



**CABINET – 22 NOVEMBER 2019**

**A511 GROWTH CORRIDOR PROPOSALS**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**PART A**

**Purpose of the Report**

1. The purpose of this report is to advise the Cabinet of the recent consultation regarding the A511 Growth Corridor proposals, to seek continued support for the prioritisation and delivery of the scheme and approval for the necessary delegations to facilitate this.
2. The A511 proposals consist of a range of measures, including improvements to 8 junctions, an extension to the Bardon Link Road being provided as part of the South East Coalville development, and a dual carriageway between Thornborough Road and Whitwick Road in Coalville.

**Recommendations**

3. It is recommended that:
  - (a) The proposed improvements to eight junctions along the A511, including a Bardon Link Road extension to south-east Coalville, and dual carriageway between Thornborough Road and Whitwick Road as shown in the plan in Appendix A to the report, be supported;
  - (b) The existing funding allocation of £4m capital funding be used to:
    - (i) Develop and submit a planning application for the extension to the Bardon Link Road,
    - (ii) Undertake all necessary preparations to progress the scheme to Full Business Case (FBC) and, subject to DfT approval, delivery;
  - (c) The Director of Environment and Transport, in consultation with the Director of Corporate Resources and the Director of Law and Governance and following consultation with the Cabinet Lead Members for Environment and Transport and Resources be authorised to submit the FBC to the DfT for approval and to take the necessary actions to deliver the MRN A511 Growth Corridor scheme subject to (d) below;
  - (d) A further report be submitted to the Cabinet prior to submission of a planning application to include, amongst other things -

- (i) The detailed design and updated cost estimates for the scheme which will form the basis for the planning application;
- (ii) Requests for approval to make and implement any required Compulsory Purchase Orders and associated statutory orders;
- (iii) The updated cost-sharing agreement with North West Leicestershire District Council.

### **Reason for Recommendations**

4. Following the Cabinet decision of March 2019 to support development of a package of measures which meet the criteria for MRN finding, officers have continued to work on the proposals for the A511 corridor and are confident that they will provide value for money.
5. Whilst the Coalville Contribution Strategy provides a means of financing individual schemes, the delivery of the package of measures in the A511 scheme would be in a piecemeal fashion over a long period, as delivery of each of the individual proposals could only be carried out when developer funding became available or central government funding could be secured.
6. The MRN funding of up to £50m provides the best opportunity to ensure that all the mitigation identified through planning can be delivered whilst minimising the disruption to the public. To bid for this, it is necessary for the County Council to commit funding of £4m to prepare a business case.
7. Authorising the Director to proceed with actions to deliver the scheme up to the submission of a planning application will ensure that it is progressed at the earliest opportunity.

### **Timetable for Decisions (including Scrutiny)**

8. The Environment and Transport Overview and Scrutiny Commission considered this matter on 7 November. Its comments are set out in Part B of this report.
9. Officer representatives from North West Leicestershire District Council and the County Council are meeting in December to consider a refresh of the current cost sharing agreement between the two authorities with regard to the financing of the A511 Growth Corridor and it is intended that the outcome of these discussions will be reported to the Cabinet in June 2020.
10. As previously agreed, the Outline Business Case (OBC) for the package of measures proposed will be submitted to the DfT in December 2019 and it is expected that the County Council will be advised of the outcome in late spring or early summer 2020.
11. If the OBC is successful, then submission of a planning application for the Bardon Link Road Extension is scheduled in August 2020. The planning

determination period is 16 weeks, so a decision would be expected by late January/early February 2021. This will provide an opportunity to carry out further consultation with residents and stakeholders.

12. Funding for MRN schemes is not available until April 2022. This will provide sufficient time for work to be carried out to enable the FBC to be submitted for approval.
13. Subject to securing the funding, construction of the scheme is expected to commence in Spring 2022.

