

Leicestershire County Council

# Interim Transport Contributions Strategy for Developments in Charnwood District

## **Table of Contents**

<b>1. Purpose and Context</b>	<b>page 2</b>
<b>2. Evidence Base</b>	<b>page 4</b>
Table 1 - Emerging Charnwood Local Plan 2021-2037 Evidence Base – Key Documents	page 4
<b>3. Key Conclusions</b>	<b>page 10</b>
<b>4. Ongoing and Future Work</b>	<b>page 12</b>
<b>5. Interim Transport Mitigation Package – Schemes and Costs</b>	<b>page 14</b>
Table 2 – Charnwood Local Plan Mitigation Strategy – Proposed Highway Improvement Schemes	page 14
Figure 1 – Charnwood Local Plan Mitigation Strategy – Proposed Highway Improvement Scheme Locations	page 16
Table 3 – Charnwood Local Plan Mitigation Strategy – Proposed Highway Improvement Scheme Costs by Strategy	page 16
<b>6. Funding and Delivery</b>	<b>page 18</b>
Figure 2 – Leicestershire County Council's Interim Transport Contributions Policy for Developments in Charnwood District	page 18
<b>Appendix A – Draft Charnwood Local Plan 2021-2037 – Key Policies</b>	<b>page 22</b>
<b>Appendix B – Draft Charnwood Local Plan 2021-2037 Transport Mitigation Strategy – Proposed Highway Improvement Scheme Drawings</b>	<b>page 34</b>
<b>Appendix C – Draft Charnwood Local Plan 2021-2037 Transport Mitigation Strategy – Proposed Highway Improvement Scheme Cost Estimates</b>	<b>page 48</b>

# **1. Purpose and Context**

- 1.1. This document sets out Leicestershire County Council's (as the Local Highway Authority) interim approach to securing developer contributions towards the delivery of transport improvements required to address the cumulative and cross-boundary impacts of future growth across Charnwood District, pending the adoption of a new Charnwood Local Plan (2021-2037) (hereafter referred to simply as "the Plan").
- 1.2. The document also sets out the LHA's views on evidence work to date that supports the interim approach, its alignment with the Plan and compliance with the National Planning Policy Framework (NPPF), as well as the need for further work beyond the adoption of this approach.
- 1.3. The document has been prepared in response to:
  - The pause in the examination process for the emerging Plan and consequential delays to its adoption.
  - The cumulative and cross-boundary impacts that future growth across Charnwood will have on the transport network, with or without an adopted Plan in place.
  - Immediate/ongoing development pressure across Charnwood (from both Local Plan allocations coming forward as planning applications ahead of the Plan's adoption, and from speculative/unallocated sites), in part due to a current shortfall in 5 year housing land supply across Charnwood (in the absence of an adopted Plan).
  - The current financial challenges facing Leicestershire County Council and local government as a whole, which will – for the foreseeable future – severely constrain the Authority's ability to cover any shortfalls or delays in required developer contributions towards the delivery of transport mitigation schemes.
- 1.4. The document will form the LHA's basis for securing developer contributions across Charnwood District towards cumulative and cross-boundary transport improvements unless and until superseded by:
  - more detailed evidence and/or proposals to address the cumulative and cross-boundary impacts of growth (e.g. more detailed studies/scheme design undertaken by the LHA and partners, or work undertaken by developers for a planning application).
  - appropriate policies and related provisions (e.g. an up to date Infrastructure Delivery Plan/Schedule) for securing such contributions within an adopted Local Plan.
- 1.5. The document's contents reflect matters agreed with Charnwood Borough Council (CBC), National Highways (NH) and Leicester City Council (LCiC), as set out in Statements of Common Ground dated December 2021 and June 2022.

- 1.6. For the avoidance of doubt, this document does not cover site specific and more localised issues to a site (e.g. such as the creation of new or improvements to existing points of site access or the need for any site specific highway mitigation measures); the need to address any such issues would be in addition to any requirement for a contribution to be made under this strategy.

## 2. **Evidence Base**

- 2.1. The interim contributions strategy (and associated package of transport interventions) is underpinned by the transport evidence base developed to inform the Plan.
- 2.2. The Plan's evidence base has been developed in partnership between CBC, the LHA and NH ('the Parties') and in discussion with neighbouring local authorities including LCiC as the Local Highway Authority for the City of Leicester.
- 2.3. The Plan's evidence base has been developed in accordance with the NPPF's requirements for plan-making in respect of promoting sustainable transport (with particular reference to paragraphs 104 and 105 of the NPPF). In doing so, it has been informed by available data and transport models and developed with the aim of identifying the impacts of Borough-wide growth and a package of mitigation which align with the Plan's policies.

### **Table 1 – Emerging Charnwood Local Plan 2021-2037 Evidence Base – Key Documents**

NB – the documents listed below have all been published on the Charnwood Local Plan 2021-37 Examination web pages:

<https://www.charnwood.gov.uk/pages/examination>.

The document references cited here (and later in the document) are those allocated for the purposes of the examination.

REF	TITLE
EB/TR/1	<a href="#"><u>CBC Local Plan Option Testing (No Mitigation) Final Report, Leicestershire County Council, Nov 2018</u></a> (PDF Document, 18.49 Mb)
EB/TR/2	<a href="#"><u>CBC Local Plan: Mitigation Testing Final Report, Leicestershire County Council, June 2019</u></a> (PDF Document, 19.13 Mb)
EB/TR/3	<a href="#"><u>PRTM: Charnwood Local Plan Base Year Model Review, AECOM, May 2020</u></a> (PDF Document, 9.89 Mb)
EB/TR/4	<a href="#"><u>Charnwood Local Plan Interim Forecasting Report, AECOM, October 2020</u></a> (PDF Document, 8.16 Mb)

EB/TR/5	<a href="#"><u>Charnwood Local Plan Additional Forecasting Analysis, AECOM, November 2020</u></a> (PDF Document, 16.36 Mb)
EB/TR/6	<a href="#"><u>Charnwood Local Plan Mitigation Package SRN Issues, AECOM, January 2021</u></a> (PDF Document, 0.6 Mb)
EB/TR/7	<a href="#"><u>Charnwood Local Plan Mitigation Package Technical Note 1: Hybrid Option, AECOM, January 2021</u></a> (PDF Document, 0.58 Mb)
EB/TR/8	<a href="#"><u>Charnwood Local Plan Mitigation Package Technical Note 2: Long List of Interventions (Excel), AECOM, January 2021</u></a> (Excel Spreadsheet, 0.1 Mb)
EB/TR/9	<a href="#"><u>Charnwood Local Plan Mitigation Package Technical Note 3: Assessment of Mitigation (Excel), AECOM, January 2021</u></a> (Excel Spreadsheet, 5.74 Mb)
EB/TR/10	<a href="#"><u>Revised Technical Note 3 Refined Assessment of Mitigation (May 2021)</u></a> (Excel Spreadsheet, 62.54 Mb)
EB/TR/11	<a href="#"><u>Charnwood Local Plan Forecasting Report, AECOM, May 2021</u></a> (PDF Document, 10.76 Mb)
EB/TR/12	<a href="#"><u>Charnwood Local Plan Mitigation Report, AECOM, May 2021</u></a> (PDF Document, 1.89 Mb)
EB/TR/13	<a href="#"><u>Charnwood Local Plan – Further Analysis and Refinement, AECOM, May 2021</u></a> (PDF Document, 6.66 Mb)
EB/TR/14	<a href="#"><u>Charnwood Sustainable Transport Study, WYG, 2020</u></a> (PDF Document, 4.75 Mb)
EXAM 31	<a href="#"><u>Charnwood Local Plan Transport Evidence Options Assessment Report</u></a> (PDF Document, 28.03 Mb)
EXAM 31A	<a href="#"><u>Charnwood Local Plan Oar - 22 05 18 with Appendices Issue</u></a> (PDF Document, 6.08 Mb)
EXAM 31B	<a href="#"><u>Charnwood Preliminary Design Estimate Assurance Rev 1 2022 05 25</u></a> (PDF Document, 5.33 Mb)

- 2.4. The approach has been iterative, the objective being to increase the level of detail and refinement in parallel with and cognisant of the spatial strategy. It can be best summarised in terms of a sequence of broad steps, as outlined below.

**Step 1: Arriving at a preferred development strategy and confirming that transport would be a key determinant in informing levels of housing growth (EB/TR/1 & 2)**

- 2.5. The LHA supported CBC in developing the initial transport evidence inputs to shaping the Plan, which occurred in 2018 and 2019.
- 2.6. The purpose of this step was to support the identification of an appropriate spatial strategy for development in the Borough.
- 2.7. Modelling assessments<sup>1</sup> were undertaken for a 2036 (proxy) horizon year across seven spatial development options defined by CBC which represented low and high levels of growth. Assessment was undertaken both with and without mitigation. Given the early stage in plan-making and the number of spatial options to be assessed, mitigation was simply represented based on generic uplifts in capacity applied at identified junctions and links as opposed to specific measures.
- 2.8. Spatial options were scored and ranked against core metrics which assessed the performance of the highway network including over-capacity queues and travel time.
- 2.9. The assessment highlighted a range of key challenges that would continue to represent important themes running throughout subsequent steps in the evidence building process. These include congestion and delays at main gateway junctions on radial routes leading into Loughborough; on the key A6 and A6004 routes which traverse Loughborough (and are part of the Major Road Network or MRN); on the A512 in Shepshed; and in areas to the north of Leicester such as Birstall, Syston, Anstey, Thurmaston and Rothley; in addition to key roads including the A46 and M1 (part of the Strategic Road Network or SRN).
- 2.10. This initial step informed CBC's sifting and selection of a preferred spatial option and highlighted that transport would be a key determinate in informing levels of housing growth across the Borough.

**Step 2: Building a greater understanding of Borough-wide impacts from growth arising from a preferred spatial strategy (EB/TR/3-5 and EB/TR/11)**

- 2.11. In 2020, CBC commissioned additional evidential work with the purpose of assessing the transport impacts of the preferred spatial strategy (referred to at this point as the Hybrid option, a blend of two options considered at Step 1).

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<sup>1</sup> An assessment using the highway-only component of the Leicester and Leicestershire Integrated Transport Model (LLITM) Standard (Unconstrained) version, which was the primary strategic transport modelling evidential tool available at the time. The assessment focused on a 2036 assessment year only (a proxy for the 2037 Plan horizon).

- 2.12. The assessment approach<sup>2</sup> identified broad locations and corridors around clusters of transport impacts (or hotspots) which were estimated to occur as a result of Plan development and where potentially mitigation would be needed. The broad locations are Loughborough urban area, Shepshed (including M1 Junction 23), Barrow upon Soar (in the Soar Valley), Syston and East Goscote, Birstall and Anstey (settlements around the north of Leicester). These areas broadly align with areas of interest identified at Step 1.
- 2.13. There was no cross-boundary evidence available from other neighbouring Plans at the time, most notably for Leicester City. This was especially relevant around the north of Leicester area where modelling had identified issues on the transport network, and therefore created some uncertainties as to the level of impacts and mitigation required in this area.

### **Step 3: Developing an initial Borough-wide list of potential mitigation options (EB/TR/6-12 and 13)**

- 2.14. The third step of evidence building comprised development of Borough-wide mitigation measures in response to the hotspot locations identified at Step 2.
- 2.15. In assessing potential mitigation measures, consideration was given to key travel movements along corridors within and between settlements across the Borough as well as existing infrastructure and services including cycle and bus routes. This process culminated in a long list of potential measures, incorporating a mix of measures set out in previous work (including but not limited to the Charnwood Sustainable Transport Study – EB/TR/14) and newly-identified measures.
- 2.16. In identifying mitigation measures consideration was given to alignment with policy, in particular mode hierarchy with active modes and passenger transport measures having greater priority over measures encouraging private vehicle travel; whether mitigation measures would be proportionate to the type/scale of impacts forecast; whether measures were considered feasible; and very indicatively how much they could cost (albeit by May 2021 the realities of construction price inflation were only just beginning to become properly understood).
- 2.17. This step provided a Plan perspective of what multi-modal transport measures could be required to mitigate the impacts of growth in 2037. It did not however consider the potential phasing and scalability of transport interventions prior to 2037 in line with the phasing of development to determine what mitigation would be needed during the early years of the Plan period.

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<sup>2</sup> This step used Leicestershire's Pan Regional Transport Model (PRTM) version 2. The PRTM has been built using current industry best practice based on the Department for Transport's Transport Appraisal Guidance (TAG) and engagement/consultation with relevant stakeholders such as National Highways and Local Planning Authorities. The PRTM is an expansion of LLITM which had been used at step 1. The assessment focused on a 2036 assessment year only (a proxy for the 2037 Plan horizon).

- 2.18. The Parties therefore agreed that further enhancement of the transport evidence base was required to formulate a coherent mitigation strategy.

