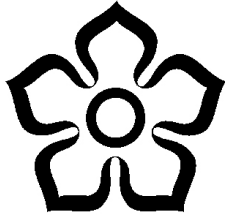


APPENDIX B



Leicester
City Council



Leicestershire
County Council



Charnwood

CHARNWOOD LOCAL PLAN 2021-2037

Supplemental Statement of Common Ground
between:

- Charnwood Borough Council
- National Highways
- Leicestershire County Council
- Leicester City Council

10th June 2022

CHARNWOOD LOCAL PLAN

SUPPLEMENTAL STATEMENT OF COMMON GROUND BETWEEN NATIONAL HIGHWAYS, LEICESTERSHIRE COUNTY COUNCIL, LEICESTER CITY COUNCIL AND CHARNWOOD BOROUGH COUNCIL

1. INTRODUCTION

- 1.1 This supplemental Statement of Common Ground (SoCG) identifies further areas of common ground between National Highways (formerly Highways England) as the Strategic Road Network Highway Authority, Leicestershire County Council as the Local Highway Authority for Leicestershire, Leicester City Council as the Highway Authority for the neighbouring City of Leicester, and Charnwood Borough Council as the local planning authority; hereafter referred to as 'the Parties'. It has been prepared as an update in respect of transport and highways matters relating to the Pre-Submission Draft Charnwood Local Plan 2021 – 2037, hereafter referred to as 'the Plan'. It also identifies those matters that will be the subject of continued further work.
- 1.2 This supplemental statement should be read alongside the original SoCG between the parties dated November 2021 (as attached at Appendix A for ease of reference). It is made without prejudice to the participation in the formal examination of any participant and the views that may then be expressed. Nevertheless, this supplemental SoCG reflects the further agreed position between the Parties for submission to the Inspectors for the Examination of the Plan, based on cooperation and joint working.

2. JOINT WORKING

- 2.1 The Parties have continued to work closely together since November 2021, in accordance with the National Planning Policy Framework (NPPF) and the Department for Transport Circular 02/2013. The further main meetings which have been held since November 2021 are identified in a record of further engagement set out in Appendix B, along with the updated evidence base developed as a result of these meetings.

3. FURTHER MATTERS OF AGREEMENT SINCE NOVEMBER 2021

- 3.1 The Parties agree that the requirements for the Duty to Cooperate process with respect to the Plan have continued to be complied with and there has been effective ongoing engagement in terms of transport and highways matters, as evidenced by the record of further engagement set out in Appendix B.
- 3.2 It is agreed that the ongoing transport modelling work undertaken since November 2021 is fit for purpose. This is presented in the Jacobs Charnwood Local Plan – Transport Evidence – Options Assessment Report (OAR), dated 18th May 2022. The Parties are currently undertaking a detailed technical review of the OAR and the outcomes of the review will be agreed in advance of the Examination. Notwithstanding, it is also agreed in principle that it is sufficient to define the approach to the overall Plan/Borough wide transport

mitigation requirements (but see 3.10 and Section 4 about further work required). It is further agreed that that the overall package consists of three main elements:

- a) Improvements to sustainable modes of travel: By reducing the need to travel, in turn this will help to minimise the traffic impacts of growth on the Borough's Strategic, Major and Local road networks.
- b) Targeted improvements to the Major Road Network (MRN): Enhancement of sustainable transport alternatives help to mitigate the impacts of growth, but evidence suggests that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN in and serving the Borough. This will be required in order to ensure that as much traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes in the Borough (e.g. across the Charnwood Forest).
- c) Targeted improvements to the Strategic Road Network (SRN) (see also 3.3): Evidence demonstrates that works to (or affecting) the SRN will also need to form part of the overall mitigation package. Once again, this is to seek to ensure, so far as is reasonably possible, that journeys across the Borough (and beyond) take place on the most appropriate networks for their purpose.

- 3.3 The Parties agree that delivery of the Plan cannot rely on the delivery of 'RIS3 Pipeline schemes' currently being explored by National Highways through Road Investment Strategy (RIS) 2. These include the (M1 North Leicestershire Extra Capacity and M1 Leicester Western Access). The commitment from National Highways at this stage is for scheme option development and securing funding and progress to delivery will be subject to the RIS3 process. As such, there is currently no certainty about the timescales for and of their delivery and, as national, strategic scale schemes, they are likely to be of a cost beyond and disproportionate to that which the Plan/developments could afford.
- 3.4 The Parties agree that the further transport modelling work shows that these 'RIS3 Pipeline schemes', if delivered, would bring further benefits (i.e. above and beyond the overall Plan/Borough wide package) in managing the impacts of growth across the Borough's road network at 2036. The impact of these schemes have been tested to coincide with the end of the Local Plan period, to test their effectiveness against the full delivery of the Plan.
- 3.5 It is agreed by the Parties that taking forward the delivery of the mitigation package should be via Transport Strategies for:
 - The Loughborough Urban Centre and Shepshed Urban Area
 - North of Leicester
 - The Soar Valley
- 3.6 The Parties give their commitment to these Strategies, their development and to their delivery through seeking to secure public and private funding (with routes/sources as identified in the original SoCG between the Parties). The Parties will cooperate and support each other with any future funding bids to Government when they arise to secure the required highways and transport

investment. A proportionate approach to agreeing development and delivery funding arrangements will need to be agreed and adopted by all parties.

- 3.7 The Parties agree that a primary purpose of the Transport Strategies is to address cumulative and cross-boundary highways and transport impacts of growth (within and without the Borough of Charnwood).
- 3.8 The Parties have agreed a number of identified main modifications to the Plan to reflect the position that has now been reached since November 2021. These are included at Appendix C. The Parties agree that these will be introduced at the Examination in Public by Charnwood Borough Council, with the other Parties providing support should that be required or necessary.
- 3.9 The Parties agree that on the basis of the foregoing agreements and on the basis that the identified main modifications are eventually incorporated in the Charnwood Local Plan as adopted, there would be a structured, coordinated and strategy-led approach which would continue beyond the Plan's adoption to address the transport challenges identified in Charnwood. Such an approach was agreed as being required in the original SoCG.
- 3.10 The Parties agree that more granular development and refinement of the Plan/ Borough wide mitigation package, its individual components, including their costs and phasing, is required. In this regard, there is commitment from all Parties to support this work. The focus of this work now will be through the development of the area Transport Strategies. All Parties would need to review and agree each Transport Strategy as they are developed.