### **Policy Framework and Previous Decisions**

14. In March 2011 the County Council approved the third Leicestershire Local Transport Plan (LTP3). This contains six strategic transport goals, of which Goal 1 is to have a transport system that supports a prosperous economy and provides successfully for population growth. The LTP3 sets out the Council's approach to achieving this, namely to improve the management of the road network and continuing to address congestion issues.
15. In March 2014 the Cabinet approved the principles set out in the Leicester and Leicestershire Enterprise Partnership's (LLEP) Strategic Economic Plan, which prioritises support for the economy of Market Towns and rural Leicestershire.
16. The County Council's Enabling Growth Action Plan (approved in March 2015) supports the development of Market Towns for employment land as a priority and includes a specific action to work with North West Leicestershire District Council to plan for the future growth in the area and in particular Coalville.
17. In November 2015 the Environment and Transport Overview and Scrutiny Committee was advised that given the significant opposition to making any changes to Hugglescote Crossroads, officers would not be recommending that any changes be made to the crossroads and that future highways improvement work in the area be focused on the A511.
18. In March 2019 the Cabinet agreed to the development of the Strategic Outline Business Case (SOBC) and the OBC for the MRN A511 Growth Corridor scheme. It authorised the Director of Environment and Transport to prepare and submit bids, as appropriate, to secure external funding for delivery of schemes identified in the Highways Capital Programme.
19. In May 2019 the Cabinet considered a joint report of the Director of Corporate Resources and the Chief Executive regarding the financial challenges faced by the Council arising from the housing and business growth planned across Leicestershire and the infrastructure required to support this. The Cabinet agreed that cost-sharing agreements with district councils were needed for the Council to forward-fund the significant infrastructure costs through the use of additional tax revenues, in advance of developer funding becoming available.

### **Resource Implications**

20. The total cost of the A511 Growth Corridor scheme is currently £49m including further development costs, of which £42m is expected to be met from DfT funding should the Major Road Network Bid be successful.
21. The remaining financial commitment of £7m is to be funded from the Coalville Contribution Strategy (the means by which funds are collected from developers to fund transport infrastructure in North West Leicestershire, as agreed with North West Leicestershire District Council). As some of this £7m will need to be financed in advance of receipt of this funding it is proposed that it is forward-funded through the County Council's capital programme. This does involve a risk if the developer funding does not fully materialise. It is proposed therefore that discussions take place with North West Leicestershire District Council to formalise the existing agreement and so minimise potential risks to this funding.
22. To ensure work on the proposals could take place to secure central government funding, approval given by Cabinet on 29 March 2019 for £4m of capital funding to develop the scheme to FBC and delivery. This will need to be fully funded by the County Council and will not be recouped if the bid is unsuccessful. It is intended that this will be funded from the Highways capital programme.
23. This funding has enabled an SOBC to be submitted in July 2019 and will enable the OBC to be submitted in December. In October 2019 the DfT announced that scheme development funding had been awarded to help work on the OBC. The amount of funding confirmed by DfT is £1.28m, and the Cabinet is asked to agree to the use of £4m capital, which would give a total of £5.28m. £1.5m of this is available is expected to be spent in 2019/20 to complete the OBC for submission to the DfT, with the remaining £3.78m profiled through 2020/21 and 2021/22 to enable work to submit a planning application, carry out statutory procedures and carry out work necessary to prepare the scheme for delivery.
24. The Director of Corporate Resources has been consulted on the content of this report.

### **Legal Implications**

25. Wherever possible the acquisition of land and rights will be conducted by negotiation and agreement with landowners, but it is likely that the Compulsory Purchase process pursuant to the Highways Act 1980 and the Acquisition of Land Act 1981 will be critical for procurement of the land and rights along the route.
26. The Director of Law and Governance has been consulted on the content of this report.

**Circulation under Local Issues Alert Procedures**

This report has been circulated to members representing the electoral divisions that are affected by the proposals: Mr. D. Harrison CC, Mrs D. Taylor CC, Dr. T. Eynon CC, Mr. M. Wyatt CC, Mr. T. Gillard CC, Mr. P. Bedford and Mr. N. Rushton CC.