**Step 4: Building a more detailed understanding of mitigation requirements, prioritisation and phasing to form an overarching Plan-level mitigation strategy (EXAM31, 31A and 31B)**

- 2.19. The Hybrid option assessed previously at Steps 2 and 3 was further refined by CBC and was defined for both a Plan horizon year of 2037 and intermediate year of 2026. Building upon the work undertaken in Steps 2 and 3, PRTM was used to test the impacts and benefits of four transport scenarios. An assessment year of 2026 was developed to sit alongside the 2036 (proxy) assessment year.
- 2.20. The 2026 assessment has enabled the identification and assessment of mitigation measures needed to support growth coming forward during the early stages of the Plan period, therefore distinguishing them from measures which are either required at a later date or are of a scale and form which present greater deliverability challenges that would mean they cannot be implemented until a later stage in the Plan period.
- 2.21. **Scenario 1** focusses on *representative* sustainable transport solutions, largely as identified at Step 3; **Scenario 2** focusses on a combination of targeted Major Road Network (MRN) improvements and sustainable transport solutions (as per Scenario 1); **Scenario 3** focusses on a combination of targeted SRN improvements, plus targeted MRN improvements and sustainable transport solutions (as per Scenario 2); and **Scenario 3b** is the same as Scenario 3 but contains additional, larger-scale, Road Investment Strategy (RIS) pipeline schemes on the SRN (specifically the M1). All have been tested for 2026 and 2036 except for Scenarios 3 and 3b which have been tested for 2036 only because the larger scale interventions are unlikely to be delivered until after 2026.
- 2.22. The scenarios have enabled a sequential approach to assessing the cumulative effects with additional interventions layered on top of the previous scenario, therefore highlighting the level of mitigation achieved by each. The key findings are that:
- Sustainable measures alone would not be sufficient to mitigate the Plan's impacts – either over the lifetime of the plan (to 2037) or in the shorter-term (to 2026).
  - However, a combination of sustainable and targeted MRN interventions would be capable of sufficiently mitigating the Plan's shorter-term impacts – to 2026 at least.
  - In the longer term, the above measures would need to be supplemented by targeted SRN interventions, to help address the Plan's full impacts (to 2037).

However, even with all of these interventions in place, there would still be a residual impact on the network.

- Additional delivery of the RIS pipeline schemes has the potential to mitigate most of the residual impacts, albeit their strategic scale means that there can be no reliance on them coming forward, due to uncertainties about their delivery (including likely timescales) and given that they are of a cost beyond which the Plan/developments could afford.

### 3. **Key Conclusions**

- 3.1. The steps described above provide a proportionate outline of the Plan-level mitigation strategy that is consistent with the NPPF's requirements for plan-making in respect of promoting sustainable transport. This includes a robust steer as to the specific impacts (i.e. identified highway junctions, links and wider corridors comprising junctions and links) which are estimated to occur on the transport network and will require mitigation by the end of the Plan period and in the initial five years; the potential value and impacts of introducing sustainable transport measures which mainly target shorter distance trips within settlements; and the general scale/form of mitigation required. However, further work will be needed to explore and develop a mitigation package in detail, as expanded on below.
- 3.2. The transport evidential approach demonstrates that there is an acceptable transport mitigation package that should be deliverable over the lifetime of the Plan, albeit challenges are very likely to persist, which are not unique to Charnwood, in seeking to secure investment in the coordinated delivery of infrastructure relative to the delivery of growth. In all likelihood, the sustainable measures will come forward first, as these can be scaled in line with development coming forward (e.g. a walking and cycling corridor can be enhanced rather than necessarily seeking to deliver an entire network at once). The next MRN window is 2025 to 2030, so measures on the A6/A6004 could be delivered in that timeframe. Beyond 2030 is the most probable timeframe for the delivery of SRN improvements.
- 3.3. The Parties' approach is being informed by lessons learnt from other Plans, most recently Melton. Here, major highway infrastructure was identified alongside sustainable transport measures as part of an area-based transport strategy, with an intention to allow some development to come forward prior to full implementation of mitigation measures, on the condition that it does not prejudice the ability to deliver cumulative infrastructure at a later date.
- 3.4. Whilst the Plan is not yet adopted and the future timing of its adoption currently remains uncertain, it should be noted that:
  - Components of the Plan are already coming forward – proposed site allocations have already been submitted as planning applications (or are anticipated in the near future), whilst a minority of sites have already secured planning permission (without any requirement to contribute to plan-level cumulative mitigation).
  - Additional unplanned/speculative development is likely to take place in the same general areas/locations as the proposed site allocations (based on current and historic planning applications) and consequently impact on the same parts of the transport network and generate the need for the same package of improvements as those identified through the Plan evidence base (i.e. the need for these improvements will only be increased, not decreased).

- There is currently no alternative/better evidence and package/s of interventions on which to base a coordinated, district-wide approach to mitigating the cumulative and cross-boundary impacts of growth.

For these reasons, the LHA considers the Plan's transport evidence base and mitigation package to be the most appropriate foundation on which to base the interim approach to securing contributions to transport infrastructure across Charnwood district (with the supporting proviso that the interim approach can be reviewed and updated as and when any significant additional evidence emerges). Conversely, continued failure to secure such contributions would be contrary to paragraph 110 (a) and (d) of the NPPF.

## 4. **Ongoing and Future Work**

- 4.1. The Parties agree that further joint work is required to enhance the transport evidence base underpinning the Plan – and by extension the interim transport contributions strategy – to provide additional clarity around specific mitigation requirements.
- 4.2. The LHA has worked with CBC to agree Main Modifications (MMs) to the Plan so that they reflect the evolving evidential work done to date and what is required post Plan adoption.
- 4.3. The aim of the MMs is to ensure that the Plan's policies are as robust as possible for seeking to secure funding, both public and private, for the timely implementation of transport mitigation; and to organise and agree commitments across the Parties to onward joint-working, subsequent to the Plan's adoption, the main aim of which will be to 'smooth' the process of delivering transport mitigation in support of Plan-led development.
- 4.4. The MMs proposed, especially the new Policy INF2 (see Appendix A for reference), reflect local experiences elsewhere in seeking to provide the most robust policy platform possible for securing contributions.
- 4.5. Through the MMs there is a firm commitment from the Parties to further enhance the transport evidence base and to refine the mitigation strategy through the development of three Transport Strategies, i.e. for: Loughborough and Shepshed; the North of Leicester; and the Soar Valley respectively.
- 4.6. These Strategies are being developed around geographic areas which reflect the findings of transport evidence work and the nature of the transport package identified to mitigate the Plan's impacts. A primary purpose will be to address cumulative and cross-boundary transport impacts of growth both within and external to the Borough. The cross-boundary dimension will be especially strong in respect of the North of Leicester Transport Strategy, given the sensitivities of the transport network in this area identified throughout the evidence building process and noting the growth proposed within this area through the City of Leicester's emerging Local Plan.
- 4.7. Reflecting the evidence, the Strategies will be built around: improvements to sustainable modes of travel (i.e. walking, cycling and passenger transport); targeted improvements to the MRN; and targeted improvements to the SRN. Targeted road improvements mean that they are demonstrated as being required in the context of a multi-modal mitigation strategy which emphasises the importance of sustainable travel and are for the purpose of mitigating residual highway impacts of Plan development.

- 4.8. In response to the Government's Gear Change strategy, work is currently underway by the LHA to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for the Loughborough and Shepshed area and for the North of Leicester area. These will provide additional evidence around the specific measures needed to support modal shift and sustainable development.
- 4.9. In addition, the LHA is in the process of investigatory work to examine issues, conceptual solutions and build a strategic narrative for investment in the A6/A6004 MRN corridor. National Highways is also undertaking study work on the A46, which has been identified as a key corridor by the Midlands Connect (the regions Sub-National Transport Body), and at M1 Junction 23.
- 4.10. In response to the Bus Back Better: National Bus Strategy for England, the LHA and LCiC have published Bus Service Improvement Plans (BSIPs). Whilst both authorities were unsuccessful this time in securing recent Government funding for bus improvements, the BSIPs remain important evidence base documents presenting the challenges for bus services and priorities for how the attractiveness (in terms of encouraging greater use and shift away from the private car) of passenger transport across Leicestershire and Leicester City can be improved.
- 4.11. The LHA's BSIP will continue to be an important reference-point and leverage tool for discussions with development promoters on agreeing site-specific mitigation and contributions to cumulative measures. LCiC is moving forward with an alternative approach to securing bus improvements which, from the perspective of the Plan, will be especially relevant to the North of Leicester area.
- 4.12. A coherent mitigation strategy is essential. The proposed additional work is carrying forward the narrative thread developed and refined throughout the transport evidence base steps described earlier, with a continued focus on identifying and prioritising important sustainable transport opportunities; an increasing focus on investigating the sub-areas of impact within the Borough; and grouping these together into logical, functional areas that also align with the key locations for growth in the Plan's development strategy. This will be important in establishing clearer, evidence-based links between mitigation measures and specific sites (e.g. as set out in place-based policies in Chapter 3 of the Plan).

## 5. **Interim Transport Mitigation Package – Schemes and Costs**

- 5.1. The plan-level mitigation strategy (as developed through EXAM31) identifies ten specific highway improvement schemes on the MRN and SRN. Concept scheme drawings (Appendix B) and cost estimates (Appendix C) have been produced for each of these schemes.
- 5.2. All of the highway improvement schemes are associated with one or more of the transport strategies outlined in paragraphs 4.5 to 4.12 above. This is of central importance to how developer contributions will be sought towards each of the schemes, as outlined within Chapter 6 below. The ten schemes and their relationship with the strategies are set out in Table 2 with the locations of these schemes shown in Figure 1 (both below).
- 5.3. Whilst most of the schemes are only associated with one of the transport strategies, scheme 5 straddles both the Loughborough and Shepshed and the Soar Valley areas, whilst scheme 6 straddles both the North of Leicester and the Soar Valley areas. In these cases, the overall scheme cost has been split between the two strategies in accordance with the latest draft Local Plan Infrastructure Schedule (see Appendix A and footnotes at the bottom of Tables 2 and 3).
- 5.4. The combined highway scheme costs attributable to each strategy and Charnwood district as a whole are set out in Table 3 below. The cost estimates cited in Tables 2 and 3 are based on May 2022 prices and will be reviewed and updated biannually to support the implementation of the interim transport contributions policy set out in Chapter 6 of this document (see Figure 2).

**Table 2 – Charnwood Local Plan Mitigation Strategy – Proposed Highway Improvement Schemes**

Scheme		Cost* (see Appendix C)	Strategy Area(s)	Drawing Ref (see Appendix B)
1.	M1 Junction 23	£15.1m	Loughborough and Shepshed	BLITMT07-JAC-HGN-DR-CH-0014 (Rev. P01)  BLITMT07-JAC-HGN-DR-CH-0015 (Rev. P01)  BLITMT07-JAC-HGN-DR-CH-0016 (Rev. P01)
2.	Epinal Way/ Warwick Way	£1.0m	Loughborough and Shepshed	BLITMT07-JAC-HGN-DR-CH-0008 (Rev. P01)

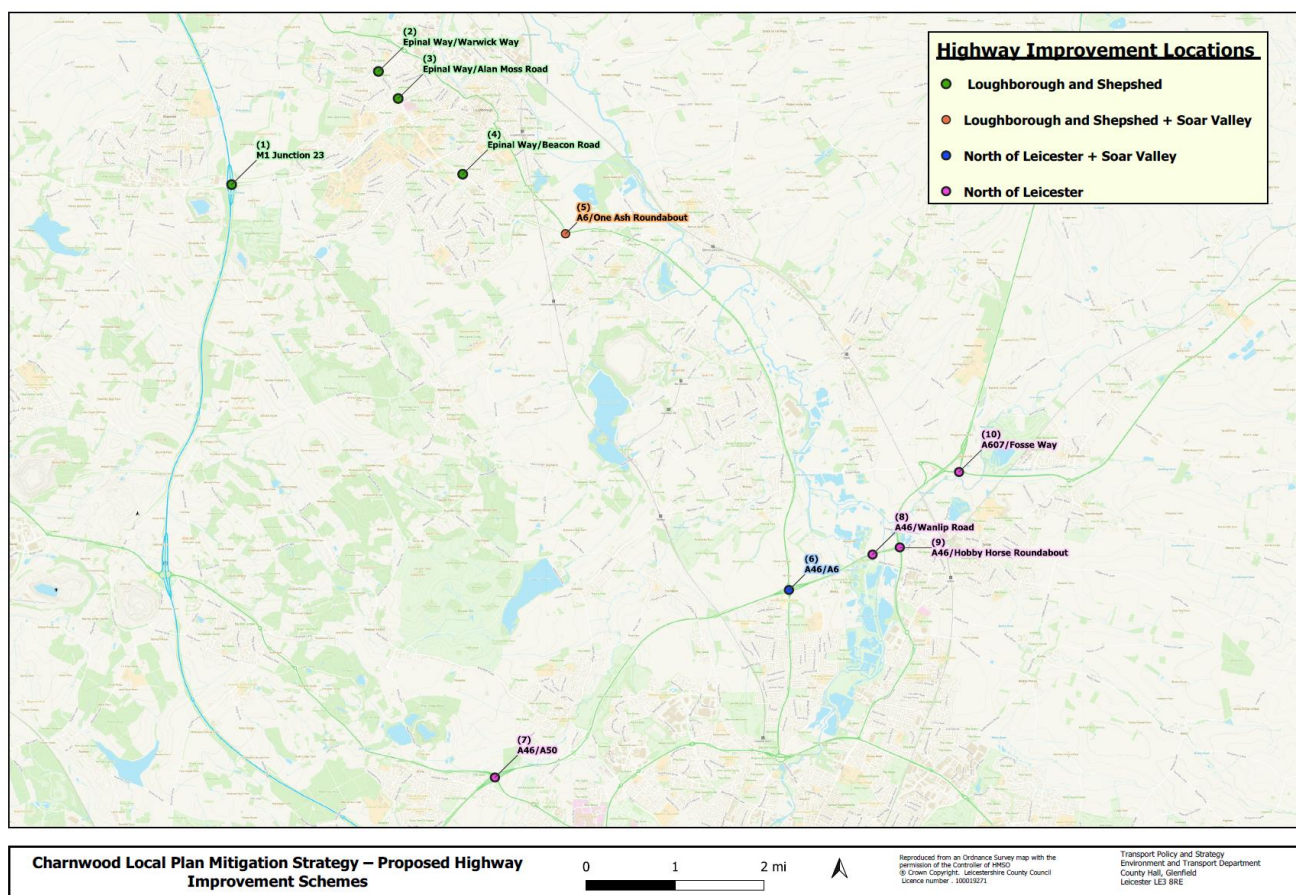
3.	A6004 Epinal Way/Alan Moss Rd	£0.7m	Loughborough and Shepshed	BLITMT07-JAC-HGN-DR-CH-0007 (Rev. P01)
4.	A6004 Epinal Way/Beacon Rd	£1.6m	Loughborough and Shepshed	BLITMT07-JAC-HGN-DR-CH-0006 (Rev. P01)
5.	A6/A6004 One Ash Rbt.	£3.6m **	Loughborough and Shepshed + Soar Valley	BLITMT07-JAC-HGN-DR-CH-0005 (Rev. P01)
6.	A46/A6	£9.3m ***	North of Leicester + Soar Valley	BLITMT07-JAC-HGN-DR-CH-0003 (Rev. P01)  BLITMT07-JAC-HGN-DR-CH-0004 (Rev. P01)
7.	A46/A50	£6.4m	North of Leicester	BLITMT07-JAC-HGN-DR-CH-0002 (Rev. P01)
8.	A46/Wanlip Rd	£4.8m	North of Leicester	BLITMT07-JAC-HGN-DR-CH-0011 (Rev. P01)  BLITMT07-JAC-HGN-DR-CH-0012 (Rev. P01)
9.	A46/A607 Hobby Horse Rbt.	£2.9m	North of Leicester	BLITMT07-JAC-HGN-DR-CH-0013 (Rev. P01)
10.	A607/Fosse Way	£1.5m	North of Leicester	BLITMT07-JAC-HGN-DR-CH-0009 (Rev. P01)

\*Based on May 2022 prices, excluding any allowance for inflation.