4. FURTHER WORK WHERE PARTIES WILL CONTINUE TO COOPERATE

- 4.1 The Parties have identified that beyond the Plan's adoption, a continued programme of work is required (building upon the Plan's evidential work) to inform the development of the area Transport Strategies. This work includes, but not exhaustively:
- *Representative* sustainable measures have been tested for the purposes of transport modelling. The measures that will be delivered in reality, particularly for passenger transport, will:
 - Be refined during the development and delivery of area Transport Strategies, covering the Loughborough Urban Centre and Shepshed Urban Area; the North of Leicester; and the Soar Valley;
 - For cycling and walking also be refined as part of work already being undertaken by Leicestershire County Council to develop and deliver Local Cycling and Walking Infrastructure Plans for Loughborough/Shepshed and the north of Leicester; and
 - Be informed by other current relevant work including:
 - Leicester City Council has received Transforming Cities Fund monies that is delivering projects to improve sustainable transport links to jobs, services and facilities in the City.

As measures are delivered in reality this will enable their impacts on modal choice and travel behaviours to be monitored and their impacts assessed relative to modelled predictions.

- Further development of the highways elements of the mitigation package, which will at least be informed by:
 - Further transport modelling work as required
 - Current relevant work, including:
 - The County Council is in the process of investigatory work to examine issues, conceptual solutions and to build a strategic narrative for investment in the A6/A6004 MRN corridor; and
 - National Highways is undertaking study work on the A46 and on M1 Junction 23.
 - Transport assessments for new development, as required under Plan Policy INF1 (as per identified Main Modifications); these are particularly likely to identify potential improvements affecting the Local Road Network.
 - Evidential work being undertaken by other Local Plan making bodies in adjoining areas, most notably by Leicester City Council at present but also by Blaby District Council in the future, that will further inform understanding of cross-boundary and cumulative impacts and influence the content of at least the North of Leicester Transport Strategy.
- 4.2 The Parties recognise that they will need to work with adjoining Local Plan making bodies to seek to ensure that neighbouring Local Plans include, as appropriate, policies that require developers to contribute to the reasonable costs of measures required to mitigate cumulative traffic impacts and/or cross-boundary impacts either through a financial contribution or scheme delivery.
- 4.3 The Parties recognise that developments are likely to come forward ahead of the delivery of the overall Plan/Borough wide mitigation package and that short term impacts may occur. In this case, further discussions will be needed to establish acceptability to ensure that in the longer term the highway network functions in the best manner possible.

5 GOVERNANCE

- 5.1 In terms of governance arrangements the Parties continue to agree to:
- remain committed to working closely together to deliver a transport network which can successfully deliver growth in the Borough;
 - review and update the delivery assumptions in light of any material change in circumstance, such as additional evidence provided by the continuing work programme; and
 - adopt positive principles of cooperation.

6 SIGNATORIES TO THE STATEMENT

Signed on behalf of National Highways	Signed on behalf of Charnwood Borough Council
Name: Eri Wong	Name: Richard Bennett
Position: Spatial Planning Manager - Midlands	Position: Head of Planning and Regeneration
Date: 31/05/2022	Date: 10/6/2022
Signed on behalf of Leicester City Council	Signed on behalf of Leicestershire County Council
Name: Andrew L Smith	Name: John Sinnott
Position: Director of Planning, Development and Transportation	Position: Chief Executive
Date: 09/06/2022	Date: 01/06/2022

Appendix A

Copy of original Statement of Common Ground between the Parties:

[SCG/5 - Statement of Common Ground - Transport Authorities \(December 2021\)](#)

Appendix B

Record of further engagement since November 2021

DtC Partner	Date	Purpose of meeting
Leicestershire County Council, Leicester City Council, and National Highways	11/11/2021	Meeting to present first stages of transport evidence and discuss scope and focus of next steps of the options assessment report.
Leicestershire County Council, Leicester City Council, and National Highways	08/02/2022	Discussion on the approach to the examination, possible main modifications and evidence to date.
Leicestershire County Council, Leicester City Council, and National Highways	03/03/2022	Mitigation options workshop to discuss the list of all “possible” schemes for the identified scenarios.
Leicestershire County Council, Leicester City Council, and National Highways	25/04/2022	Presentation of modelling results for testing of all option scenarios and discussion on report format.
Leicestershire County Council and National Highways	12/05/2022	Discussion regarding approach to MIQs, additional transport evidence, main modifications and the examination.
Leicester City Council	18/05/2022	Discussion on response to MIQs.
Leicestershire County Council	18/05/2022	Discussion on response to MIQs and examination.
Leicestershire County Council	23/05/2022	Discussion on response to MIQs and main modifications.
Leicestershire County Council	26/05/2022	Discussion on response to MIQs and main modifications.

Evidence base addition since November 2021

1. EXAM 31a – Charnwood Local Plan – Transport Evidence – Options Assessment Report (with appendices)
2. EXAM 31b – Charnwood Preliminary Design Estimate Assurance

Appendix C

Agreed Identified Main Modifications

The following table sets out a series of proposed main modifications to transport for the Pre-submission Draft Charnwood Local Plan 2021-2037 published in July 2021.

The suggested modifications are shown using the following formatting: items to be deleted are shown ~~struck through~~ and items to be added are shown **in bold and underlined**.