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## **PART B**

### **Background**

27. Congestion on the A511 Growth Corridor has been a long-standing issue recognised by both North West Leicestershire District Council and Leicestershire County Council; this can be dated back to 2008 when the Coalville Transport Strategy (CTS) was developed and investigated junctions on the corridor requiring improvement to facilitate housing growth in Coalville and Ashby.
28. An outcome of the CTS was the implementation of the Coalville Contribution Strategy (CCS) to help facilitate the delivery of improvements along the corridor. However insufficient funding has currently been received from the CCS to deliver the range of improvements required for the corridor. Due to this, issues along the corridor have become increasingly pronounced and are likely to be exacerbated further by increases in background traffic and the significant levels of growth planned for the town as part of the Local Plan.
29. The A511 Growth Corridor is recognised by Leicester and Leicestershire Enterprise Partnership (LEEP) in its Strategic Economic Plan (SEP) as one of five Growth Areas. The SEP states through appropriate investment and improvements along the corridor, there is the potential to deliver at least 5,275 houses and 25ha of employment land. Importantly, a significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville.
30. More importantly, one of the main HS2 Phase 2b construction compounds is to be located near the A42 Junction 13, which forms the westernmost end of the A511 Growth Corridor. Accessibility to the compound will potentially have major traffic implications on the corridor. The HS2 Phase 2 work is programmed to start mid-2023 so it is desirable that the major works on the A511 Growth Corridor are largely completed by then.
31. Implementation of the scheme will provide the breathing space to enable 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 in 2012 and 2013.

### **DfT Major Road Network Bid (July 2019)**

32. The Council submitted the Major Road Network bid to the DfT in July 2019, requesting funding of up to £1.5m to prepare an OBC by December 2019 with a potential scheme construction start date of 2022. This is the only bid submitted across the East Midlands to the MRN funding pot.
33. In October 2019 the DfT announced that the bid was successful, with £1.28m funding awarded to commence work on the OBC from July 2019. However, the

DfT requested that the OBC should be prepared for submission by December 2019, with a potential construction start date of Spring 2022.

### **Outline Business Case Preparation and Submission**

34. The DfT requires much more detailed information about the overall costs and projected benefits of the scheme in order to decide on the award of construction funding. This information is provided in the OBC which, to comply with DfT requirements, needs to comprise the following key components (often referred to as ‘the five cases’):
- i. A ‘Strategic Case’ explaining how the scheme is supported by a robust case for change and fits with wider policy objectives.
  - ii. An ‘Economic Case’ demonstrating that the scheme represents value for money.
  - iii. A ‘Financial Case’ showing that the scheme is affordable.
  - iv. A ‘Commercial Case’ demonstrating that the scheme is commercially viable to deliver.
  - v. A ‘Management Case’ showing that the scheme is achievable.
35. A summary of the OBC is set out in Appendix B to this report.

### **Consultation**

#### **Consultation process**

36. A four-week public consultation took place between 26 September and 23 October 2017, based on a package of improvements to eight junctions, including an extension to the Bardon Link Road being provided as part of the South East Coalville development, and a proposed dual carriageway between Thornborough Road and Whitwick Road as shown in the plan in Appendix A to the report.
37. The range of measures to address the identified issues along the corridor that were included in the consultation were improvements at:
- i. J1 – Hoo Ash Roundabout
  - ii. J2 – Thornborough Road Roundabout
  - iii. J3 – Dualling between Thornborough Road and Whitwick Road
  - iv. J4 – Whitwick Road Roundabout
  - v. J5 – Broom Leys Junction
  - vi. J6 – Bardon Road Roundabout, including the extension to the Bardon Link Road
  - vii. J7 – Birch Tree Roundabout
  - viii. J8 – Flying Horse Roundabout
  - ix. J9 – Field Head Roundabout.
38. The consultation comprised:
- An on-line consultation questionnaire (also available in paper format on request) on the County Council’s website.
  - Public Exhibitions, which were attended by around 200 people.

39. To maximise publicity and encourage the public response the Council ensured that there was coverage in Coalville Times, Leicester Mercury, and parish newsletters as well as local radio and television coverage. A total of 2000 local residents and businesses within 200 metres of the A511 route were sent letters, and social media alerts were also used. Members were kept informed before and during the consultation.