\*\* - of the overall scheme cost, £3.1m is attributable to the Loughborough and Shepshed strategy area and £0.5m to the Soar Valley strategy area for the purposes of the interim contributions strategy.

\*\*\* - of the overall scheme cost, £8.2m is attributable to the North of Leicester strategy area and £1.1m to the Soar Valley strategy area for the purposes of the interim contributions strategy..

**Figure 1 – Charnwood Local Plan Mitigation Strategy – Proposed Highway Improvement Scheme Locations**



**Table 3 – Charnwood Local Plan Mitigation Strategy – Proposed Highway Improvement Scheme Costs by Strategy**

Transport Strategy	Highway Schemes (as per Table 2)	Combined Cost***
i. Loughborough and Shepshed	1, 2, 3, 4 and 5*	£21.5m
ii. Soar Valley	5* and 6**	£1.6m
iii. North of Leicester	6**, 7, 8, 9 and 10	£23.8m
<b>Total (i. + ii. + iii.)</b>		<b>£46.9m</b>

\*- scheme 5 is shared between Loughborough and Shepshed and Soar Valley strategies and the costs of the scheme have been split proportionately between these two strategies to reflect this.

\*\* - scheme 6 is shared between the Soar Valley and North of Leicester strategies and the costs of the scheme have been split proportionately between these two strategies to reflect this.

\*\*\* - based on individual scheme costs set out in Table 1 above, including proportionate splitting of scheme 5 and 6 scheme costs between strategy areas as per preceding points and paragraph 5.3 above.

- 5.5. It is important to note that the proposed highway improvement schemes detailed above only form part of the packages of interventions that the three transport strategies will ultimately need to deliver. In addition to these schemes, the full strategies are also likely to include:
- a package of walking and cycling interventions for each strategy/area, including Local Cycling and Walking Infrastructure Plans (LCWIPS) for the “North of Leicester” and “Loughborough and Shepshed” strategies/areas – in relation to this it is important to note that the Government’s latest “LTN 1/20” standards for walking and cycling mean that the required improvements are much more extensive/infrastructure-heavy and therefore costly than in past, making them more equivalent in scale to major highway schemes in many instances (i.e. not just limited to some limited signing and lining, and may in some cases require third-party land to deliver).
  - targeted passenger transport enhancements for each strategy/area (NB – this is limited to strategic/cumulative interventions equivalent to the representative measures tested through the Local Plan modelling work, i.e., is over and above any site-specific passenger transport requirements which would fall to the individual developers to provide); and
  - targeted interventions on the local road network to support the overall approach of keeping traffic on the most appropriate routes/focussing investment on these routes – e.g., traffic management interventions to discourage use of less suitable routes and/or road safety interventions on such routes to deal with residual traffic impacts.
- 5.6. It is not possible to estimate the total cost of the three strategies at this stage, pending the further work needed to identify the full package of interventions required for each of these, as well as wider uncertainties around future levels of scheme costs. For example, whilst the estimate makes an allowance for construction cost inflation, it is impossible to predict how accurate that allowance might prove to be several years into the future (especially in light of current market pressures and instability).
- 5.7. As the work to develop the strategies and initial package of highway improvements progresses, the full package of required interventions and associated costs will become more clearly defined. This will inform future viability assessments that in turn will enable those elements of the overall infrastructure package that are most urgently needed to support growth across the district to be prioritised.

## 6. **Funding and Delivery**

- 6.1. For the reasons outlined in paragraph 3.4., the LHA considers the transport mitigation requirements set out in Chapter 5 to be relevant and necessary to accommodating development that comes forward across Charnwood District in advance of an adopted Plan, such that they meet the tests of paragraph 57 of the NPPF and thus provide an appropriate foundation for the Interim Transport Contributions Strategy.
- 6.2. The LHA will use the strategy to secure and pool appropriate contributions from developments throughout Charnwood District, as set out through the Authority's *Interim Transport Contributions Policy for Developments in Charnwood District* (Figure 2) below. Whilst the policy is standalone, it is generally in accordance with (and supports the implementation of) the approach set out through the Plan's modified policies INF1 and INF2 and Infrastructure Schedule<sup>3</sup> (see Appendix A for reference) and in doing so is pursuant to paragraph 34 of the NPPF.
- 6.3. Contributions will be linked to one or more of the three transport strategies outlined through paragraphs 4.5 to 4.12 of this document, in accordance with the Local Plan Infrastructure Schedule. Of these, the Loughborough and Shepshed and the Soar Valley strategy areas are largely associated with growth in Charnwood District. However, the North of Leicester Transport Strategy is also strongly linked to planned growth outside Charnwood District, including the City of Leicester's emerging Local Plan, and will therefore need to be developed, funded and delivered on a cross-boundary basis (including the highway schemes attributed to the North of Leicester area within Tables 2 and 3 above).
- 6.4. For reasons set out in paragraph 1.3. of this document, funding secured from developers will be used to deliver priority schemes within the relevant strategy area(s), but only once sufficient funding has been received to complete the scheme(s) in question.

### **Figure 2 – Leicestershire County Council's Interim Transport Contributions Policy for Developments in Charnwood District**

Where transport evidence developed in support of a planning application indicates that development will add to the cumulative traffic and other transport problems of Charnwood district and/or adjacent areas outside the district (i.e. "cross-boundary" impacts), Leicestershire County Council, as the Local Highway Authority (LHA), will seek proportionate contributions towards the delivery of mitigation required to address these impacts.

<sup>3</sup>The Infrastructure Schedule breaks the overall transport mitigation requirements down into the three strategy areas outlined through paragraphs 4.5 to 4.12, and sets out how development throughout Charnwood District should contribute to the delivery of each of these strategies (by linking specific settlements/locations to a specific strategy).

Any contributions sought will relate to one or more of the transport strategies identified through paragraphs 4.5 to 4.12 of this document for the following areas:

- Loughborough and Shepshed,
- The Soar Valley, and
- The North of Leicester.

The contributions sought may be financial or 'in kind' (as defined within the National Planning Policy Framework – NPPF; e.g. developer-led delivery of specific schemes identified through Chapter 5 of this document). Where a development/site is able to provide an appropriate and proportionate 'in kind' contribution, this will normally be sought in preference to an equivalent financial contribution. All contributions sought will be attributable to one or more of the types (i.- iii.) described below, as appropriate;

- i. **A Strategic Highway Contribution** towards the delivery of the required targeted road network improvements outlined in Table 2 of this document and/or as may subsequently emerge through further development of the transport strategies referred to above. Financial contributions will be calculated on a pro-rata basis (e.g. based on numbers of dwellings and/or employment floorspace to be provided by the development/site in question) as agreed between Charnwood Borough Council (as the local planning authority) and Leicestershire County Council (as the LHA).
- ii. **A Strategic Active Travel Contribution** towards the provision of new cycling and walking infrastructure and associated promotional activities forming part of the transport strategies referred to above.
- iii. **A Strategic Passenger Transport Contribution** towards the provision of new or enhanced road passenger transport services and/or the delivery of new passenger transport infrastructure forming part of the transport strategies referred to above.

Where appropriate, the contribution(s) will be accompanied by a review mechanism, to determine whether it should be provided as a financial or 'in kind' contribution, along with the specific details of the proposal(s) to be implemented. The review mechanism will be triggered at or before the point that the contribution becomes due under the conditions and/or obligations attached to planning permission.

All financial contributions sought will be index linked. Type (i) contributions will use the latest cost estimates for the individual highway schemes set out in Table 2 and/or the latest highway scheme cost sub-totals for each strategy area set out in Table 3 of this document as a baseline. Type (ii) and (iii) contributions will require a baseline cost estimate to be identified and agreed with the LHA through the transport evidence developed in support of the planning application. The cost estimates for any schemes used as a basis for financial contributions secured under

this policy will be reviewed and updated at least biannually to support the indexation process.

Financial contributions secured through this policy will be pooled and used to deliver priority schemes within the relevant strategy area(s). Scheme delivery will only commence once sufficient funding has been received to complete the scheme(s) in question.

'In kind' contributions will only be agreed where they align with the specific proposals and/or wider transport strategies referred to above and are in accordance with the appropriate Leicestershire County Council and/or Government design guidance at the time of securing such funds.

- 6.5. In parallel with the approach to developer contributions set out in the above policy (Figure 2), the LHA will work with partners to develop bids and business cases to secure public funding of projects from Government where suitable opportunities exist, including through bidding opportunities or promotion of projects through the Major Road Network programme and the Road Investment Strategy process.
- 6.6. Various Government funding pots have come and gone over the years associated with enabling the delivery of growth (e.g., Growth Deals and the Growth and Housing Fund). The same is likely to hold true for the future; over the Plan's lifetime (2021 to 2037) Governments are still likely to be making monies available to support economic growth and to help to deliver on net-zero policy aspirations/requirements. The best way to maximise opportunities to secure investment from all sources is to continue developing the area Transport Strategies outlined through paragraphs 4.5 to 4.12.
- 6.7. The approach taken to date is of sufficient detail that it has identified specific junctions and links where mitigation is likely to be required and has outlined what form mitigation should take (as set out in Chapter 5). This work will underpin more detailed work, both led by site promoters and through the three identified transport strategies.
- 6.8. Whilst it is plausible to suppose that funding will come forward towards the delivery of the mitigation package outlined in Chapter 5, it is highly improbable that it will be possible to bring forward all necessary mitigation measures in parallel with growth in the district. It is recognised that this may lead to increased levels of congestion on the highway network before mitigation measures are in place.
- 6.9. There will continue to be a requirement for development promoters to assess and determine their site-specific impacts and mitigation requirements. The onus will be on site promoters to demonstrate this through their transport assessments developed in support of planning applications, whilst the district-wide mitigation strategy will provide the overarching framework of prioritised and phased measures

which mitigate the cumulative and cross-boundary impacts of district-level (and wider cross-boundary) growth.

## Appendix A

### Draft Charnwood Local Plan 2021-2037 – Key Policies (incorporating proposed main modifications)

#### A1. **Policy INF1: Infrastructure and Developer Contributions (as amended through proposed Main Modification 8d):**

We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure\* necessary to support our development strategy and to create sustainable, safe and healthy communities reducing health inequalities. We will support development that:

- is supported by robust evidence of the infrastructure needed to mitigate impacts and support sustainable development;
- funds the reasonable costs of on site and where appropriate off site, infrastructure, needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, or in the case of highways, Section 278 Legal Agreements;
- contributes to the reasonable costs of any infrastructure required to mitigate the impacts of the development strategy including through the pooling of developer contributions where it is demonstrated that the impacts can only be addressed in a comprehensive way including cumulative and cross boundary impacts; and
- provides serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered.

We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed approach to determination and implementation.

We will relate the type, amount and timing of infrastructure to the scale of development and the impact it has on the site and surrounding area. Where viability is identified by a developer as a barrier to delivery, we will expect this to be evidenced and scrutinised as part of an open book viability appraisal.

*\*as set out in Appendix 3 and future iterations to be published in the Infrastructure Delivery Plan.*

#### A2. **Policy INF2: Development and delivery of Transport Strategies (as amended through proposed Main Modification 8e):**

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.