Matter 3: Climate Change and the Natural and Built Environment

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
Main 3d		174	7.47	We will expect major developments in the Borough to make provision for improving and extending our walking and cycle networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and	<u>As set out in Chapter 9, a key element of the mitigation package that we have identified to support the Borough's future growth is to improve sustainable modes of travel.</u> We will expect major developments in the Borough to make provision for improving and extending our walking and cycle networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				improved well-being. More people walking and cycling will also mean less congestion and emissions on our roads, improving air quality for our local communities.	routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and improved well-being. More people walking and cycling will also mean less congestion and emissions on our roads, improving air quality for our local communities.	
Main 3e		175	7.51	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from Charnwood, particularly those within the Leicestershire International Gateway, to these destinations are frequent, efficient and reliable.	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton <u>East Midlands Freeport</u> to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from <u>settlements in the north of Charnwood Borough</u> (particularly those <u>settlements located</u> within the Leicestershire International Gateway <u>such as Shepshed</u>) to these destinations are frequent, efficient and reliable.	
Main 3f			7.54	New Paragraph 7.54	<u>Policy INF2 commits us to working with Leicestershire County Council, National</u>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>Highways, Leicester City Council, wider Housing Market Area authorities and other stakeholders to deliver Transport Strategies for Loughborough Urban Centre and Shepshed Urban Area; the Leicester Urban Area; North of Leicester; and the Soar Valley. These will be key to seeking to secure public and private funding for improvements to sustainable travel modes in these areas.</u>	
Main 3g		176	Policy CC5	<p>We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:</p> <ul style="list-style-type: none"> • provides excellent accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; 	<p>We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:</p> <ul style="list-style-type: none"> • provides excellent good accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; • is informed by a robust transport assessment and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development; • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where 	<p>travel plan which considers sustainable travel options at the outset so that they form an integral part of the development;</p> <ul style="list-style-type: none"> • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>appropriate, bus gates, bus priority measures and bus links; and</p> <ul style="list-style-type: none"> reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements</p> <p>We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.</p>	<ul style="list-style-type: none"> reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements, <u>including through delivery of Transport Strategies for the Loughborough Urban Centre and Shepshed Urban Area; the Leicester Urban Area; the North of Leicester; and the Soar Valley under Policy INF2.</u></p> <p>We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.</p>	

Matter 6: Urban Area Policies, Site Selection, Strategic Urban Extensions and Housing Site Allocations