#### Consultation responses

40. Full details of the consultation feedback can be viewed on the County Council's website at <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/A511MRN>. The key issues are set out in Appendix C to this report and are summarised below.
41. The principle opportunity for consultees to comment was through the consultation questionnaire. In total, 224 responses were received to this, online or by post, and demonstrated a good overall level of support.
42. Six responses to the consultation questions were presented:
- Strongly Agree
  - Tend to agree
  - Neither Agree nor disagree
  - Tend to disagree
  - Strongly disagree
  - Don't know
- As usual, unless either of the strongly agree/disagree options had prominence the two 'agree' and 'disagree' options have been aggregated together.
43. 80% of respondents agreed that the A511 already suffers from congestion and delays; 90% of respondents agreed that minimising the impact on residents was important, and 85% of respondents agreed that minimising the impact on the environment was important.
44. A total of 49% of respondents disagreed with the overall proposed scheme outlined in the supporting statement. When asked to elaborate, the majority of comments indicated that the respondent wanted a relief road, or for the A511 to be widened; it was felt that individual junction improvements did not go far enough, or that until people travelled sustainably and use cycling, buses and walking when they can, the problems will remain.
45. The majority of respondents (between 54% and 42%) supported the individual junction proposals with the exceptions being Broom Leys Crossroads (42% for and 41% against) and the Flying Horse Roundabout (36% for and 54% against).
46. When asked to elaborate, most comments regarding Broom Leys Crossroads and the Flying Horse Roundabout indicated that those opposed to these junction improvements did not support the right turn restrictions. The concerns regarding the dual carriageway related either to concerns that other sections of



the A511 were not being dualled or that the increase in road capacity from the dualling would attract additional traffic.

Comments of the Environment and Transport Overview and Scrutiny Committee

47. A site visit for members of the Committee had taken place on 4 November and Members agreed that had been very helpful in highlighting the issues along the route.
48. Members noted comments from Dr. Terri Eynon CC, one of the local members. The Director undertook to reply in detail to Dr. Eynon on the points raised in her submission but responded on the main aspects as follows:
  - *Assurance that the Junction 6, the Bardon Link Road, was deliverable.* In view of the long lead-in, officers were already liaising with Network Rail and landowners whose land would need to be acquired for the scheme.
  - *The feasibility of a walk/cycle path into Coalville.* The cycle path along the disused railway by the link road would be added to the Coalville Cycle Strategy and officers would consider how it could best be progressed.
  - *Assurance that the Stephenson's Way roundabout will have the capacity to cope with the traffic.* Officers had undertaken traffic simulations up to 2030 to help ensure that the roundabout could cope with future pressure.
  - *A harmonisation of the speed limits along the A511.* This had been the subject of long and detailed discussion. The Council would always manage speeds as per national criteria.
49. The Committee noted that many who responded to the consultation wanted the proposals to go further. The Director explained that the Council was only able to bid for up to £50m MRN funding but was in discussion with the DfT as to how the scheme might be developed further to promote sustainable travel. With limited land available along the A511 it was doubtful that a bus lane could be added. It was unlikely that more Government funding would be available.
50. Some reservations were expressed regarding shared-use cycle and walking paths, in view, for instance, of increased use of mobility scooters.
51. It was noted that the scheme would improve air quality by easing congestion and preventing stop-start movement, notably at the Birch Tree Roundabout, one of the worst areas for air quality.
52. Members were pleased to hear that the Council had recently received a "Planning for Natural Environment" award for the Melton Mowbray distributor road and would apply the same approach to the A511 scheme with a mix of coniferous and deciduous tree planting.
53. It was noted that the Council was seeking to agree cost-sharing arrangements with North West Leicestershire District Council in view of the considerable forward-funding commitment required, but that planning agreements already in place would suffice to cover the costs incurred.

54. The Committee supported the proposals but asked the Director to continue to seek to incorporate sustainable travel measures in the scheme. Mr. B. L. Pain CC, the Cabinet Lead Member for Environment and Transport, agreed there was more to do to show how the scheme would address current problems.