### A3. Infrastructure Schedule (as amended through proposed Main Modifications 9a to 9w):

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Sustainable Urban Extensions								
(North East of Leicester) Sustainable Urban Extension								
Highway Works and Junction Improvements	Main road via East Thurmaston from Barkby Thorpe Lane to King Street and Hamilton Lane	£16,000,000	Essential	Direct provision by developer, S.106	✓	✓		LUA2 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	Link to Sandhills Avenue	£5,800,000	Essential	Direct provision by developer, S.106	✓			INF2
	Link road from North East Leicester SUE	£7,200,000	Essential	Direct provision by developer, S.106		✓		
	Capacity enhancements at A607 Barkby Thorpe Lane and Troon way / Barkby Road roundabouts	£1,275,000	Essential	Direct provision by developer, S.106		✓		
Sustainable Transport Measures	Bus Service Subsidy Cap (Additional contingency of £1,095,000)	£1,687,000	Essential	S.106 developer contributions	✓	✓	✓	LUA2 CC5 INF1
	Travel Packs and Travel Passes		Essential	S.106 developer contributions	✓	✓	✓	
	3 On Site Cycle Routes and 5 Off Site Walking and Cycling Schemes	£1,484,647 £1,042,379	Essential	S.106 developer contributions	✓	✓	✓	
Education	3 New Primary Schools: - Primary School 1: 2FE 420 pupils on 1.93ha of land - Primary School 2: 2FE 420 pupils (or 3FE 630 pupils) on 2.86ha of land - Primary School 3: 1FE 210 pupils on 1.93ha of land	Primary School 1: £5,350,000 Primary School 2: £5,350,000 (or £7,599,000) Primary School 3: £3,100,000	Essential	S.106 developer contributions		✓	✓	LUA2 INF1
	Secondary School on a site of 6.03ha (also land for a relocated Roundhill Academy)	Up to £16,727,200	Essential	S.106 developer contributions		✓	✓	
Health	Expansion of existing healthcare facilities (or healthcare facility within the District Centre which could cost up to £1,386,082).	£873,494	Essential with means of delivery to be determined	S.106 developer contributions	✓	✓	✓	LUA2 INF1
Open Space and Recreation	Green Infrastructure: - 48ha of Parks including a Destination Park (including 1 NEAP and 1 LEAP) - 61ha of Natural and Semi Natural Green Space - 6ha of Amenity Green Space - 4ha of Allotments. - Orchards	-	Essential	Direct provision by developer		✓	✓	LUA2 EV9 EV10 INF1
	Play Facilities comprising 7 sites for children and 7 sites for young people	-	Essential	Direct provision by developer		✓	✓	
	Outdoor Sports Facilities on 28ha of land for formal and informal sports	-	Essential	Direct provision by developer		✓	✓	
	Indoor Sports Facilities comprising a 4-court sports hall	-	Essential	Direct provision by developer		✓	✓	
Burial Space	Burial Space on 0.6ha of land either within or outside the site		Essential	Direct provision by developer or S.106		✓	✓	LUA2 ES12 INF1
Community Facilities	Community Centre Facilities comprising the community hall, police facility and library hub	£1,900,000	Essential	S.106 developer contributions		✓		LUA2 INF1
Libraries	Provision and or enhancement of existing library facilities and temporary library facilities	£237,140	Essential	S.106 developer contributions	✓	✓	✓	LUA2 INF1
Civic Amenity	Waste collection and processing at Mountsorrel civic amenity site	£209,250	Essential	S.106 developer contributions	✓	✓	✓	LUA2 INF1
Policing	Police Force Contribution	£1,842,980	Essential	S.106 developer contributions	✓	✓	✓	LUA2 INF1
Land for Gypsies, Travellers and Travelling Showpeople	1.1ha of prepared and serviced land for 4 pitches for gypsies and travellers and a parcel of land for 4 plots for travelling showpeople	-	Essential	Direct provision by developer		✓		LUA2 H8
<b>North of Birstall Sustainable Urban Extension</b>								
Highway Works and Junction Improvements	Primary Access A6 Junctions 1 and 2 and two-way connection to Rothley	£5,400,000	Essential	Direct provision by developer, S.106	✓			LUA3 INF1 INF2
	A6/A46 Interchange Junction improvements	£3,200,000	Essential	Direct provision by developer, S.106	✓			
	A6 Corridor Highway and Junction improvement works - Birstall Park and Ride Junction - Hallam Fields North - Greengate Lane - Bentley Road	£200,000	Essential	Direct provision by developer, S.106	✓			
	Hallfields Lane / Cossington Lane Works	£500,000	Essential	Direct provision by developer, S.106	✓			
	Red Hill Circle Highway Works	£300,000	Essential	Direct provision by developer, S.106		✓		
Sustainable Transport Measures	Bus Service Subsidy for services to and from Leicester for 5 years	£150,000	Essential	S.106 developer contributions	✓			LUA3 CC5
	Measures include: - Off Site Public Rights of Way Improvements - Broadnook Bike Rental Scheme	£512,101	Essential	S.106 developer contributions	✓			
	Travel Planning Measures including travel plan, travel packs and travel passes	£52 per dwelling for travel packs	Essential	S.106 developer contributions	✓	✓	✓	
Education	Early Years Facility at a location to be agreed for up to 162 preschool children	£1,438,480	Essential	S.106 developer contributions	✓			LUA3 INF1
	Primary School on 3ha of land for 3FE but initially constructed to cater for 2.73FE	£8,361,216	Essential	S.106 developer contributions	✓			
	Secondary School Contribution for 378 pupils at the Cedars Academy, Birstall	£6,843,653	Essential	S.106 developer contributions	✓	✓		

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	Special Education Needs	£1,011,680	Essential	S.106 developer contributions	✓	✓		
Health	Healthcare within Community Resource Centre or off site	Up to £1,172,468	Essential with means of delivery to be determined	Direct provision by developer or S.106 developer contribution		✓	✓	LUA3 INF1
Open Space and Recreation	Green Infrastructure comprising:	-	Essential	Direct provision by developer	✓	✓	✓	LUA3 EV9 T3 INF1
	- 54.7ha of Natural and Semi Natural Green Space							
	- 18.4ha of Parks and Amenity Green Space							
	- 1.54ha of Allotments							
	Children and Young People's Play Facilities comprising at least 5 LEAPs and 1 NEAP	-	Essential	Direct provision by developer	✓	✓	✓	
	Artificial Grass Pitch (AGP) on 3.2ha of land (to be transferred to Cedars Academy subject to a CUA) and Outdoor Sports Facilities including playing pitches.	-	Essential	Direct provision by developer	✓	✓	✓	
	Junior Football Pitch, Multi Use Games Area, Pavilion and Car Parking	£975,000	Essential	S.106 developer contributions	✓	✓	✓	
Community Facilities	Community Resource Centre (Broadnook Hall comprising (subject to demand) the Police Facility, the Healthcare Facility, the Community Hall and community facilities	£5,000,000	Essential with details of provision subject to assessment of demand	S.106 developer contributions		✓		LUA3 INF1
	Foxfield Park Pavilion including changing rooms, offices, community shop, café and library facility.	-	Essential	Direct provision by developer	✓			
Libraries	Library Facilities at Foxfield Park Pavilion and Community Resource Centre with enhancements at Birstall and Rothley libraries	£58,850	Essential	S.106 developer contributions	✓	✓		
Civic Amenity	Civic Amenity Contribution to fund all or part of a project at Mountsorrel Civic Amenity Site	£100,756	Essential	S.106 developer contributions	✓	✓		
Policing	Police Facility within the Community Resource Centre	-	Essential	Direct provision by developer		✓		
Gypsies and Travellers	0.4ha of land within the application site for Travelling Show people	-	Essential	Direct provision by developer		✓	✓	LUA3 H8
<b>West of Loughborough Sustainable Urban Extension</b>								
Highway Works and Junction Improvements	Roundabout Access with A6	£1,375,000	Essential	Direct provision by developer, S.106 developer contributions	✓			LUC2 INF1
	Highway Improvement Works to M1 Junction 23	£1,600,000	Essential	Direct provision by developer, S.106 developer contributions	✓			
	Roundabout Access with A512	£2,600,000	Essential	Direct provision by developer, S.106 developer contributions	✓			
	Dualling of A512	£8,530,000	Essential	Direct provision by developer, S.106 developer contributions	✓			
	Strategic Link Road	£6,200,000	Essential	Direct provision by developer, S.106 developer contributions		✓		
	Hathern Road Access	£1,800,000	Essential	Direct provision by developer, S.106 developer contributions		✓		
Sustainable Transport Measures	Off Site Footpath Improvements	£1,955	Essential	S.106 developer contributions	✓	✓		LUC2 CC5 INF1
	2 Cycle ways at Clowbridge Drive and Blackbrook and Junction Improvements	£912,555	Essential	S.106 developer contributions	✓	✓		
	2 new Bus Stops on the A512 to the east of the application site access.	£15,896	Essential	S.106 developer contributions	✓			
	Travel Planning Measures including travel packs and travel passes for up to 2 adults per dwelling.	£52.85 per dwelling	Essential	S.106 developer contributions	✓	✓	✓	
Education (Provision Subject to Education Delivery Review)	Primary Schools comprising:	Primary School North: £4,960,000 Primary School South: £5,350,000	Essential	S.106 developer contributions	✓	✓	✓	LUC2 INF1
	- Primary School North on a site of 1.7ha for 1.66FE							
	- Primary School North Extension Land comprising 0.5ha of land adjoining the school site to be reserved							
	- Primary School South on a site of 1.93ha for 2FE							
	High School Contribution for places at Charnwood College and Iveshead School Delivery, triggers and instalments set out in Education Delivery Review.	£5,720,374	Essential	S.106 developer contributions	-	-	-	
	Upper School Contribution for places at Charnwood College and Iveshead School Delivery, triggers and instalments set out in Education Delivery Review.	£3,935,346	Essential	S.106 developer contributions	-	-	-	
Health (Subject to Healthcare Needs Review)	Healthcare Facility on site within the Community Hub or contribution in lieu of provision	£1,606,809	Essential with provision to be agreed	Direct provision by developer or S.106 developer contributions		✓	✓	LUC2 INF1
Open Space and Recreation	Green Infrastructure comprising:	-	Essential	Direct provision by developer	✓	✓	✓	LUC2 EV7 EV9 INF1
	- Garendon Registered Park of 188ha.							
	- Garendon Common and parks.							
	- 35ha of Amenity Green Space.							
	- 36ha of Natural and Semi Natural Green Space.							
	- 33.5ha of proposed woodland and 52ha of existing woodland							
	- 2.5ha of Allotments.							

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	Play Facilities <ul style="list-style-type: none"><li>6 sites for children and young</li><li>1 off site contribution for improvements to the Pear Tree Lane Play Area</li></ul>	£189,636	Essential	Direct provision by developer and S.106 developer contributions	√	√	√	
	Outdoor Sports Facilities: <ul style="list-style-type: none"><li>Playing pitches on no less than 9ha.</li><li>Off road cycling facility.</li><li>Parkour facility, outdoor fitness and trim trail, orienteering course and a minimum of 2 multi use games areas.</li><li>1 artificial grass pitch including tennis courts.</li><li>13.8ha for informal sports and recreation.</li></ul>	-	Essential	Direct provision by developer		√	√	
Libraries	Towards provision of local library facilities at L'boro, Shepshed and Hathern	£96,580	Essential	S.106 developer contributions	√			LUC2 INF1
Civic Amenity	To fund project at Shepshed Civic Amenity Site	£135,000	Essential	S.106 developer contributions	√	√	√	
Policing	Comprising contributions towards premises, equipment, vehicles and technology	£1,315,710	Essential	S.106 developer contributions	√	√	√	LUC2 H8
Gypsies, Travellers and Travelling Showpeople	0.32ha for Gypsy and Travellers and 0.68ha for Travelling Showpeople	-	Essential	Direct provision by developer in accordance with S.106 Agreement		√		
Loughborough Science and Enterprise Park								
Highways	To be determined through detailed transport assessment. Main access is expected to be from A512 Ashby Road with additional access points from Snells Nook Lane as required.	tbc	Essential	S.106 developer contributions	Infrastructure delivery trajectory will depend upon the timing of a planning application and the detailed assessment of the infrastructure requirements and their delivery.			LUC3 E1 INF2
Sustainable Transport	Walking and cycling routes with site and connected to wider networks	tbc	Essential	S.106 developer contributions	As above			LUC3 CC5
	Enhanced connectivity to bus network and site wide green travel plan with supporting measures to provide incentives to sustainable travel	tbc	Essential	S.106 developer contributions				
Open Space	Green Infrastructure, including strategic open space, wildlife areas, attenuation basins and drainage features, green networks and all associated structural and general landscaping.	tbc	Essential	S.106 developer contributions	As above			LUC3 CC1 CC2 EV7 EV9
Electricity and Gas	Provision for potential primary substation within the development	tbc	Subject to demand	S.106 developer contributions Western Power	As above			E1 INF1
Leicester Urban Area								
Transport  Package of interventions to be developed through a North of Leicester Transport Strategy comprising:	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 (e.g. Leicester City Centre).  Specific interventions to be determined within the transport strategy but will potentially include new infrastructure and supporting (revenue) initiatives identified through:  - Leicester City Council's Transforming Cities Fund (TCF) programme.  - Leicester City Council and Leicestershire County Council's respective Bus Service Improvement Plans (BSIP).  - Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the North of Leicester area.	tbc	Essential	S106 developer contributions / public funding	√	√	√	LUA1 CC5 INF1 INF2
	ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including:  - A46/A6 Wanlip Interchange.  - A46/A607 Interchange (Fosse Way Roundabout)	£8,200,000 £1,500,000	Essential	S106 developer contributions / public funding		√	√	
	iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:  - A46/A50 The Brantings Interchange  - A46/Wanlip Road slip road layout changes	£6,400,000 £4,900,000	Essential	S106 developer contributions / public funding			√	