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.a		75	Para 3.7	The Leicester Urban Area also holds a significant proportion of	The Leicester Urban Area also holds a significant	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in Birstall, Syston, Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood., approximately 34% more people leave the Borough to work than travel in, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area.</p>	<p>proportion of the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in Birstall, Syston, Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood, approximately 34% more people leave the Borough to work than travel in, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area. <u>Our evidence shows that growth in the Borough will have cross-boundary transport impacts with neighbouring areas, including the City.</u></p>	
MAIN6.b		77	Para 3.21	Our strategy allocates a further 2,104 new homes to the	Our strategy allocates a further 2,104 new homes to	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Leicester Urban Area through smaller allocations. The growth directed to the edge of Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two Highway Authorities, Highways England and the two Education Authorities to ensure the provision of the necessary infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.</p>	<p>the Leicester Urban Area through smaller allocations. The growth directed to the edge of Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two <u>local</u> Highway Authorities (<u>City and County respectively</u>); Highways England <u>and National Highways to deliver a Transport Strategy for the area under Policy INF2.</u><u>We will also work with</u> the two Education Authorities to ensure the provision of the necessary <u>education</u> infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.c		78	Para 3.25	We will seek to develop these connections and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area.	<u>Our evidence highlights that the coordinated delivery of sustainable transport measures has benefits in terms of reducing the future traffic impacts of growth. This particularly likely to be the case in the Leicester Urban Area. Through the delivery of a Transport Strategy for the area under Policy INF2.</u> We we will seek to develop these connections and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area. <u>Our evidence highlights however, that over the lifetime of the Plan there will need to be some investment in this area's higher-order road network, including the Major Road Network – A50 and A6</u>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>corridors – and the Strategic Road Network. This is to provide for new, relatively longer trips (journeys) so as to ensure that impacts of the Borough’s growth on less appropriate routes (and on communities along such routes) are avoided as far as possible.</u>	
MAIN6.d		80	Policy LUA1	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers housing and employment allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including 	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers housing and employment allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>making effective use of land;</p> <ul style="list-style-type: none"> ensures the timely and coordinated delivery of infrastructure to support sustainable communities, including coordination across authority boundaries, in accordance with Policies INF1 and INF2; improves connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the accessibility of the Leicester Urban Area, in accordance in Policy CC5; ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2; 	<p>making effective use of land;</p> <ul style="list-style-type: none"> ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts</u>, including coordination across authority boundaries, in accordance with Policies INF1 and INF2, <u>and including but not limited to the measures to be identified through the Transport Strategy for the North of Leicester area to be prepared under Policy IF2;</u> improves <u>has a particular focus on improving</u> connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest or High Leicestershire, in accordance with Policy EV1; • protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3; • protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies E5 and EV6; • protects and enhances heritage features and positively supports local 	<ul style="list-style-type: none"> • accessibility of the Leicester Urban Area, in accordance in Policy CC5; • ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2; • provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest or High Leicestershire, in accordance with Policy EV1; • protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>distinctiveness, in accordance with Policy EV8;</p> <ul style="list-style-type: none"> • responds positively to the high quality, tranquil setting of Watermead Country Park; • improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and • contributes to the regeneration of Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal. 	<ul style="list-style-type: none"> • protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies EV5 and EV6; • protects and enhances heritage features and positively supports local distinctiveness, in accordance with Policy EV8; • responds positively to the high quality, tranquil setting of Watermead Country Park; • improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and • contributes to the regeneration of 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal.	
MAIN6.i		100	Para 3.113	We will work with our local partners to improve connectivity across the town and will produce a Local Cycling and Walking Infrastructure Plan for Loughborough and set out proposals for a public realm scheme that links the railway station to the town centre and the University ,making the most of our unique heritage.	We will work with our local partners to improve connectivity across the town and will produce <u>Sustainable modes of travel will be a key element of the Transport Strategy to be delivered for Loughborough Urban Centre and Shepshed Urban Settlement as set out in Policy INF2. Aspects of the Strategy are already in development; Leicestershire County Council is producing</u> a Local Cycling and Walking Infrastructure Plan for Loughborough that links the railway station to the town centre and the University, making the most of our unique heritage <u>and in Shepshed and we will work with our local partners to set out proposals for a public realm scheme .</u>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.j		102 and 103	Policy LUC1	<p>Policy LUC1:</p> <p>Loughborough Urban Centre</p> <p>We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1; • improves connectivity and accessibility within Loughborough and to 	<p>Policy LUC1:</p> <p>Loughborough Urban Centre</p> <p>We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1 <u>and INF2; including but not limited to the measures</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;</p> <ul style="list-style-type: none"> • provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1; • protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3; • protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6; • supports measures to mitigate flood risk including contributions towards flood 	<p><u>to be identified through the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2.</u></p> <ul style="list-style-type: none"> • improves connectivity and accessibility within Loughborough and to surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5; • provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1; • protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town;</p> <ul style="list-style-type: none"> • secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; and • conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor's Bell Foundry, in accordance with Policy EV8 including: <ul style="list-style-type: none"> - proposals to reconnect the northern and southern sections of the Great Central 	<ul style="list-style-type: none"> • protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6; • supports measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town; • secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Railway and associated infrastructure;</p> <ul style="list-style-type: none"> - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access. <p>Loughborough Town Centre</p> <p>We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office, professional services and other town centre development in the Town Centre.</p> <p>Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the</p>	<ul style="list-style-type: none"> • conserves and enhances the heritage and tourism value of Loughborough’s Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor’s Bell Foundry, in accordance with Policy EV8 including: <ul style="list-style-type: none"> - proposals to reconnect the northern and southern sections of the Great Central Railway and associated infrastructure; - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access. 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>day and evening and complement the main retail attractions of the town centre.</p> <p>We will support development in the Town Centre that:</p> <ul style="list-style-type: none"> • reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart; • maintains continuous street frontage activity within the Primary Shopping Area; • makes a significant improvement to the character and appearance of Loughborough town centre, particularly at points of arrival into the town centre; • makes a significant improvement to pedestrian and cycle connections within the town centre, including to surrounding public open spaces; 	<p>Loughborough Town Centre</p> <p>We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office, professional services and other town centre development in the Town Centre.</p> <p>Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the day and evening and complement the main retail attractions of the town centre.</p> <p>We will support development in the Town Centre that:</p> <ul style="list-style-type: none"> • reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • provides improvements to the infrastructure for markets and events; and • is designed to address public safety and wider security, particularly in areas where large numbers of people congregate. <p>Our additional need for non-food retail floor space will be met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:</p> <ul style="list-style-type: none"> • includes a retail parade, major new car park and housing and health centre as necessary in consultation with the Clinical Commissioning Group; • follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly 	<ul style="list-style-type: none"> • maintains continuous street frontage activity within the Primary Shopping Area; • makes a significant improvement to the character and appearance of Loughborough town centre, particularly at points of arrival into the town centre; • makes a significant improvement to pedestrian and cycle connections within the town centre, including to surrounding public open spaces; • provides improvements to the infrastructure for markets and events; and • is designed to address public safety and wider security, particularly in areas where large numbers of people congregate. <p>Our additional need for non-food retail floor space will be</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme;</p> <ul style="list-style-type: none"> • takes account of the Air Quality Management Area; and • prioritises sustainable modes of transport. 	<p>met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:</p> <ul style="list-style-type: none"> • includes a retail parade, major new car park and housing and health centre as necessary in consultation with the Clinical Commissioning Group; • follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; • takes account of the Air Quality Management Area; and • prioritises sustainable modes of transport. 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.m		120	Policy SUA1	<p>Policy SUA1: Shepshed Urban Area</p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1; • improves connectivity within Shepshed, particularly between new developments and the 	<p>Policy SUA1: Shepshed Urban Area</p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1 <u>and INF2 including but not limited to the measures to be identified through</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>District Centre, and improves connectivity to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also through signage, highway improvements and traffic management, and parking initiatives;</p> <ul style="list-style-type: none"> • improves connectivity and accessibility from Shepshed to Loughborough and other surrounding settlements, and to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5; • provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and 	<p><u>the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2:</u></p> <ul style="list-style-type: none"> • improves connectivity within Shepshed, particularly between new developments and the District Centre, and • improves connectivity to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also through signage, highway improvements and traffic management, and parking initiatives; • improves connectivity and accessibility from Shepshed to Loughborough <u>(including to the Railway Station)</u> and other surrounding settlements, and to East Midlands Airport and other major employment opportunities within the 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Langley Lowlands, in accordance with Policy EV1;</p> <ul style="list-style-type: none"> • enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance with Policies CC1 and CC2; • mitigates impacts on air quality, taking account of cumulative effects, including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11; • contributes to improving the condition of Shepshed Conservation Area, having regard to the Conservation Area Appraisal in 	<p>Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5;</p> <ul style="list-style-type: none"> • provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and Langley Lowlands, in accordance with Policy EV1; • enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance with Policies CC1 and CC2; • mitigates impacts on air quality, taking account of cumulative effects, 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>accordance with Policy EV8;</p> <ul style="list-style-type: none"> • secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: - opening up links and creating new gateways between the District Centre and the rest of the town; - creating greater coherence between the different elements of the centre; - identifying new complementary uses for sites within the centre that build on its role as the town's 	<p>including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11;</p> <ul style="list-style-type: none"> • contributes to improving the condition of Shepshed Conservation Area, having regard to the Conservation Area Appraisal in accordance with Policy EV8; • secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>meeting place, including repurposing vacant buildings for community and commercial uses; and</p> <ul style="list-style-type: none"> - providing managed workspace and small business start-up space. <p>We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.</p>	<ul style="list-style-type: none"> - opening up links and creating new gateways between the District Centre and the rest of the town; - creating greater coherence between the different elements of the centre; - identifying new complementary uses for sites within the centre that build on its role as the town's meeting place, including repurposing vacant buildings for community and commercial uses; and - providing managed workspace and small business start-up space. <p>We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.n		124	Para 3.205	<p>Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds and the Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley.</p> <p>Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.</p>	<p>Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds and the Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley. <u>Given the broadly similar transport characteristics and geographical locations of the Service Centres, those in the Soar Valley corridor (Rothley, Mountsorrel, Quorn, Sileby and Barrow-upon-Soar) are grouped together for the purposes of Transport Strategy delivery under Policy INF1; Anstey, , has been included in the Leicester Urban Area</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>Transport Strategy given that its geographical location and relationship with the City is more similar to that of the other suburban settlements in the Borough on the edge of Leicester.</u> Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.</p>	
MAIN6.o		126	Policy SC1	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p>	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities in accordance with Policy INF1 including: <ul style="list-style-type: none"> • contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at Cossington to serve Sibleby; • is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres: • protects the predominantly open and undeveloped character of Areas of Local 	<ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts, with coordination across authority boundaries as necessary</u> in accordance with Policy INF1 <u>and INF2</u> including: <ul style="list-style-type: none"> - contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at Cossington to serve Sibleby; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Separation in accordance with Policy EV3;</p> <ul style="list-style-type: none"> protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect them, in accordance with Policies EV4 and EV5. improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5; seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area; provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres; contributes to the vitality and viability of the Mountsorrel, Quorn and 	<ul style="list-style-type: none"> - <u>contributing to the measures to be identified through the Transport Strategies for the Soar Valley and the North of Leicester to be prepared under INF2;</u> is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres: protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3; protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect them, in accordance with Policies EV4 and EV5. 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds upon the unique characteristics of these centres in terms of their heritage and their diversity of uses, in accordance with Policy T1; and EV8.</p> <ul style="list-style-type: none"> provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need. 	<ul style="list-style-type: none"> improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5; seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area; provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres; contributes to the vitality and viability of the Mountsorrel, Quorn and Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds upon the unique characteristics of these centres in terms of their heritage and their 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>diversity of uses, in accordance with Policy T1; and EV8.</p> <ul style="list-style-type: none"> provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need. 	
MAIN6.p		130	Policy OS1	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; is small-scale and within defined Limits to Development; 	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; is small-scale and within defined Limits to Development; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1, including contributing to expanded primary school provision in Cossington; supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan; safeguards existing services and facilities; and contributes to local priorities as identified in neighbourhood plans. 	<ul style="list-style-type: none"> ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1 including contributing to expanded primary school provision in Cossington <u>and, as appropriate, to transport improvements identified through the three Transport Strategies set out in Policy INF2;</u> supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan; safeguards existing services and facilities; and contributes to local priorities as identified in neighbourhood plans. 	

