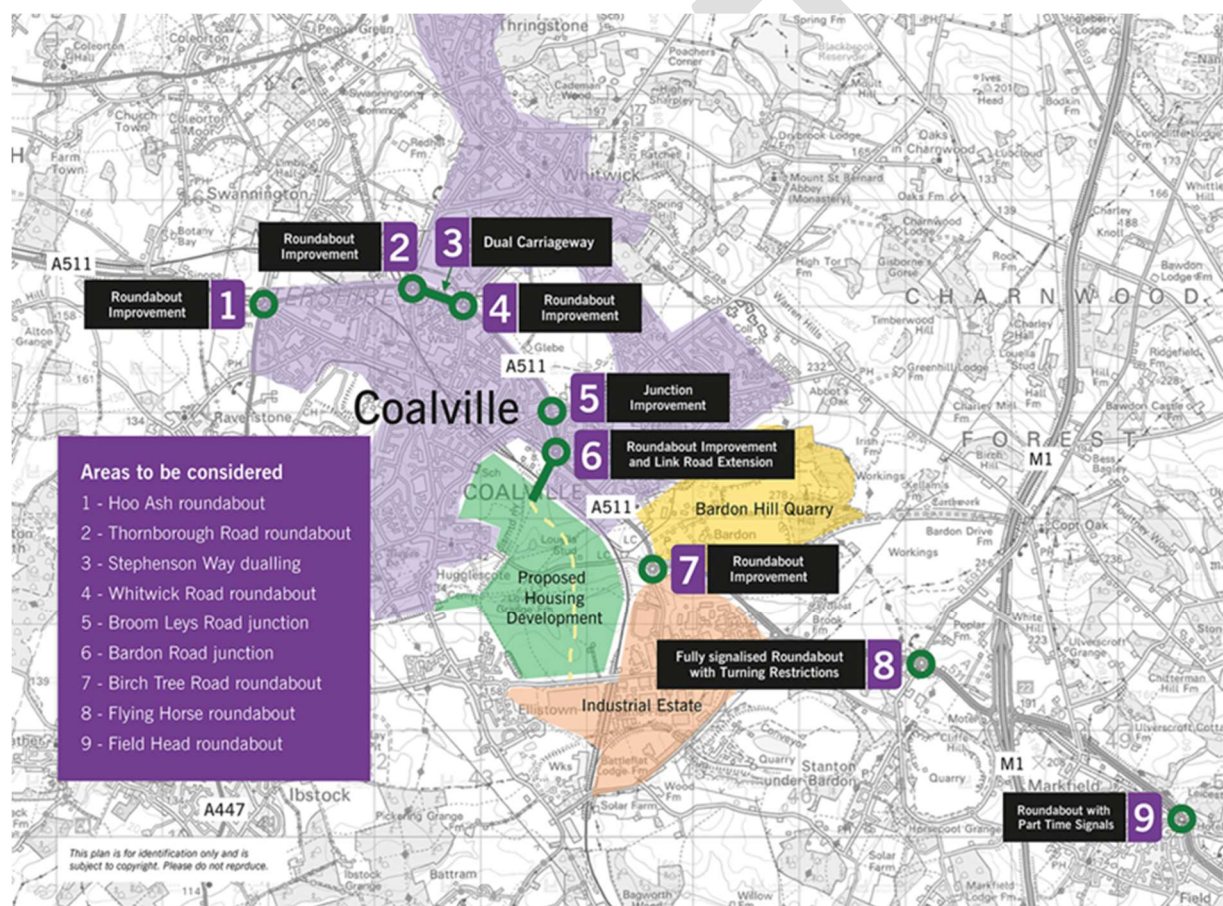
Objective 7 – Improve air quality and traffic noise impacts along the corridor.

6.3 Scheme description

The A511 MRN Growth Corridor covers 15km of mainly single carriageway road, extending from the A50 Field Head junction (just west of the M1 Junction 22) to the A42 Junction 13 near Ashby-de-la-Zouch.

The A511 MRN Growth Corridor scheme is made up of capacity improvements at nine junctions and a link road between the A511 Bardon Road/Stephenson Way junction and the South East Coalville development.

A new section of highway, which extends southwards from the A511 Bardon Road into the south-east Coalville SUE, will provide additional accessibility to and from the housing and employment sites planned for the SUE, while an internal spine road will provide connection towards Grange Road. A plan of the scheme is shown below.



6.4 Costs

The total cost of the A511 MRN Growth Corridor scheme is currently £48.5m, including further development costs. A bid for £40m has been submitted to the Department for Transport (DfT) under the MRN investment programme (see 7.1, below).