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	- A46/A607 Hobby Horse Roundabout  - Any additional schemes identified through National Highways' ongoing A46 Study.	£3,000,000						
	iv Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.	tbc	Essential	S106 developer contributions / public funding	√	√	√	
Education	See requirements for each location	-	-	-	√	√	√	LUA1 INF1
Health	See priorities for each location	-	-	-	√	√	√	LUA1 INF1
Water and Sewerage	All LUA served by Wanlip WwTW where additional capacity investment is planned to take place from 2025	-	Essential	Severn Trent Water		√		LUA1 CC2
<b>Birstall</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S106 developer contributions / public funding	√	√	√	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Growth could be accommodated. <b>Secondary:</b> Cedars Academy could accommodate growth	-	Sufficient capacity at schools	-	-	-	-	DS3 LUA1 INF1
Health	Served by Birstall Medical Centre and Greengate Medical Centre.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.	-	Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	LUA1 INF1
<b>Glenfield</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S106 developer contributions / public funding	√	√	√	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Reserve site for 1FE School at Gynsill Lane. or new school provision within a safe walking distance from the site. Reasonable costs of making this provision to be shared amongst the developments that it would serve. Provision dependent upon ongoing discussions with promoters, Leicester City Council, Blaby District Council and Leicestershire County Council. <b>Secondary:</b> Martin High School has potential for growth.	£8,944,771	Essential	S.106 developer contributions		√	√	DS3 LUA1 INF1
Health	Served by Anstey Surgery.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	LUA1 INF1
<b>Syston</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S.106 developer contributions / public funding	√	√	√	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Site of 2-3 ha would need to be reserved for a new 2 FE Primary School on land South East of Syston HA1). The reasonable costs of making this provision to be shared amongst the developments that it would serve with contributions towards construction cost. <b>Secondary:</b> Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley	£14,467,918	Essential	S.106 developer contributions with the costs shared amongst developments that it would serve.		√	√	DS3 LUA1 INF1
Health	Served by Jubilee Practice and County Practice, Syston.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	LUA1 INF1
Water and Sewerage	Capacity improvements requirements to be reviewed in more detail and implement if required. Served by Wanlip WwTW where additional capacity investment is planned to take place from 2025. Kirby Lane Pumping Station also likely to require capacity improvements to serve growth.		To be determined following more detailed assessment of requirements.	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.		√		LUA1 CC2
<b>Thurmaston</b>								

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S106 developer contributions / public funding	√	√	√	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Potential to accommodate in existing Thurmaston Primary Schools. <b>Secondary:</b> Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley		Sufficient Capacity		-	-	-	DS3 LUA1 INF1
Health	Served by Thurmaston, Silverdale and Manor Medical Centres.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding		√	√	LUA1 INF1
Water and Sewerage	Capacity improvements requirements to be reviewed in more detail and implement if required. Thurmaston Canal Street pumping station is likely to require upsizing to serve growth.		To be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	√	√		LUA1 CC2
<b>Loughborough</b>								
Loughborough and Shepshed Transport Strategy	Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)	tbc	Essential	S106 developer contributions / public funding	√	√	√	LUC1 LUC2 LUC3 CC5 INF1 INF2
Transport package of interventions to be developed through a Loughborough and Shepshed Transport Strategy comprising:	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.  Specific interventions to be determined within the transport strategy but will potentially include:  - New infrastructure and supporting (revenue) initiatives identified through Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for Loughborough and Shepshed.  - New/improved "cross town" passenger transport connections between Shepshed, Loughborough town centre and Loughborough Railway Station.  - New/improved connections to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway	tbc	Essential	S.106 developer contributions / public funding	√	√	√	LUC1 LUC2 LUC3 CC5 INF1 INF2
	ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along Epinal Way, Loughborough:  - A6/A6004 One Ash Roundabout - A6004/Beacon Road Roundabout - A6004/Alan Moss Road Roundabout - Epinal Way/Warwick Way Roundabout  - Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.	£3,100,000 £1,600,000 £700,000 £1,000,000				√	√	
	iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including at M1 Junction 23 between Loughborough and Shepshed	£15,000,000					√	
	iv Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.	tbc			√	√	√	
Education	<b>Primary:</b> Site for a new 2 FE Primary School to be located on land South of Loughborough (HA15). Reasonable costs of making this provision to be shared amongst the developments that it would serve.  <b>Secondary:</b> Loughborough Secondary Schools have capacity and scope to expand schools in Loughborough area	£14,467,918	Essential	S.106 developer contributions		√	√	DS3 LUC1 INF1
Health	Served by Dishley Grange, Charnwood, Woodbrook, Bridge Street, Pinfold, Park View Medical Practices		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	LUC1 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.							
Water and Sewerage	Treatment capacity would need to be increased at Loughborough wastewater treatment works by about 2030 to cater for growth in Loughborough		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.		√	√	LUC1 CC2
<b>Shepshed</b>								
Transport	Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously	tbc	Essential	S.106 developer contributions / public funding	√	√	√	SUA1 CC5 INF1 INF2
Education	<b>Primary:</b> 3ha site and infrastructure for a new 3 FE Primary School on land at Tickow Lane (South), Shepshed (HA32), but contributions to reflect the yield of 562 pupils and contributions (2 classrooms less than 3FE school) . Reasonable costs of making this provision to be shared amongst the developments that it would serve <b>Secondary:</b> Leicestershire County Council developing proposals to accommodate growth.	£19,362,603	Essential	S.106 developer contributions with the costs shared amongst all developments in Shepshed that it would serve.	√	√	√	DS3 SUA1 INF1
Health	Most new allocations served by Forest House and Field Street Surgeries. Forest Edge, Dishley Grange and also Manor House, Belton in North West Leicestershire also in proximity to some allocations.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential.	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	SUA1 INF1
Water and Sewerage	Additional treatment capacity expected to be required. Severn Trent Design Team to determine extent of additional requirements.		Essential	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.		√	√	SUA1 CC2
<b>Service Centres</b>								
<b>Anstey</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	√	√	√	SC1 CC5 INF1 INF2
Education	<b>Primary:</b> Site for a new 1 FE Primary School located on land West of Anstey (HA43) with a co-ordinated approach to development across the three land parcels that make up the site to ensure that it provides land for the school and the other infrastructure necessary to support the development as a whole. Reasonable costs of making this provision to be shared amongst the developments that it would serve <b>Secondary:</b> Martin High School has potential to accommodate proposed growth.	£8,944,771	Essential	S.106 developer contributions	√	√	√	DS3 SC1 INF1
Health	Served by the Anstey Surgery.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital Funding	√	√	√	SC1 INF1
<b>Barrow Upon Soar</b>								

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Transport	<p>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.</p> <p>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.</p> <p>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along the A6:</p> <p>- A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area transport strategy described previously).</p> <p>- A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</p> <p>- Any additional schemes identified through Leicestershire County Council's planned A6(North)/A6004 MRN Study.</p> <p>iii Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</p>	<p>tbc</p> <p>£1,100,000</p> <p>£500,000</p> <p>tbc</p> <p>tbc</p>	Essential	S.106 developer Contributions / public funding	✓	✓	✓	SC1 CC5 INF1 INF2
Education	<p><b>Primary:</b> Provide site for a new 1 FE Primary School located on land at Cotes Road, Barrow (HA48) Reasonable costs of making this provision to be shared amongst the developments that it would serve..</p> <p><b>Secondary:</b> Humphrey Perkins may require expansion during the pan period.</p>	£8,944,771	Essential	S.106 developer contributions	✓	✓	✓	DS3 SC1 INF1
Health	<p>Served by Barrow Health Centre, Charnwood Surgery, Mountsorrel, The Banks and Highgate Surgery, Sileby.</p> <p>CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.</p>		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	SC1 INF1
Water and Sewerage	Additional treatment capacity will be required at Barrow upon Soar by 2030		Essential. Timing and specification to be determined following more detailed assessment of requirements	S.106 developer contributions, GP Practices, third party developments, NHS capital funding		✓		SC1 CC2
<b>Quorn</b>								
Transport	Proportionate contributions towards the Soar Valley Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	SC1 CC5 INF1 INF2
Education	<p><b>Primary:</b> Quorn St Bartholomew's CoE Primary School is on a confined site and unable to expand so any additional places would need to be provided elsewhere if required.</p> <p><b>Secondary:</b> Rawlins Academy is at capacity and sits on a large site, but the current configuration would make it difficult to extend. Further discussions will be required so that growth can be accommodated.</p>					✓	✓	SC1 INF1
Health	<p>Served by Quorn Medical Centre and also the Cottage Surgery, Woodhouse Eaves, Barrow Health Centre, Beaumont Road Surgery, L'boro and Alpine House Surgery, Mountsorrel.</p> <p>CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.</p>		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	SC1 INF1
Water and Sewerage	Additional treatment capacity will be required at Quorn by 2030		Essential. Timing and specification to be determined following more detailed assessment of requirements	S.106 developer contributions, GP Practices, third party developments, NHS capital funding		✓		SC1 CC2
<b>Rothley</b>								
Transport	Proportionate contributions towards the Soar Valley Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	SC1 CC5 INF1 INF2
Education	<p><b>Primary:</b> Rothley CoE Primary School is at capacity as a result of past growth and cannot be extended on current site. Leicestershire County Council is looking at alternatives to make provision.</p> <p><b>Secondary:</b> 50:50 split between Rawlins and Cedars Academy</p>				✓	✓		DS3 SC1 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Health	No current provision in Rothley.  Served by Highgate Medical Centre, Sileby, Quorn Medical Centre, Charnwood Surgery, Mountsorrel, Birstall and Greengate Medical Centres in Birstall.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓		SC1 INF1
Water and Sewerage	Served by Wanlip WwTW where additional capacity investment is planned to take place from 2025		Essential	Severn Trent Water		✓		SC1 CC2
<b>Sileby</b>								
Transport	Proportionate contributions towards the Soar Valley Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	SC1 CC5 INF1 INF2
Education	<b>Primary:</b> Site for a 0.5 FE extension of Cossington Primary School located on land to the Rear of Derrys Garden Centre (HA59). Reasonable costs of making this provision to be shared amongst the developments that it would serve <b>Secondary:</b> Humphrey Perkins may require further expansion. during the plan period.	See Cossington below	Essential	S.106 developer contributions	✓	✓		DS3 SC1 INF1
Health	Served by Highgate and the Banks surgeries, Sileby and Charnwood Surgery, Mountsorrel.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	SC1 INF1
<b>Other Settlements</b>								
<b>Cossington</b>								
Transport	Proportionate contributions towards the Soar Valley Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	SC1 CC5 INF1 INF2
Education	<b>Primary:</b> Site for a 0.5FE extension of Cossington Primary School located on land to the rear of Derry's Garden Centre (HA59). Reasonable cost of making this provision to be shared amongst the developments that it would serve.. <b>Secondary:</b> Humphrey Perkins may require further expansion during the plan period	£4,500,000	Essential	S.106 developer contributions	✓	✓		DS3 OSH1 SC1 INF1
Health	Served by Highgate and the Banks surgeries, Sileby and Charnwood Surgery, Mountsorrel.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS Capital Funding	✓	✓		OSH1 INF1
<b>East Goscote</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Scope for provision of additional places at Broomfield Primary School who are content to expand. <b>Secondary:</b> Sufficient places at Wreake Valley Academy		Sufficient capacity at local schools	S.106 developer contributions	✓	✓		DS3 OSH1 INF1
Health	Served by the Jubilee Medical Practice, and the County Practice, Syston.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, Practices, NHS capital funding	✓	✓		OSH1 INF1
<b>Hathern</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Additional provision in Shepshed and Loughborough may serve Hathern.		Sufficient capacity at existing and planned schools likely to be available	S.106 developer contributions	✓	✓		DS3 OSH1 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	<b>Secondary:</b> Capacity and scope to expand schools in Loughborough							
Health	Served by Dishley Grange, Charnwood, Woodbrook, Pinfold and Bridge Street Practices.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓		OSH1 INF1
<b>Queniborough</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Queniborough CoE Primary School is at capacity and school is on a confined site and unable to expand without additional land if Academy in agreement. Additional places could be provided in Syston schools. <b>Secondary:</b> Sufficient places at Wreake Valley.			S.106 developer contributions	✓	✓		DS3 OSH1 INF1
Health	Served by the Jubilee Medical Practice and the County Practice, Syston.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, NHS capital funding	✓	✓		OSH1 INF1
<b>Rearsby</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	LUA1 CC5 INF1 INF2
Education	<b>Primary:</b> Broomfield School is content to expand to accommodate growth in Rearsby. <b>Secondary:</b> Sufficient places at Wreake Valley.		Sufficient capacity at existing schools	S.106 developer contributions	✓	✓		DS3 OSH1 INF1
<b>Thruxington</b>								
Health	Served by the Banks Surgery, Sileby and the Jubilee Medical Practice and the County Practice, Syston.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment		Essential	S.106 developer contributions, GP Practices, NHS capital funding	✓	✓		OSH1 INF1
<b>Thurcaston</b>								
Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously.	tbc	Essential	S.106 developer contributions / public funding	✓	✓	✓	LUA1 CC5 INF1 INF2
Health	Served by Greengage and Birstall Medical Centres and Alpine House, Mountsorrel.  CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓		OSH1 INF1
<b>Strategic Infrastructure</b>								
Strategic Transport Projects	National Highways Road Investment Strategy 2 (RIS2) 'Pipeline Projects' – potential future strategic improvement schemes for delivery in RIS3 and beyond:  - M1 Leicester Western Access (J21 to J21a) - M1 North Leicestershire Extra Capacity (J21a to J23a)  NB – no existing commitment to deliver these schemes, subject to confirmation by Government and National Highways through RIS process.	tbc	Desirable	Public funding (via inclusion in future RIS programme)		✓	✓	LUA1 LUC1 SUA1 INF1 INF2 CC5
	Enhancements to the A50 corridor between the A46 and M1 over and above existing commitments (to address the cumulative impacts of growth in Charnwood Borough, Hinckley and Bosworth Borough and North West Leicestershire District), including the following junctions:  - A50/Markfield Lane (Field Head) Roundabout	tbc	Desireable	S.106 developer contributions / public funding	✓	✓	✓	LUA1 LUC1 SUA1 INF1 INF2 CC5

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	M1 Junction 22							

Version 31-01-2023

Notes:

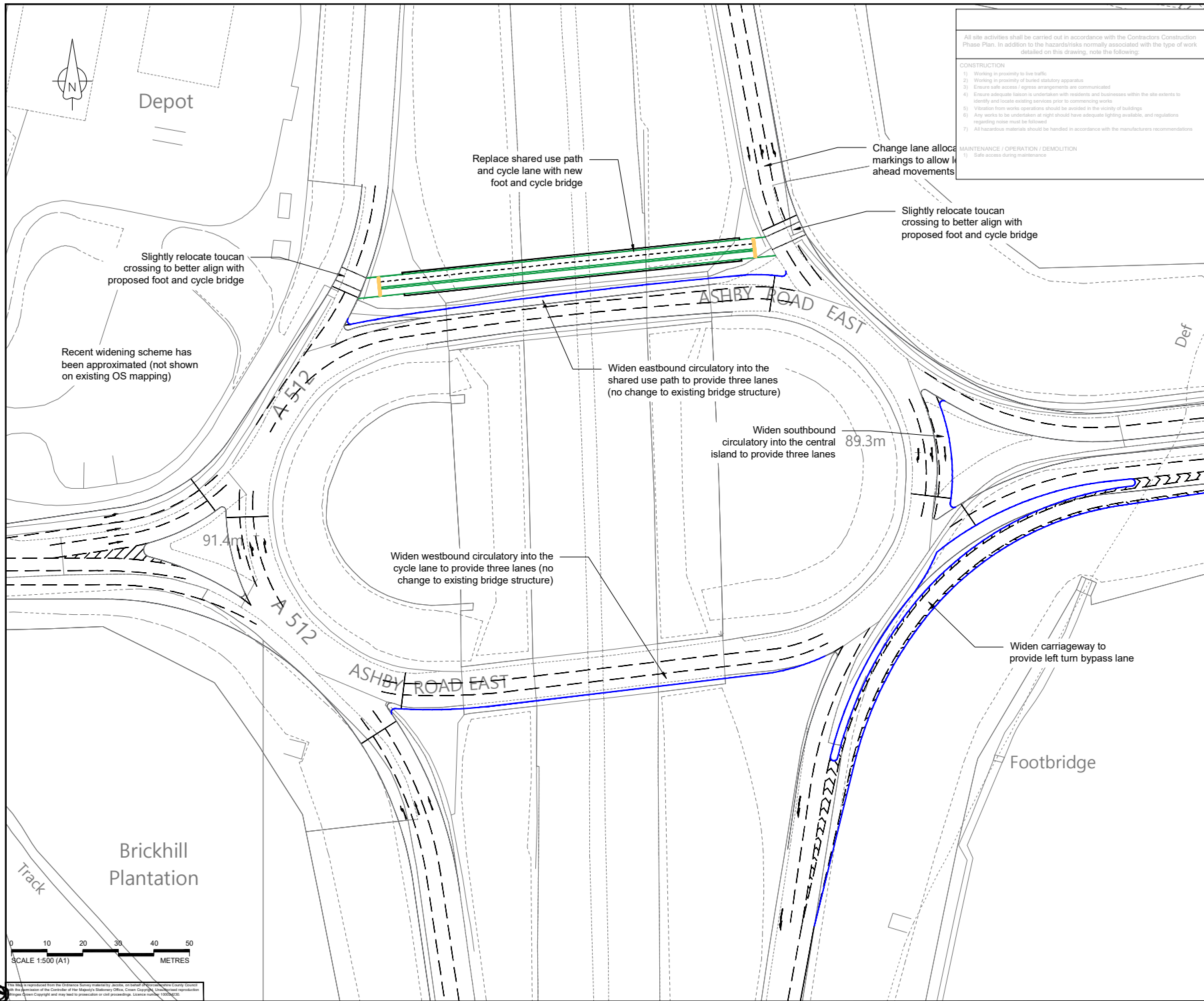
1. Infrastructure delivery for the Sustainable Urban Extensions has been taken from the three Section 106 legal agreements. This includes the infrastructure project, the contribution and the triggers that relate the amount of housing that can be constructed and occupied before the infrastructure or contribution is required. This has been supplemented by the latest information on highway costs and timescales provided by the developers in February 2021. Infrastructure projects are based on assessments of the measures that will be required to deliver the development strategy of the plan and mitigate the impacts of growth.
2. Costs of projects have been estimated wherever possible based on discussions with infrastructure providers and specialist consultants. Detailed funding arrangements will be firmed up as the plan is implemented.
3. The list of highway schemes and their indicative costs are the result of mitigation support work undertaken by AECOM for the Borough Council : 'Technical Note 3, Assessment of Mitigation Interventions and Preferred Package with Transport Costs, 3<sup>rd</sup> February, 2021' and 'Further Analysis, Refined Mitigation and Preferred Package, April 2021'. The details of highway schemes reflect the most up to date information provided by Leicestershire County Council in October 2022. This makes reference to the packages of interventions which will be developed through the three transport strategies for the areas North of Leicester, Loughborough and Shepshed and the Soar Valley.
4. The costs of primary schools have been updated to October 2022. These costs are for build costs only. They will be updated regularly in line with national benchmarking so are subject to change and subject to indexation which will also have an impact on the costs as schemes progress. The costs do not include the early years provision and this will need to be added separately. The costs of schools in the SUEs will be amended when delivery options are clarified through the Education Delivery Reviews.
5. Essential infrastructure is the infrastructure that is necessary to support and mitigate development and ensures policy objectives of the Local Plan are met. Desirable infrastructure is infrastructure that could support development in the Local Plan and make it more sustainable and help deliver other place-making objectives. However, development planned in the Local Plan could take place sustainably without it.
6. The list of funding sources expresses a range of options for funding the required infrastructure. The inclusion of a potential funding source does not indicate an agreed commitment to funding from any organisation.
7. Indicative timescales have been included for the delivery of infrastructure based on our understanding the trajectory for the development of housing in the local plan.

## **Appendix B**

### **Draft Charnwood Local Plan 2021-2037 Transport Mitigation Strategy – Proposed Highway Improvement Scheme Drawings**

- Scheme 1 - M1 Junction 23 High Cost Scheme
- Scheme 1 - M1 Junction 23 Low Cost Scheme
- Scheme 2 - Epinal Way & Warwick Way Roundabout Scheme
- Scheme 3 - A6004 Alan Moss Road Roundabout Scheme
- Scheme 4 - A6004 Beacon Road Roundabout
- Scheme 5 - A6 & A6004 One Ash Roundabout Scheme
- Scheme 6 - A46 & A6 Wanlip Interchange Scheme
- Scheme 7 - A46 & A50 The Brantings Interchange Scheme
- Scheme 8 - A46 Wanlip Lane Slip Road Scheme
- Scheme 9 - A46 & A607 Hobby Horse Roundabout Scheme
- Scheme 10 - A607-A46-Fosse Way Roundabout

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All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:	
CONSTRUCTION	
1) Working in proximity to live traffic.	
2) Working in proximity of buried statutory apparatus.	
3) Ensure safe access / egress arrangements are communicated.	
4) Ensure adequate liaison is undertaken with residents and businesses within the site extents to identify and locate existing services prior to commencing works.	
5) Vibration from works operations should be avoided in the vicinity of buildings.	
6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.	
7) All hazardous materials should be handled in accordance with the manufacturers recommendations.	
Maintenance / Operation / Demolition	
1) Safe access during maintenance.	

**NOTES:**

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
3. THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS.

**DESIGN ASSUMPTIONS:**

1. THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED.
2. NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
3. THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
4. ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
5. PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS. EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
6. A STREET LIGHTING ASSESSMENT/ DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE. HAVE BEEN UNDERTAKEN AT THIS STAGE.
7. NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM.
8. EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

**Legend:**

- Existing OS
- Approximation of recent improvements (not shown on existing OS)
- Proposed kerbline
- Proposed edge of footway / shared use
- Proposed markings

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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Client

LEICESTERSHIRE COUNTY COUNCIL

Project

Charnwood  
Local Plan Support

Drawing title

M1 J23 high cost part 1  
Roundabout widening,  
left turn bypass lane and  
new foot and cycle bridge

Drawing status

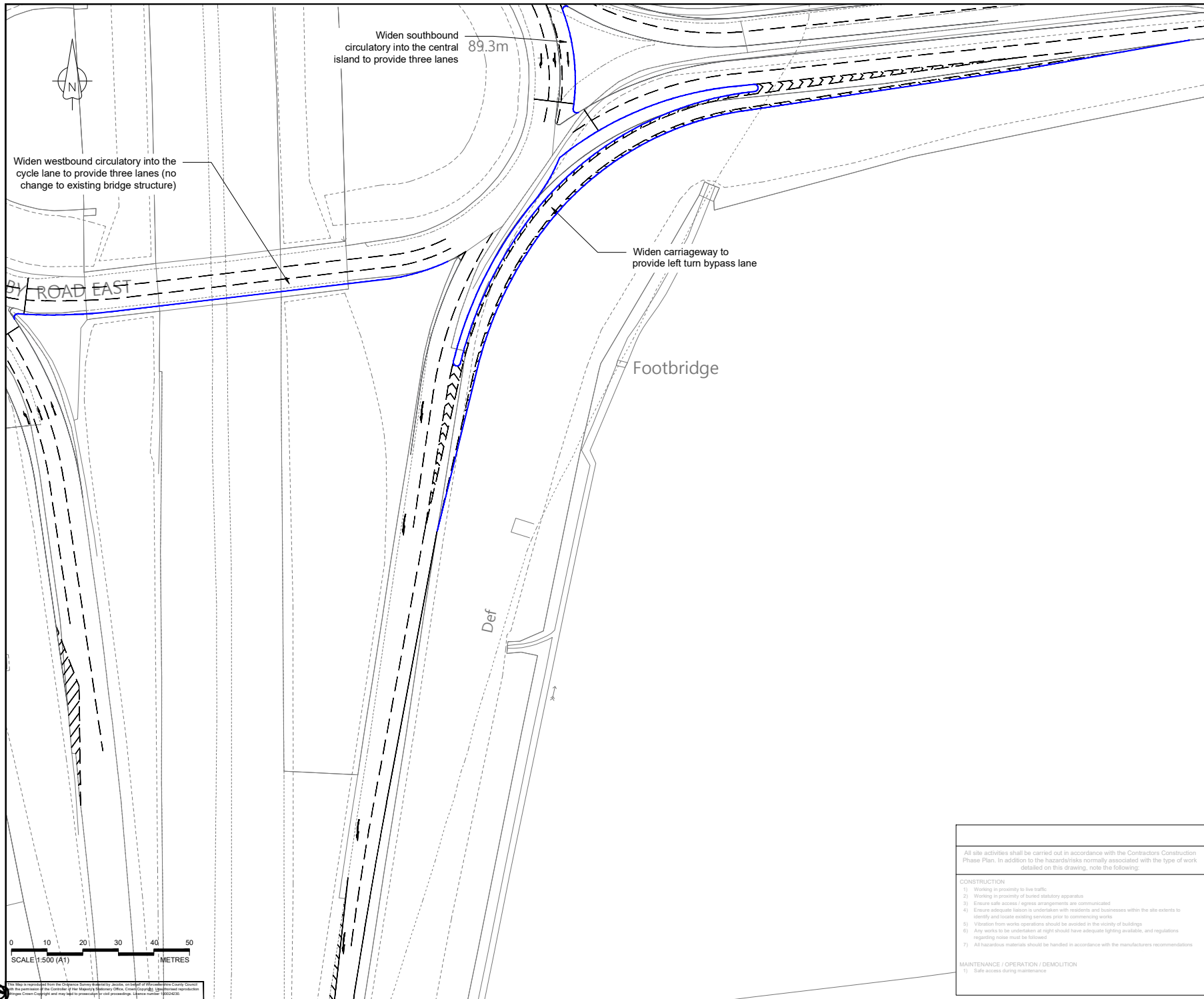
CONCEPTUAL DESIGN - DRAFT

Scale	1:500 at A1	DO NOT SCALE
Jacobs No.	BLITMT07	Rev
Client no.		P01

Drawing number

BLITMT07-JAC-HGN-DR-CH-0015

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#### NOTES:

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
3. THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS

#### DESIGN ASSUMPTIONS:

1. THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED
2. NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS
3. THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE
4. ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED
5. PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS, EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN
6. A STREET LIGHTING ASSESSMENT/ DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE, HAVE BEEN UNDERTAKEN AT THIS STAGE
7. NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM
8. EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED

#### Legend:

- Existing OS
- Approximation of recent improvements (not shown on existing OS)
- Proposed kerbline
- Proposed edge of footway / shared use
- Proposed markings

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

**Jacobs**

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Queensway, Birmingham, B4 6BN  
Tel +44(0)121 237 4000 www.jacobs.com

Client

LEICESTERSHIRE COUNTY COUNCIL

Project

Charnwood  
Local Plan Support

Drawing title

M1 J23 high cost part 2  
Roundabout widening,  
left turn bypass lane and  
new foot and cycle bridge