Matter 8: Infrastructure and Transport

It is proposed that the following section of the plan be significantly redrafted to better reflect Charnwood's transport characteristics and new evidence arising from our joint work with transport authorities informed by the latest transport modelling. The proposed modifications would improve soundness of the plan by providing relevant and up to date evidence which supports policies based on effective joint working.

The entire new section is set out below for clarity (reference Main 8.e):

The Local and Strategic Road Network

- 9.14 As Chapter 3 highlights, Charnwood is a Borough of mixed geographical and settlement characteristics. Loughborough Urban Centre together with Shepshed functions as a wider urban area. The southern part of the Borough adjoins Leicester and is significantly influenced by the physical and functional relationships with the City. Between Leicester and Loughborough there are ribbons of settlements along the Soar Valley, including five Service Centres. The western and eastern area of the Borough is predominately more rural in nature, with a dispersed pattern of villages.
- 9.15 The current pattern of transport provision in the Borough tends to reflect its diverse nature. From a sustainability perspective, Loughborough/Shepshed, the suburban areas on the edge of Leicester and the Soar Valley are relatively better served by passenger transport services, especially Syston, Sileby, Barrow and Loughborough which are served by rail. Loughborough/Shepshed and the Leicester suburbs also offer the greatest range and density of facilities (relative to other parts of the Borough), providing greater opportunities for (short distance) journeys to be made on foot or by bike.
- 9.16 Charnwood benefits from good road accessibility, with the local road network connecting into the Strategic Road Network of the M1 motorway and the A46. The A6, which is part of the Major Road Network, runs through the centre of the Borough providing access to destinations north and south. The Leicester and Leicestershire Strategic Growth Plan identifies the importance of key transport corridors including the A46 Corridor which is also identified as a pan regional strategic priority by Midlands Connect.
- 9.17 Despite this good accessibility, the Borough's Road network does experience issues of congestion and delays, particularly along the A46 route around the edge of Leicester and on the A6/A6004 in Loughborough. This has an impact upon business efficiency and reduces the attractiveness of the Borough for inward investment.

- 9.18 Our evidence tells us that nearly 64% of people who live in Charnwood make their journey to work by private cars. Our evidence further shows that the future growth of the Borough (and growth in adjoining areas, including Leicester) will create significant additional travel demand; by 2037 the highway network in the Borough will be close to capacity in some areas with the development which is already committed in Charnwood and the surrounding areas. This will add further to congestion and delays, increasingly leading to displacement of traffic from the main roads connecting the Borough to lower standard alternative routes (e.g. across the Charnwood Forest), which in turn will have negative impacts on residents, business, and the quality and vitality of places.
- 9.19 Our evidence also highlights that growth within and without the Borough will result in:
- Cumulative impacts across the Borough, i.e. where growth from sites allocated through this Plan and/or in adjoining areas combines at key points on the road network; this is most noticeable around the northern edge of Leicester.
 - Cross-boundary impacts, i.e. where the impacts of sites allocated through this Plan are felt in adjoining areas and vice-versa.
- 9.20 To ensure that the development provided for in this plan and in other adjoining areas does not have a severe impact on the highway network our approach is twofold. Firstly, under policy DS1 (and location specific policies set out in Chapter 3) to focus the bulk of future growth (including over 80% of new housing and major employment sites) in Loughborough Urban Centre/ Shepshed Urban Settlement and the Leicester Urban Area, which are areas that are already best served by passenger transport services and/or provide best opportunities for journeys to be undertaken by foot and on bike.
- 9.21 Secondly, to adopt a coordinated approach to the development and delivery of transport measures required to mitigate the impacts of growth. We have worked in partnership with Leicestershire County Council, National Highways and Leicester City Council as highway authorities to understand the package of measures required to offset the transport impacts of the Borough's growth. Through options appraisal work, our evidence has identified an effective package consisting of three main elements:
- a. Improvements to sustainable modes of travel: Our priority is to improve the sustainable transport offer in our Borough and Policy CC5 will help achieve this. Our evidence shows that enhancements to passenger transport and to cycling and walking provision will, at a Borough-wide level, be beneficial in reducing the overall future levels of trips by car. It is, however, important to note that the greatest benefits from sustainable travel are likely to be achieved in the more densely populated and developed areas of the Borough, where passenger transport offers competitive journey times, compared to the private car) and greatest opportunities exist to encourage people to switch from car to walking or cycling in the making of shorter journeys.
 - b. Targeted improvements to the Major Road Network (MRN): Whilst the provision and enhancement of sustainable transport alternatives will go some way to supporting new development, our evidence suggest that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN in and serving the Borough. This will be required in order to ensure that as much

traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes in the Borough for example across the Charnwood Forest.