#### Response to feedback

55. Whilst most respondents agreed that congestion along the A511 is bad and will only get worse, overall the feedback was that the proposals did not go far enough. Some concerns were raised over the lack of provision of a relief road and widening of the A511, which cannot be delivered through the MRN funding, which is limited to a maximum of £50m. However, in response to comments received, further design work to junctions such as Broom Leys Crossroads and Flying Horse Roundabout will be carried out to ascertain if there are further improvements that can be made within the MRN criteria.
56. Early discussion with DfT has indicated that the scheme has opportunities to include public transport, cycling and walking given this is a key route for local employers in the Bardon area for trips under 1km from Coalville. However, under current transport assessment any delays to motorised traffic that could be the result of interventions to assist walking, cycling and public transport can cause a negative impact on the business case as a result of the delays incurred. Whilst DfT has offered to explore opportunities in these areas it does not have sufficient resources to provide such advice until after the OBC is submitted. It is therefore intended that an addendum to the OBC will be submitted to identify opportunities to promote public transport, cycling and walking, along with associated costs. This would enable the DfT to consider these interventions and how they can contribute to the overall benefits of the proposed A511 scheme.
57. Due to the tight timescales for submission of the OBC, the previously recommended package of measures will be used but making it clear that suitable amendments to the package of measures will be undertaken before submitting a FBC to maximise the benefits that public transport, cycling and walking facilities can make to the scheme. This may also provide an opportunity to carry out further design work to junctions such as Broom Leys Crossroads and Flying Horse Roundabout, whilst being able to demonstrate positive transport benefits.

#### Delivery and Funding of the Scheme

58. The scheme for which DfT MRN funding is being sought (via the OBC) only includes the recommended package as this has a higher benefit/cost ratio (BCR) than the full package which includes opportunities to promote public transport, cycling and walking and therefore produce the best chance of securing funding for this route.
59. As referenced in Part A of this report, in advance of notification of the outcome of the OBC, £4m Capital funding has been allocated to assist in the completion of scheme design/preparatory work including discharging planning conditions,

continuing with detailed design, dealing with land issues and stopping up orders, liaising with partner/stakeholder organisations, and project-managing the ongoing development of the scheme to 'shovel ready' stage. In addition to this there is the £1.28m funding awarded by the DfT for work on the OBC.

60. Also in Part A of this report, it is outlined that the total cost of the scheme is approximately £49m, including further development costs, of which circa £42m will be met from DfT funding (subject to a successful bid), meaning that in broad terms there is an additional financial commitment from the County Council in advance of funds from the Coalville Contribution Strategy that will be in the region of £7m, of which £4m is already allocated from capital funding and £1.28m is being provided in development funding from the DfT.
61. It is expected that, in the absence of MRN funding being awarded, a number of the junction improvements would be delivered through developer contributions over the Local Plan period, i.e. up to 2036. Correspondingly, the receipt of MRN funding would have the dual effect of plugging the funding shortfall whilst simultaneously substantially accelerating delivery of mitigation from commercial and residential development already approved.

### **Next Steps**

62. The deadline for OBC submission is December 2019. A decision on the outcome of this is not expected until April 2020 at the earliest.
63. If successful, the bid is expected to result in the award of further DfT funding in Spring/Summer 2020 towards scheme construction, which would commit the County Council and delivery partners to meeting the timescales, costs and match funding assumptions set out within the OBC.
64. To date, the scheme has undergone the outline design process. In order to meet the timescales for planning submission the next stage would be to progress detailed design and alignment which will only be confirmed via the planning application process. This work needs to commence before the outcome of the bid is known.
65. Further environmental survey and design work will be progressed during the next phase of the scheme to give a fuller understanding of environmental impacts and potential mitigation required. This information would be presented during any future consultation. This work will also need to commence before the outcome of the bid is known.
66. If the OBC is successful, then submission of a planning application for the Bardon Link Road Extension is expected in August 2020. The planning determination period is 16 weeks, so a decision would be expected by late January 2021/early February 2021. This will provide an opportunity to carry out further consultation with residents and stakeholders on the full list of the A511 scheme proposals which will confirm the final proposals including any changes which have been made since the consultation and which may arise from detailed design and survey work on the scheme.

67. As part of this commitment the County Council would be required to start preparing the scheme planning application and associated statutory orders (including CPO and Traffic Orders) during winter 2019 and spring 2020 prior to the DfT's announcement on MRN funding bid. As such, this work would effectively be carried out 'at risk' that DfT funding was not awarded at the end of the process. However, even if this should be the case, the work would not be unproductive as it would help prepare the scheme for future bid opportunities.
68. The recent consultation agrees with the need for improvement on the A511 corridor but would like the proposals to go further. Further work will be required to shape the final package of measures as a result of the consultation as well as to reflect further survey work and the detailed design process.