Drawing status

CONCEPTUAL DESIGN - DRAFT

Scale

1:500 at A1 DO NOT SCALE

Jacobs No. BLITMT07 Rev P01

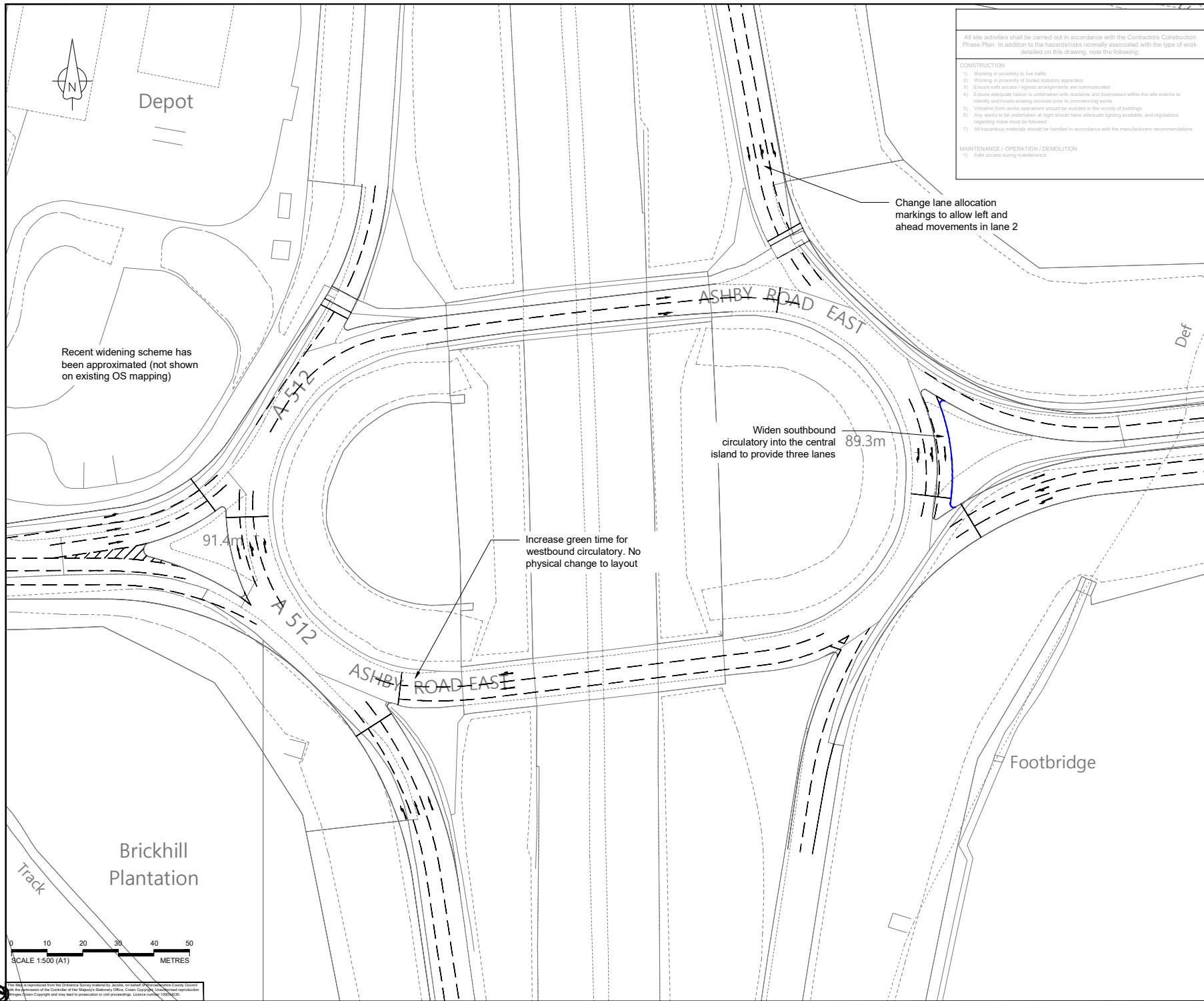
Client no.

Drawing number

BLITMT07-JAC-HGN-DR-CH-0016

All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:
CONSTRUCTION
1) Working in proximity to live traffic
2) Working in proximity of buried statutory apparatus
3) Ensure safe access / egress arrangements are communicated
4) Ensure adequate liaison to undertake with residents and businesses within the site extents to identify and locate existing services prior to commencing works
5) Violation from works operations should be avoided in the vicinity of buildings
6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed
7) All hazardous materials should be handled in accordance with the manufacturers recommendations
MAINTENANCE / OPERATION / DEMOLITION
1) Safe access during maintenance

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All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:	
CONSTRUCTION	
1) Working in proximity to live traffic.	
2) Working in proximity of buried statutory apparatus.	
3) Ensure safe access / egress arrangements are communicated.	
4) Ensure adequate liaison is undertaken with roadworks and businesses within the site extents to identify and locate existing services prior to commencing works.	
5) Vibration from works operations should be avoided in the vicinity of buildings.	
6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.	
7) All hazardous materials should be handled in accordance with the manufacturers recommendations.	
MAINTENANCE / OPERATION / DEMOLITION	
1) Safe access during maintenance.	

**NOTES:**

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
- THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS.

**DESIGN ASSUMPTIONS:**

- THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED.
- NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
- THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
- ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
- PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS, EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
- A STREET LIGHTING ASSESSMENT / DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE. HAVE BEEN UNDERTAKEN AT THIS STAGE.
- NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM.
- EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

**Legend:**

- Existing OS
- Approximation of recent improvements (not shown on existing OS)
- Proposed kerbline
- Proposed edge of footway / shared use
- Proposed markings

Rev	Rev Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

**Jacobs**

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Client  
**LEICESTERSHIRE COUNTY COUNCIL**

Project  
**Charnwood Local Plan Support**

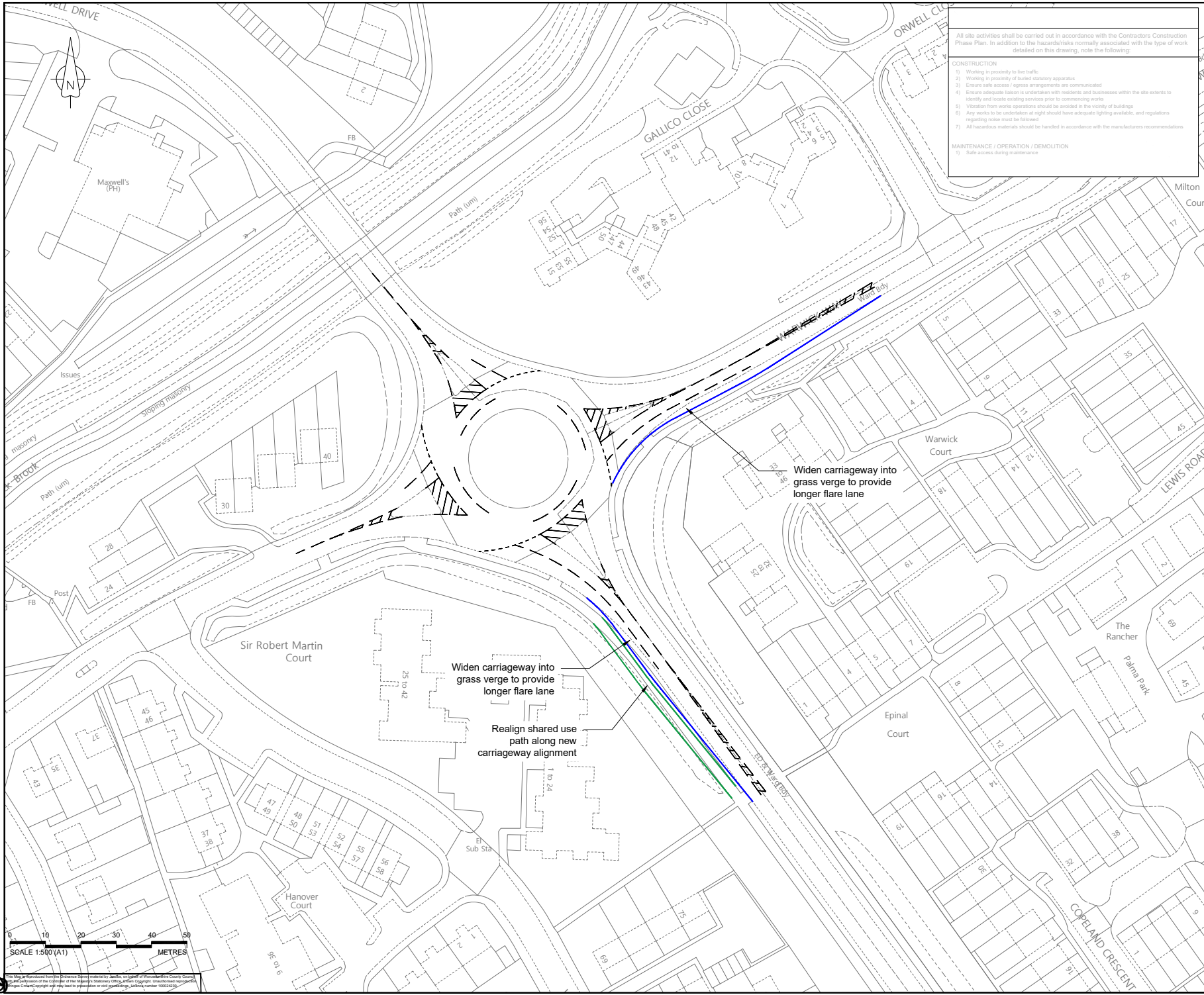
Drawing title  
**M1 J23 low cost Roundabout widening and lane reallocation**

Drawing status  
**CONCEPTUAL DESIGN - DRAFT**

Scale	1:500 at A1	DO NOT SCALE
Jacobs No.	BLITMT07	
Client no.		P01

Drawing number  
**BLITMT07-JAC-HGN-DR-CH-0014**

Users\\amiez\\Documents\\Projects - current\\Other\\Charnwood\\CAD\\Charnwood concepts.dwg - 11/03/2022 15:18:14 - Epinal Way - Warwick Way - drl1ez



All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:	
<b>CONSTRUCTION</b>	
1)	Working in proximity to live traffic.
2)	Working in proximity of buried statutory apparatus.
3)	Ensure safe access/egress arrangements are communicated.
4)	Ensure adequate liaison is undertaken with residents and businesses within the site extents to identify and locate existing services prior to commencing work.
5)	Vibration from works operations should be avoided in the vicinity of buildings.
6)	Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.
7)	All hazardous materials should be handled in accordance with the manufacturers recommendations.
<b>MAINTENANCE / OPERATION / DEMOLITION</b>	
1)	Safe access during maintenance.

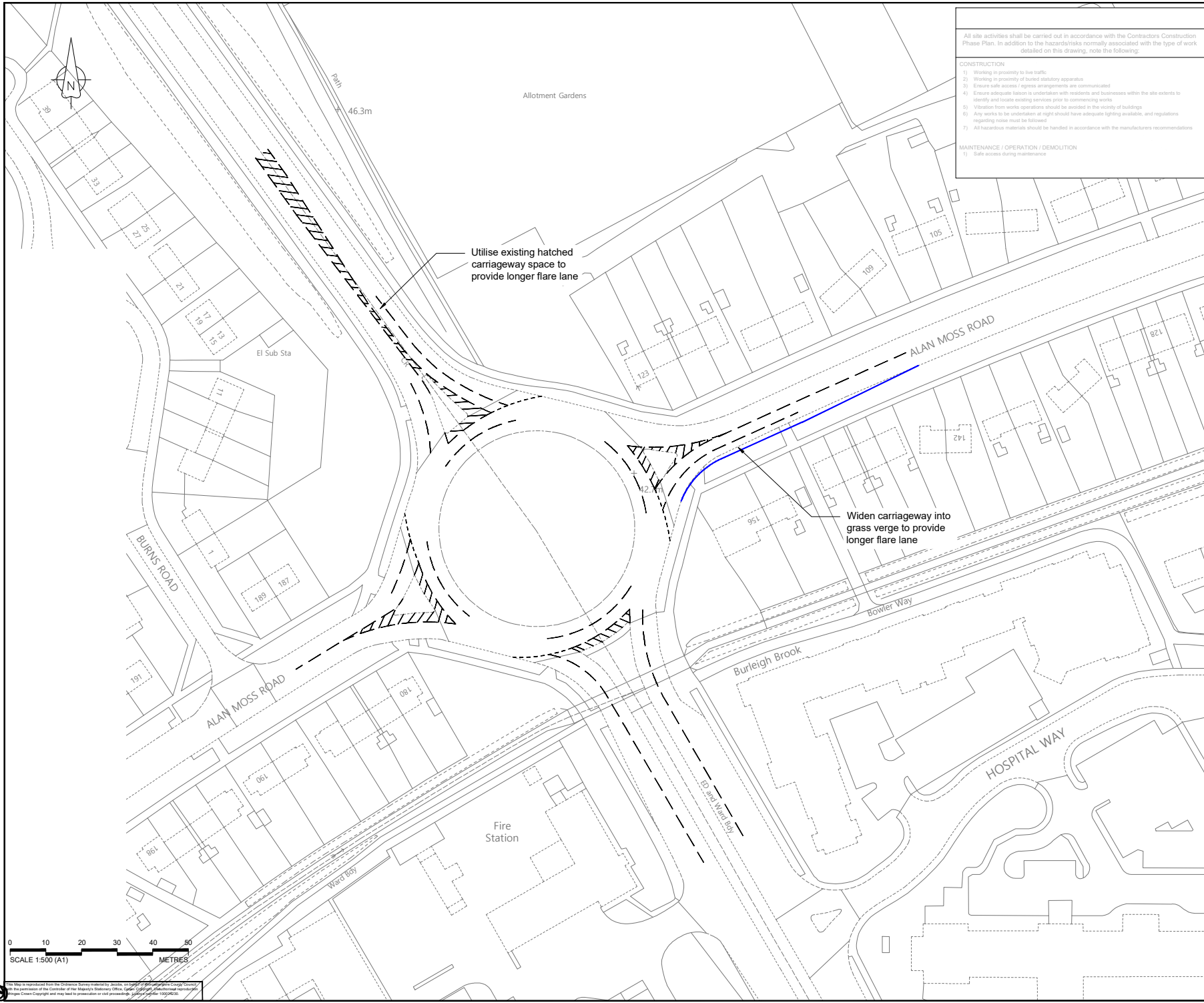
- NOTES:**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
  - THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS.