Of the £8.5m costs which are not included in the bid to DfT, £1.3m has already been received for development of the project. The remaining £7.2m is to be funded from the Coalville Contribution Strategy. This is the means by which funds are collected from

developers to fund transport infrastructure in North West Leicestershire, as agreed with NWLDC.

Leicestershire County Council has also committed £4m of capital funding towards further development and delivery of the scheme.

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7. Funding the MRN Growth Corridor Scheme

7.1 Major Road Network investment programme

In 2017, the Government announced proposals for the creation of a Major Road Network (MRN). This was a new tier, sitting between the strategic road network (SRN) and the rest of the local road network, and made up of the country's busiest and most economically important local authority roads.

As part of these proposals, a new MRN funding stream was announced as part of a £3.5bn pot available for large improvement schemes on local authority roads.

Under the programme, local authorities (via their sub-national transport bodies, in Leicestershire's case Midlands Connect) can bid for contributions of £20m-£50m towards the following types of interventions on the MRN:

- Bypasses or new alignments, which alleviate congestion and make through journeys quicker, safer, and more reliable.
- New roads that link to existing stretches of the MRN or SRN.
- Widening of existing MRN roads where there are known congestion points or safety risks.
- Major structural renewals on roads, bridges, tunnels, and viaducts on MRN roads.
- Major junction improvements such as grade separation.
- Variable message signs (VMS), traffic management, and the use of smart technology and data to raise the performance of the network.
- Packages of improvements which may include elements of safety, widening, junction improvements, and new alignment.

Local authorities are expected to provide a contribution from local authority or third-party funds (e.g. developer contributions), which is equivalent to at least 15% of the total scheme costs.

An Outline Business Case (OBC) was submitted to the DfT on 31st June 2020. Its decision was expected early 2021, but this has been delayed due to the impacts of the coronavirus pandemic. The decision regarding the success of this bid is now expected later in 2021.

In the meantime, we have proceeded with the planning application which is required to obtain permission for the physical construction of the road. This was submitted in August 2020, and a decision is expected by early 2022.

Section 9.1 sets out the next steps for delivering the A511 MRN Growth Corridor, in the event that the OBC and planning application are successful.

In the event that no MRN funding were to be available in this first round, then other funding options include:

- Continuing to secure developer contributions, underpinned by the latest evidence work and policies of the adopted North West Leicestershire Local Plan;

- Pursuing future Government bidding opportunities that might arise, including potentially MRN round 2.

In practice, such an approach would likely result in the eventual delivery of the MRN project, albeit in a piecemeal fashion and over a longer timescale. The A511 MRN Growth Corridor would remain our top priority scheme.

7.2 Developer contributions

As set out above, the MRN investment programme funding will not cover the full costs of the A511 MRN Growth Corridor scheme. The remainder will be accumulated from developer contributions for sites which will have a traffic impact on the A511 route within the boundaries of the scheme.

North West Leicestershire District Council has an approved policy, “Priorities for Developer Financial Contributions for infrastructure provision relating to Major Residential Development Proposals in and around Coalville” which was adopted in 2013. This policy sets out the District Council’s approach towards dealing with competing developer financial contributions from major residential development in and around Coalville, in circumstances where the overall level of such contributions would render the development proposal unviable. The policy states:

“Where the council is satisfied that a major residential development proposal in or around the Coalville area is proven to be unviable as a result of required developer financial contributions (e.g. off-site highway works; education provision and affordable housing requirements), the council will consider relaxing its normal affordable housing requirements proportionately so as to:

- a) give highway infrastructure investment the highest priority for funding;*
- b) ensure all other essential infrastructure is provided; and*
- c) continue to contribute to affordable housing provision as far as possible whilst ensuring that the development scheme is viable.*

For development proposals where the council accepts no affordable housing or a lower proportion of affordable housing contribution (both on site provision and/or a financial contribution in lieu of provision) the council will reduce the time period for any planning permission to be commenced to 2 years and shall include in the section 106 agreement provision to enable the council to periodically revisit the affordable housing contribution if the economic factors determining the level of affordable housing improves before the development is commenced.

Developers seeking reduced levels of affordable housing will need to produce a clear and robust viability assessment with open book accounting as part of their application. The council will test the robustness of viability assessments”.

This policy ensures that financial contributions can be secured via S106 Agreements, which contribute towards the identified improvements to the A511 MRN Growth Corridor.

8. Strategy for complementary highway schemes, passenger transport, and active travel

8.1 Complementary highway schemes

The complementary highway schemes will be developed further for more detailed assessment, so that preferred options can be identified for each location. The preferred options will then be taken through the usual design and business case processes to identify their overall priority within Leicestershire, identify funding sources (e.g. external funding pots, developer contributions), and secure funding and a place in the construction programme.