- c. Targeted improvements to the Strategic Road Network (SRN): Our evidence further demonstrates that works to (or affecting) the SRN will also need to form part of the overall mitigation package, once again to seek to ensure, so far as is reasonably possible, that journeys across the Borough take place on the most appropriate networks for their purpose. The nature of the improvements tends to focus on alterations to junctions, albeit some carriageway widening on the A46 between Birstall and Syston is likely to be required. It should be noted that the Local Plan is not relying on the delivery of so-called 'pipeline' projects currently being explored through the Road Investment Strategy 2 period to enable the Plan's delivery

9.22 The ongoing refinement and delivery of the transport measures required to support the Local Plan are being pursued through the development of Transport Strategies in partnership with the Leicestershire and Leicester City highway authorities and National Highways. These strategies are being developed around three geographic areas, which, whilst reflecting to a large degree the mixed nature of the Borough's geographic and settlement characteristics, also reflect the findings of our evidence work and the nature of the transport package identified to mitigate the Plan's impacts:

- Loughborough Urban Centre and Shepshed: has a close functional relationship and it is appropriate for them to be considered together for the purposes of transport strategy development.
- North of Leicester: reflecting the cumulative and cross-boundary impacts of growth with the Borough on the City and vice-versa. Additionally, whilst Anstey is identified as a Service Centre and Thurcaston as an Other Settlement, based on our transport evidence it is included in this area solely for the purposes of transport strategy development.
- The Soar Valley: Growth has taken place in this area and the settlements within it, including five Service Centres, have important social and economic relationships with both Leicester and Loughborough.

9.23 A primary purpose of these strategies will be to address the cumulative and cross-boundary highways and transport impacts of growth (within and without the Borough). Work is already progressing that will inform the more detailed content of these Strategies.

9.24 The strategies will provide a robust, evidence-based platform for seeking to secure the delivery of the transport measures over the lifetime of the Local Plan. Funding for the delivery will come from a variety of sources, including:

- bids to Government (current examples include LCWIP funding; National Bus Strategy funding; Levelling Up Fund)
- future rounds of MRN funding and Road Investment Strategy periods; and
- developer contributions

- 9.25 We will expect development to mitigate the impact of additional traffic by improving accessibility, encouraging travel by sustainable modes of transport and through the necessary highway improvements. Development should not have an unacceptable impact on highway safety, and assessment of the impacts should include consideration of the cumulative and/or cross-boundary impacts of growth and the need for pooled contributions to ensure that the network remains robust. Where applicable, the potential for co-ordinating developer contributions with those of neighbouring authorities to mitigate impacts will be investigated.
- 9.26 Notwithstanding the above, the Borough Council and Leicestershire County Council recognise that developments are likely to come forward ahead of the full delivery of the transport strategies and accept that there could be some adverse traffic impacts in the meantime. This is a pragmatic approach that will enable the growth proposed through the Plan to start coming forward as early as possible. Proportionate contributions to fund short term mitigation to minimise the interim impacts will be sought from developers whose schemes are contributing to increased traffic, but wherever possible, these funds will be spent on works that will contribute to delivering elements of the strategies.

Policy INF2: Development and delivery of Transport Strategies

We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider HMA authorities and other stakeholders as required to mitigate the transport impacts of our development strategy through the delivery of Transport Strategies for Loughborough Urban Centre and Shepshed; the North of Leicester; and the Soar Valley. The transport strategies will be built around the following key components, to be funded and delivered by private developers and the public sector:

- **Improvements to sustainable modes of travel; i.e. walking, cycling and passenger transport (as appropriate both capital – infrastructure measures – and revenue measures, such as training and promotional activities and/or service improvements)**
- **Targeted Improvements to the Major Road Network (MRN)**
- **Targeted Improvements to the Strategic Road Network (SRN)**

Where improvements are being delivered to the MRN or SRN, we will look for these to include measures that deliver, as appropriate, improved facilities for walking, cycling and passenger transport.

We will support development that is supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including any cumulative and/or cross-boundary impacts, and that demonstrates that impacts can be mitigated.

Where a transport assessment indicates that development will add to cumulative traffic impacts across the Borough and/or indicates cross-boundary impacts, we will require that it contributes to the reasonable costs of measures required to mitigate such impacts in accordance with Policy INF1 either through a financial contribution or scheme delivery.

We will work with partners to develop bids and business cases to secure public funding of projects from Government, including through bidding opportunities or promotion of projects through the Major Road Network programme and the Road Investment Strategy process.

Where necessary, the Council and/or the highway authorities will use compulsory purchase powers to deliver elements of the strategies.

Matter 9: Viability and Monitoring

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.a			Appendix 3 – Infrastructure Schedule North East of Leicester Sustainable Urban Extension	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.b			Appendix 3 – Infrastructure Schedule North of Birstall Sustainable Urban Extension	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.c			Appendix 3 – Infrastructure Schedule West of Loughborough Sustainable Urban extension	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.d			Appendix 3 – Infrastructure Schedule Loughborough Science and Enterprise Park	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.e			Appendix 3 – Infrastructure Schedule Leicester Urban Area	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.f			Appendix 3 – Infrastructure Schedule Birstall	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.g			Appendix 3 – Infrastructure Schedule Glenfield	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.h			Appendix 3 – Infrastructure Schedule Syston	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.i			Appendix 3 – Infrastructure Schedule Thurmaston	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.j			Appendix 3 – Infrastructure Schedule Loughborough	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.k			Appendix 3 – Infrastructure Schedule Shepshed	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.l			Appendix 3 – Infrastructure Schedule Anstey	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.m			Appendix 3 – Infrastructure Schedule Barrow Upon Soar	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.n			Appendix 3 – Infrastructure Schedule Quorn	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.o			Appendix 3 – Infrastructure Schedule Rothley	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.p			Appendix 3 – Infrastructure Schedule Sibley	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.q			Appendix 3 – Infrastructure Schedule Cossington	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.r			Appendix 3 – Infrastructure Schedule East Goscote	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.s			Appendix 3 – Infrastructure Schedule Hathern	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.t			Appendix 3 – Infrastructure Schedule Queniborough	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.u			Appendix 3 – Infrastructure Schedule Rearsby	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.v			Appendix 3 – Infrastructure Schedule Thurcaston	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.w			Appendix 3 – Infrastructure Schedule Strategic Infrastructure	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport

Appendix 3 – Infrastructure Schedule Main Modifications

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.a	<u>North of Leicester Transport Strategy.</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>LUA2</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.b	<u>North of Leicester Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>LUA3</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.c	<u>Loughborough and Shepshed Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUC1</u> <u>LUC2</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.d	<u>Loughborough and Shepshed Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUC1</u> <u>LUC3</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.e	<u>Transport Package of interventions to be</u>	<u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<u>developed through a North of Leicester Transport Strategy comprising:</u>	<p><u>transport strategy area and to/from other key destinations for this area (e.g., Leicester City Centre).</u></p> <p><u>Specific interventions to be determined within the transport strategy but will potentially include new infrastructure and supporting (revenue) initiatives identified through:</u></p> <ul style="list-style-type: none"> <u>- Leicester City Council's Transforming Cities Fund (TCF) programme.</u> <u>- Leicester City Council and Leicestershire County Council's respective Bus Service Improvement Plans (BSIP).</u> <u>- Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the North of Leicester area.</u> 							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including:</u> <u>- A46/A6 Wanlip Interchange.</u> <u>- A46/A607 Interchange (Fosse Way Roundabout)</u>					√	√	
		<u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:</u> <u>- A46/A6 The Brantings Interchange</u> <u>- A46/Wanlip Road slip road layout changes</u> <u>- A46/A607 Hobby Horse Roundabout</u> <u>- Any additional schemes identified through National Highways' ongoing A46 Study.</u>						√	
		<u>iv Supporting interventions on the</u>				√	√	√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Local Road Network (as required) – to be identified through the transport strategy.</u>							
MAIN9.f	Transport –package comprises a combination of measures to address highway capacity and sustainable travel focused on interventions across Birstall	AN6 / B12: Leicester Park and Ride service enhancement facilitating bus to bus interchange and additional services. B13: New Bus Lane on A6 southbound towards the Red Hill Circle junction and revised 20mph speed limit to discourage through traffic. B14: Wanlip Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£1,500,000 £300,000 £180,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	√	√	√	LUA1 CC5 INF1 INF2
MAIN9.g	Transport	AN9: Cycle network improvements across parcel of land within Anstey Lane, A563, A50 and Gynsill Lane. <u>Proportionate contributions towards the North of Leicester</u>	£920,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	√	√	√	LUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Transport Strategy as described previously</u>							
MAIN9.h	Transport –package comprises a combination of sustainable travel interventions and smaller-scale highway capacity interventions at key junctions and on road links in and around System –package for the broad location of System also includes schemes in Sileby, East Goscote and Queniborough.	SY3: System– Queniborough Road– Barkby Road Junction Improvement SY5: System– Melton Road– Streetscape enhancement including traffic management measures. <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£500,000 £90,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	√	√	√	LUA1 CC5 INF1 INF2
MAIN9.i	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contribution s/ public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.j	<p>Transport - package comprises a combination of highway capacity interventions at key junctions and sustainable travel interventions across Loughborough</p> <p><u>Package of interventions to be developed through a Loughborough and Shepshed Transport Strategy comprising:</u></p>	<p>LO1: A6/A6004 One Ash Roundabout Junction Improvements</p> <p>LO2: Loughborough Smarter Choices personalised travel planning</p> <p>LO3: Loughborough Smarter Choices bus service and infrastructure enhancements</p> <p>LO4: Loughborough Smarter Choices cycle hire schemes.</p> <p>LO5 / SH1: Loughborough-Shepshed -A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre</p> <p>LO6: A6004 Epinal Way-Beacon Road Junction Improvements</p> <p>LO7: A6004 Epinal Way-Beacon Road Junction Improvements</p> <p>LO8: A6004 - Epinal Way-Warwick Way-Sandringham Drive-</p>	<p>£13,000</p> <p>£281,000(S</p> <p>ame</p> <p>scheme as</p> <p>SH1)</p> <p>£300,000</p> <p>£750,000</p> <p>£300,000</p> <p>£750,000</p> <p><u>tbc</u></p>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	LUC1 LUC2 LUC3 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>Maxwell Drive – Extend 2 lane flares on Epinal Way and Warwick Way arms by 30m each LO9: A6004 – Epinal Way Alan Moss Road Junction Improvements</p> <p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area.</u></p> <p><u>Specific interventions to be determined within the transport strategy but will potentially include:</u></p> <p><u>- New infrastructure and supporting (revenue) initiatives identified through Leicestershire County Council’s emerging Local Cycling and Walking Infrastructure Plan</u></p>							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>(LCWIP) for Loughborough and Shepshed.</u></p> <p><u>- New/improved “cross town” passenger transport connections between Shepshed, Loughborough town centre and Loughborough Railway Station.</u></p> <p><u>- New/improved connections to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway.</u></p>							
		<p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along Epinal Way, Loughborough:</u></p> <p><u>- A6/A6004 One Ash Roundabout</u></p> <p><u>- A6004/Beacon Road Roundabout</u></p>					√	√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<ul style="list-style-type: none"> - <u>A6004/Alan Moss Road Roundabout</u> - <u>Epinal Way/Warwick Way Roundabout</u> - <u>Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u> 							
		<ul style="list-style-type: none"> iii <u>Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including at M1 Junction 23 between Loughborough and Shepshed</u> 						√	
		<ul style="list-style-type: none"> iv <u>Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u> 				√	√	√	
MAIN9.k	Transport –package is the only option put forward for Shepshed and	LO5/SH1: Loughborough-Shepshed – A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road	£281,000 (Same scheme as LO5) £120,000 £1,380,000	Essential	S.106 developer contributions / local authority highway	√	√	√	SUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	comprises a combination of sustainable travel (including bus service and cycle route improvements) and highways capacity focused intervention (in discouraging cross-country trips between Shepshed and Charley Road)	(industrial estates), railway station and town centre SH2: A512 Charley Road/Tickow Lane – Junction Improvement SH3: Shepshed-Loughborough – A512 – cycle route upgrade SH4: Nanpantan – Nanpantan Road – New off-road cycle route between Nanpantan and Loughborough SH5: Nanpantan – Nanpantan Road – Increased bus frequencies SH7: Iveshead Road, Shepshed traffic calming SH6/STRAT14: M1 Junction 23 Junction improvements <u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously</u>	£750,000 £250,000 £90,000 £1,350,000 <u>tbc</u>		funding <u>public funding</u>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.l	Transport –package comprises interventions which will deliver increased highway capacity on key roads and junctions surrounding Anstey, in addition to complementary cycle route improvements which will improve connectivity between Anstey and north-west Leicester.	AN1: A46/Leicester Road/A5630 Anstey Lane junction AN2: A46/A50 Junction Improvement AN3: A50/Anstey Lane Junction Improvement AN5: Anstey southern cycle route (and link to Beaumont Leys) AN7: Anstey to Glenfield cycle route Cycle Network Improvement <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£650,000 £2,075,000 £1,000,000 £603,000 £750,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	<u>LUA1</u> SC4 CC5 INF1 INF2
MAIN9.m	Transport –package comprises sustainable travel interventions including	BA1: Footway improvements to the station from key development site(s). BA2: Cycle route improvements to the station from key development site(s)	£70,000 £1,367,625 £13,000 £50,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding	√	√	√	SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>footway and cycle route improvements, in addition to one highway capacity improvement at key pinch points – the High Street-South Street-Bridge Street roundabout</p> <p><u>Package of interventions to be developed through a Soar Valley Transport Strategy comprising:</u></p>	<p>BA4: Cycle parking facilities at station BA5: High Street-South Street-Bridge Street Junction Improvement</p> <p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area.</u></p> <p><u>Specific interventions to be determined within the transport strategy and will potentially include interventions identified through Leicestershire County Council’s planned A6 (North)/A6004 Major Road Network (MRN) study.</u></p>			<u>public funding</u>				
		<p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area,</u></p>					√	√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>including the following junctions along the A6:</u></p> <ul style="list-style-type: none"> - <u>A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area transport strategy described previously).</u> - <u>A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</u> - <u>Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u> 							
		<p><u>iii Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u></p>				√	√	√	
MAIN9.n	<u>Transport</u>	<p><u>Proportionate contributions towards the Soar Valley</u></p>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Transport Strategy as described previously.</u>			<u>contributions / public funding</u>				<u>INF2</u>
MAIN9.o	<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.p	Transport –Sileby transport schemes are part of the broad location of System for transport modelling purposes.	SY6: Sileby – Footway route improvements to the station from key development site(s). SY7: Sileby – Cycle route improvements to the station from key development site(s). SY9: Sileby – Cycle parking facilities at station. SY10: Sileby – Swan Street Highgate Road-Ratcliffe Road-The Banks – Junction improvement. SY11: Sileby – Ratcliffe Road – traffic calming features between Cemetery Rd and Peashill Close. SY12: Sileby – Brook Street High Street	£300,000 £13,000 £13,000 £352,000 £108,000 £15,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		Cossington Road – Convert to mini roundabout <u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>							
MAIN9.q	<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.r	Transport – East Goscote transport scheme is part of the broad location of System for transport modelling purposes.	SY14: East Goscote – Broome Lane, north of East Goscote – traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£144,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>	√	√	√	OS4 <u>LUA1</u> CC5 INF1 INF2
MAIN9.s	<u>Transport</u>	<u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.t	Transport – Queniborough transport scheme is part of the broad location of Syston for transport modelling purposes.	SY13: Queniborough–Barkby Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£180,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>	√	√	√	OS4 <u>LUA1</u> CC5 INF1 INF2
MAIN9.u	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.v	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.w	<u>Transport</u> Strategic Transport Projects All projects likely to require a combination of	STRAT6: A46 – Smart technology to manage build-up of traffic flows on A46 between M1 J21a and north of the Hobby Horse roundabout STRAT1: A46/Wanlip Road slip road layout changes.	£10,000,00 0 £1,500,000 £15,000,00 0 £4,000,000 £20,000,00 0	A46 Corridor is an investment priority in Midlands Connect Strategy A46 Corridor is an investment priority in	tbc tbc tbc tbc tbc tbc		√	√	<u>LUA1</u> <u>LUC1</u> <u>SUA1</u> INF1 INF2 CC5