### **Conclusion**

69. The financial risk of delivering the scheme will, in part, be mitigated by a cost sharing agreement between the County Council and North West Leicestershire District Council. Whilst it is hoped that the MRN Fund will enable construction of the A511 Growth Corridor to commence in 2022, the preparatory work will ensure that the project is 'shovel ready' for any other funding opportunities that arise.
70. In the context of planned growth, the A511 Growth Corridor scheme will have considerable benefits for North West Leicestershire especially Coalville, and indeed for Leicestershire and the wider region. As well as addressing existing traffic delays and congestion in and around Coalville, the scheme will support the expansion and economic growth in the area as well as making sure the route is HS2-ready.

### **Equality and Human Rights Implications**

71. An Equality and Human Rights Impact Assessment (EHRIA) Screening has been produced and is attached as Appendix D. It was produced in order to understand the potential impacts, both negative and positive, on protected characteristic groups. Comments have been sought from Public Health and the Departmental Equalities Group.
72. The conclusion of this screening is that there are a number of potential impacts that could affect groups with protected characteristics across North West Leicestershire. In particular groups most likely be affected are younger people, older people, people with disabilities and low income/deprived groups. At this stage there is insufficient clear evidence as to the level or direction of these impacts in terms of equalities and therefore it is proposed that the impact assessment is updated as the details of the scheme progresses, as well as undertaking further consultation with relevant groups and organisations.
73. As further evidence emerges through the design and consultation process on the impact of detailed proposals on those with protected characteristics,

mitigation measures will be suggested to minimise or avoid potential negative impacts. This will be in addition to recommendations for advancing equality of opportunity for those with protected characteristics. A monitoring plan will also be developed to ensure that impacts are monitored throughout the design and development of the proposed scheme, as well as through construction and operation stages.

### **Environmental Implications**

74. Currently a small section of the A511 around the Broom Leys junction is designated as an Air Quality Management Area (AQMA). Without intervention to ease the current and future levels of congestion along the A511 there is a likelihood that air quality objectives will not be met at other locations, leading to the need to declare more AQMAs along the route. The scheme offers the opportunity to reduce exhaust emissions through reducing acceleration/deceleration events, thus reducing particulates due to tyre and brake wear that such events cause. The proposed scheme also provides an opportunity to contribute to improving biodiversity through thoughtful landscaping. The table below sets out how the proposed scheme is aligned to the carbon reduction and biodiversity and habitat commitment set out in the County Council's Environment Strategy.

Aim	Objective	Actions taken
A. Reduce the Council's own greenhouse gas emissions and those in the wider County where it has influence	A2. Contribute to the reduction of greenhouse gas emissions across the County.	Reduce exhaust emissions through reducing acceleration/deceleration events
F. Reduce the environmental impacts of travel and transport	F4. Work with partners to reduce greenhouse gas and other pollutant emissions from the local transport network.	
G. Have due regard for biodiversity throughout all of the Council's activities and seek to improve the biodiversity value of its land and influence improvements in the wider County.	G4. Work with partners to support wider biodiversity improvements across Leicestershire.	As part of the detailed design, opportunities to improve biodiversity within the green areas of highway land will be considered.

75. The potential to promote short journeys by promoting sustainable transport will also contribute to the Council's commitment to tackling climate change.

## **Background Papers**

Report to the Cabinet 29 March 2019. 'Environment and Transport 2019/20 Highways Capital Programme and Highways Transportation Work Programme':  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5601&Ver=4>

Report to the Cabinet 16 March 2015. 'Enabling Growth Plan':  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4360&Ver=4>

Report to the Cabinet 5 March 2014. 'Strategic Economic Plan and City Deal':  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3988&Ver=4>

Report to the County Council 23 March 2011. 'Final Draft Local Transport Plan (LTP3) Proposals':  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=3057&Ver=4>

Consultation Report  
<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/A511MRN>

## **Appendices**

- Appendix A - Overall Scheme Plan
- Appendix B - Outline Business Case summary
- Appendix C - Summary of Consultation Comments
- Appendix D - Equality and Human Rights Impact Assessment