Initially, we shall focus primarily on developing the options for the M1 Junction 13 and M1 Junction 22, as identified in section 5.2. Work on the remaining junctions will continue, but at a slower pace.

However, this is predicated upon us obtaining MRN funding from the DfT. If this funding bid is not successful, then our strategy for the complementary highway schemes will need to be revised to allow us to focus on obtaining funding for, and delivering, the higher-priority A511 MRN Growth Corridor improvements.

8.2 Passenger transport

The extant policy document for delivering passenger transport services in Leicestershire is our Passenger Transport Policy and Strategy (PTPS).

In March 2021, Government published 'Bus Back Better', a strategy aimed at revolutionising road passenger transport provision in England. As part of this strategy, all local authorities will be required to review their passenger transport services and publish a Bus Improvement Plan.

Our work to develop passenger transport proposals to support growth in and around the Coalville Urban Area will be carried out in line with our existing PTPS and the emerging Bus Improvement Plan.

We are supportive of reopening Beeching line cuts and welcome Government support for this via the Restoring Your Railway Fund. Reopening lines could bring substantial environmental benefits, reduce congestion on equivalent highway routes, and improve travel options for residents. We will work with campaign groups taking advantage of the Restoring Your Railway Fund, as we have done with the Campaign to Restore the Ivanhoe Line (CRIL), and look forward to seeing the business case that will support these ambitions to understand how this fits with the wider rail priorities for the county and region.

8.3 Active travel

Subject to approval, the County Council will publish a Cycling and Walking Strategy (CaWS) in July 2021. Following publication of the CaWS, we will work with the district authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for each individual area over the next five years.

Separately, North West Leicestershire District Council are developing their own LCWIP, which will include proposals for Coalville. We will be engaging with NWLDC through this process to offer appropriate support and feed in information as required.

The NWLDC LCWIP is due to be published by the end of 2021. We will involve NWLDC closely when we develop the LCC-led LCWIP for North West Leicestershire/the Coalville Urban Area, with a view to building on and/or incorporating their adopted LCWIP.

9. Next steps

9.1 Next steps for the A511 MRN Growth Corridor

In the event that the application for funding from the MRN programme and the planning application for construction of the scheme are both successful, we will publish the Compulsory Purchase Orders and Side Road Orders in early 2022.

The scheme will require a Public Inquiry, which currently is expected to take place in Autumn/Winter 2022, with statutory orders and consents expected to be confirmed by late Summer 2023. Once all of the statutory orders and consents have been confirmed, we will submit the Full Business Case for the scheme to DfT for their final approval.

Work on construction of the scheme is currently scheduled to begin at the start of 2024, taking approximately 24 months to complete.

The new, improved A511 MRN Growth Corridor is expected to be open for public use in early 2026.

9.2 Next steps for the wider Coalville Transport Strategy

The work set out in chapter 8 will inform the development of the full Coalville Transport Strategy, which we expect to publish in 2023/24.

However, the timing and order of this work will depend upon the outcome of the DfT MRN Growth Funding bid and planning decision.

Appendix A

The table below illustrates the junctions that were included in the original CTS (2008), and how these are being treated in the context of the A511 MRN Growth Corridor scheme and the ICTS. The numbers in the table relate to the position of the junctions on the map overleaf.

Junction No. and Name	Included in		
	Original CTS	Revised ICTS	
		MRN scheme	Additional junctions
1. A511 Ashby Bypass/Ashby Road			X
2. A511 Ashby Bypass/Nottingham Road			X
3. A42 Junction 13	X		X
4. Swannington Road Roundabout ('Hoo Ash Roundabout')	X	X	
5. Thornborough Road Roundabout	X	X	
6. Stephenson Way dualling		X	
7. Whitwick Road Roundabout	X	X	
8. Broom Leys Road Cross Roads	X	X	X
9. Bardon Road Roundabout	X	X (part of Bardon Link Road)	
10. Bardon Link Road		X	
11. Reg's Way Roundabout ('Birch Tree Roundabout')	X	X	
12. Beveridge Lane Roundabout	X		
13. Stanton Lane Roundabout ('Flying Horse Roundabout')	X	X	
14. M1 Junction 22	X		X (Minor arm from Stanton)
15. Central Cross Roads ('Hugglescote Crossroads')	X		
16. Field Head Roundabout		X	
17. B591/Warren Hills Road, Copt Oak			X
18. B591/Whitwick Road, Copt Oak			X
19. High Street/Belvoir Road, Coalville			X