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>local and national funding from private and public sector including:</p> <ul style="list-style-type: none"> -S.106 developer contributions -Large Local Majors capital funding -Regional and Pan-Regional prioritisation -Highways Agency development funding -Road Investment Strategy funding <p>Note that SH6/STRAT14 included under Shepshed in the table above.</p>	<p>STRAT 1 / 2: A46/A607 Hobby Horse Roundabout improvements with segregated A46 west to east link</p> <p>STRAT 13: A46/A6 Loughborough Road Interchange including lane changes on westbound approach; lane changes, widening of A6 southbound on exit from the junction to provide third lane access for Park and Ride.</p> <p>STRAT4: M1 Leicester Western Access – Smart Motorway scheme J21-J21a</p> <p>STRAT5: M1 North Leicestershire Extra Capacity – Smart Motorway Scheme J21a-J23</p> <p>STRAT10: M1 Junction 21 – M1/M69/A5460 – Interim Intervention to introduce a fourth lane on the eastbound circulatory, signalling and control on M69 approach.</p>	<p>£75,000,00</p> <p>0</p> <p>£2,725,000</p> <p>£120,000,000</p> <p><u>tbc</u></p>	<p>Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline</p> <p>Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline</p> <p>Smart Motorway M1 J19 – J23 is a Strategic</p>	<p><u>Public funding (via inclusion in future RIS programme)</u></p>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>STRAT3: M1 Junction 21 – M1/M69/A5460 – Free flow interchange links between M1 and M69</p> <p><u>National Highways Road Investment Strategy 2 (RIS2) ‘Pipeline Projects’ – potential future strategic improvement schemes for delivery in RIS3 and beyond:</u></p> <p><u>- M1 Leicester Western Access (J21 to J21a)</u> <u>- M1 North Leicestershire Extra Capacity (J21a to J23a)</u></p> <p><u>NB – no existing commitment to deliver these schemes, subject to confirmation by Government and National Highways through RIS process.</u></p>		<p>Growth Plan priority Smart Motorway M1 J.19 – J.23 is a Strategic Growth Plan priority</p> <p><u>Desirable</u></p>					
		<p><u>Enhancements to the A50 corridor between the A46 and M1 over and above existing</u></p>	<u>tbc</u>	<u>Desirable</u>	<u>S.106 developer contributions</u>		√	√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>commitments (to address the cumulative impacts of growth in Charnwood Borough, Hinckley and Bosworth Borough and North West Leicestershire District), including the following junctions:</u> <u>- A50/Markfield Lane (Field Head) Roundabout</u> <u>- M1 Junction 22</u>			<u>/ public funding</u>				

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