- DESIGN ASSUMPTIONS:**
- THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED.
  - NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
  - THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
  - ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
  - PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS. EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
  - A STREET LIGHTING ASSESSMENT/ DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE. HAVE BEEN UNDERTAKEN AT THIS STAGE.
  - NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM.
  - EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

<b>Legend:</b>	
—	Existing OS
—	Proposed kerbline
—	Proposed edge of footway / shared use
- - -	Proposed markings

P01		09/03/22	CONCEPT DESIGN	DM			
Rev	Rev. Date	Purpose of revision		Drawn	Checked	Rev'd	Apprv'd
<b>Jacobs</b>							
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Client							
LEICESTERSHIRE COUNTY COUNCIL							
Project							
Charnwood Local Plan Support							
Drawing title							
Epinal Way / Warwick Way Longer flare lanes							
Drawing status							
CONCEPTUAL DESIGN - DRAFT							
Scale	1:500 at A1			DO NOT SCALE			
Jacobs No.	BLITMT07			Rev	P01		
Client no.							
Drawing number							
BLITMT07-JAC-HGN-DR-CH-0008							

Users\\james2\\Documents\\Projects - current\\Other\\Charnwood\\CAD\\Charnwood concepts.dwg - 11/03/2022 15:18:04 - Epinal Way - Alan Moss Road - dmiles2



- All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:
- CONSTRUCTION**
- 1) Working in proximity to live traffic.
  - 2) Working in proximity of buried statutory apparatus.
  - 3) Ensure safe access / egress arrangements are communicated.
  - 4) Ensure adequate liaison is undertaken with residents and businesses within the site extents to identify and locate existing services prior to commencing works.
  - 5) Vibration from works operations should be avoided in the vicinity of buildings.
  - 6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.
  - 7) All hazardous materials should be handled in accordance with the manufacturers recommendations.
- MAINTENANCE / OPERATION / DEMOLITION**
- 1) Safe access during maintenance.

- NOTES:**
1. DO NOT SCALE FROM THIS DRAWING
  2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
  3. THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS.
- DESIGN ASSUMPTIONS:**
1. THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED.
  2. NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
  3. THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
  4. ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
  5. PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS. EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
  6. A STREET LIGHTING ASSESSMENT / DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE. HAVE BEEN UNDERTAKEN AT THIS STAGE.
  7. NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM.
  8. EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

- Legend:**
- Existing OS
  - Proposed kerblines
  - Proposed edge of footway / shared use
  - Proposed markings

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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**Client**  
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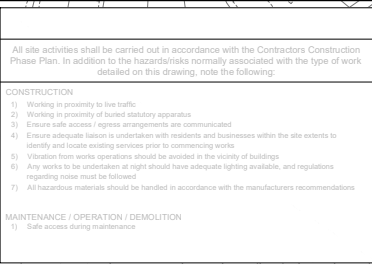
**Project**  
Charnwood  
Local Plan Support

**Drawing title**  
A6004 Epinal Way / Alan Moss Road  
Longer flare lanes

**Drawing status**  
CONCEPTUAL DESIGN - DRAFT

Scale	1:500 at A1	DO NOT SCALE
Revision No.	BLITMT07	Rev
Client no.		P01

**Drawing number**  
BLITMT07-JAC-HGN-DR-CH-0007



Widen carriageway into grass verge to provide longer flare lane

### DESIGN ASSUMPTIONS:

1. THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WILL BE REQUIRED.
2. NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
3. THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
4. THE LAND USE AND THE PAIR OF THE HIGHWAY IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY. UNLESS OTHERWISE NOTED.
5. THE DESIGN OF THE HIGHWAY IS BASED ON DETERMINE VEHICLE MOVEMENTS, EXACT HIGHWAY ALIGNMENTS, KERB RADI, LEVELS, RETAINING FEATURES ETC. MAY INFLUENCE THE OVERALL DESIGN OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
6. A STREET LIGHTING ASSESSMENT/ DESIGN WILL NEED TO BE UNDERTAKEN TO DETERMINE THE REQUIREMENT FOR NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE.
7. NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT SHOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM.
8. EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

Legend:

- Existing OS
- Proposed kerbline
- Proposed edge of footway / shared use
- Proposed markings

P01	09/03/22	CONCEPT DESIGN	DM			
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

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Client	
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LEICESTERSHIRE COUNTY COUNCIL

Project

Charnwood  
Local Plan Support

Drawing title

A6004 Epinal Way / Beacon Road  
Left turn bypass and  
longer flare lane

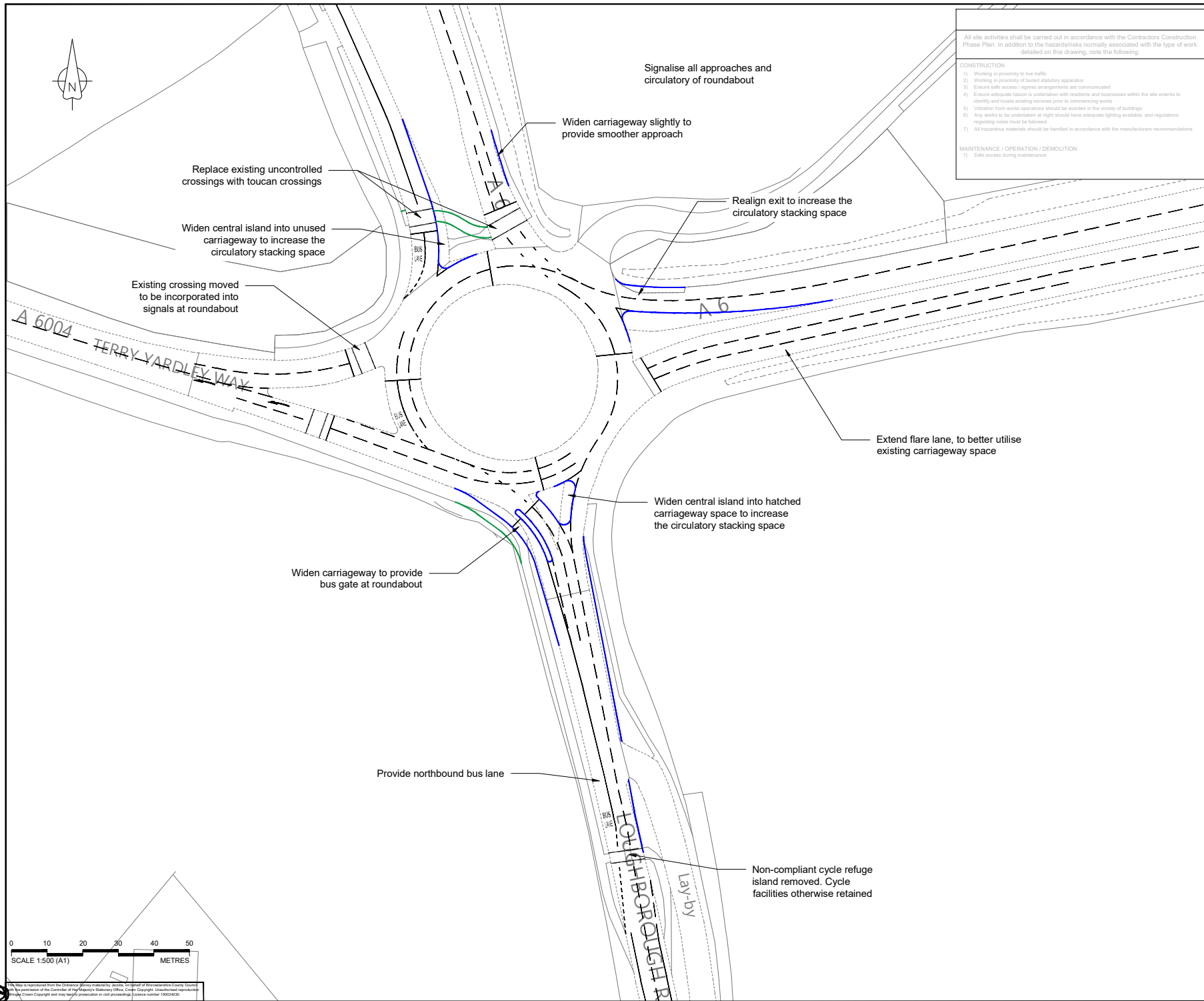
Drawing status

CONCEPTUAL DESIGN - DRAFT

Scale	1:500 at A1	DO NOT SCALE
Jacobs No.	BLITMT07	Rev
Client no.		P01

Drawing number  
BLITMT07-JAC-HGN-DR-CH-0006

Users\\amiez2\\Documents\\Projects - current\\Other\\Charnwood\\CAD\\Charnwood concepts.dwg - 11/03/2022 15:17:38 - A6 - A6004 - dmiles2



All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:	
CONSTRUCTION	
1) Working in proximity to live traffic.	
2) Working in proximity of buried statutory apparatus.	
3) Ensure safe access / egress arrangements are communicated.	
4) Ensure adequate liaison is undertaken with residents and businesses within the site extents to identify and locate existing services prior to commencing works.	
5) Vibration from works operations should be avoided in the vicinity of buildings.	
6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.	
7) All hazardous materials should be handled in accordance with the manufacturers recommendations.	
Maintenance / Operation / Demolition	
1) Safe access during maintenance.	

NOTES:	
1.	DO NOT SCALE FROM THIS DRAWING
2.	ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
3.	THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS.
DESIGN ASSUMPTIONS:	
1.	THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED.
2.	NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
3.	THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
4.	ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
5.	PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS. EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
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8.	EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.
Legend:	
—	Existing OS
—	Proposed kerblines
—	Proposed edge of footway / shared use
- - -	Proposed markings

Rev		Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Approv'd
Rev		Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Approv'd
Client							
Project							
Drawing title							
Drawing status							
Scale							
Drawing number							

0

10

20

30

40

50

SCALE 1:500 (A1)

METRES

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Quenners, Birmingham, B4 6BN

Tel +44(0)121 237 4000 www.jacobs.com

Client

LEICESTERSHIRE COUNTY COUNCIL

Project

Charnwood Local Plan Support

Drawing title

A6 / A6004  
Signalisation of roundabout with bus gate and localised widening

Drawing status

CONCEPTUAL DESIGN - DRAFT

Scale

1:500 at A1

Jacobs No.

BLITMT07

Client no.

P01

Drawing number

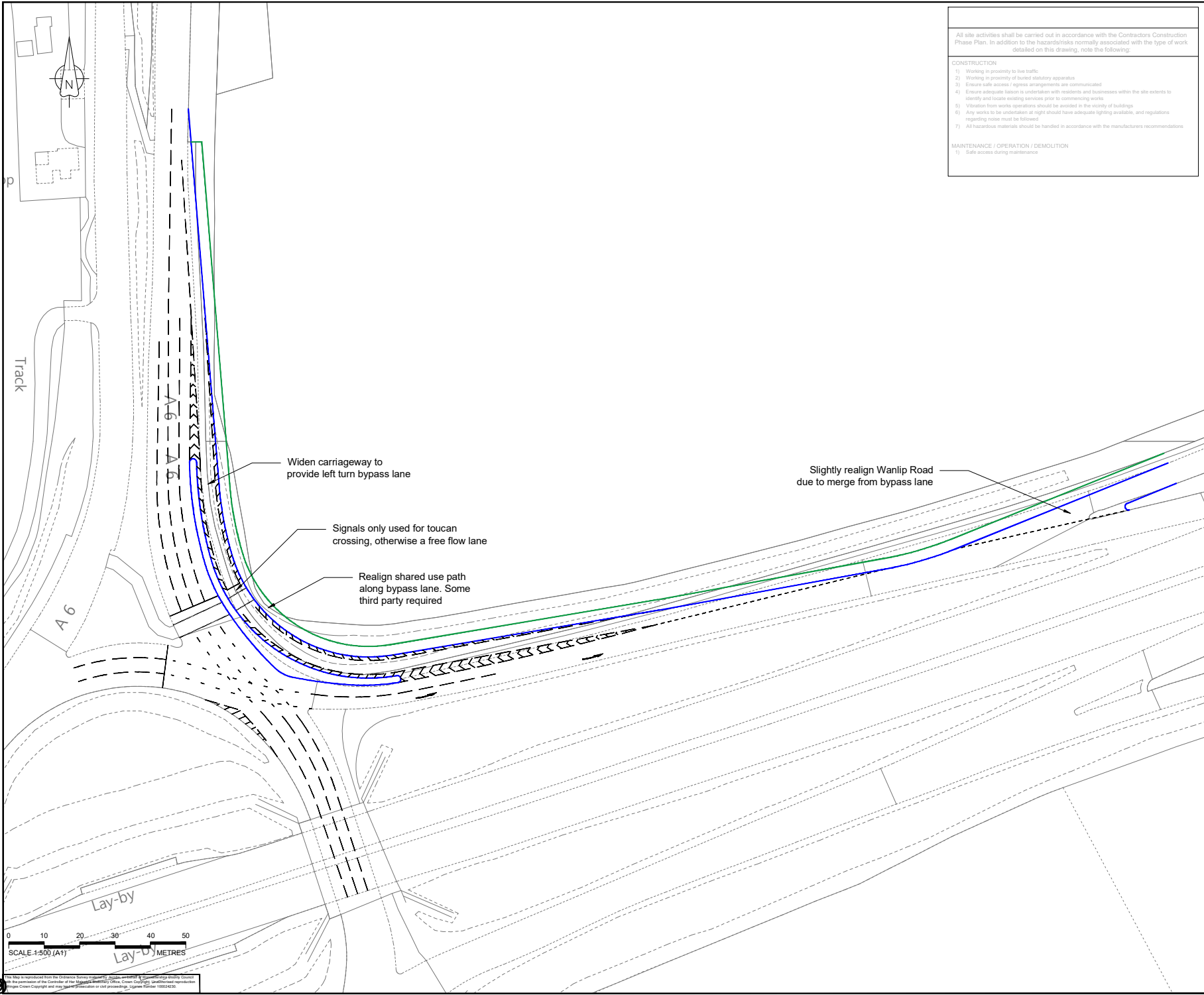
BLITMT07-JAC-HGN-DR-CH-0005

DO NOT SCALE

Rev

P01

452



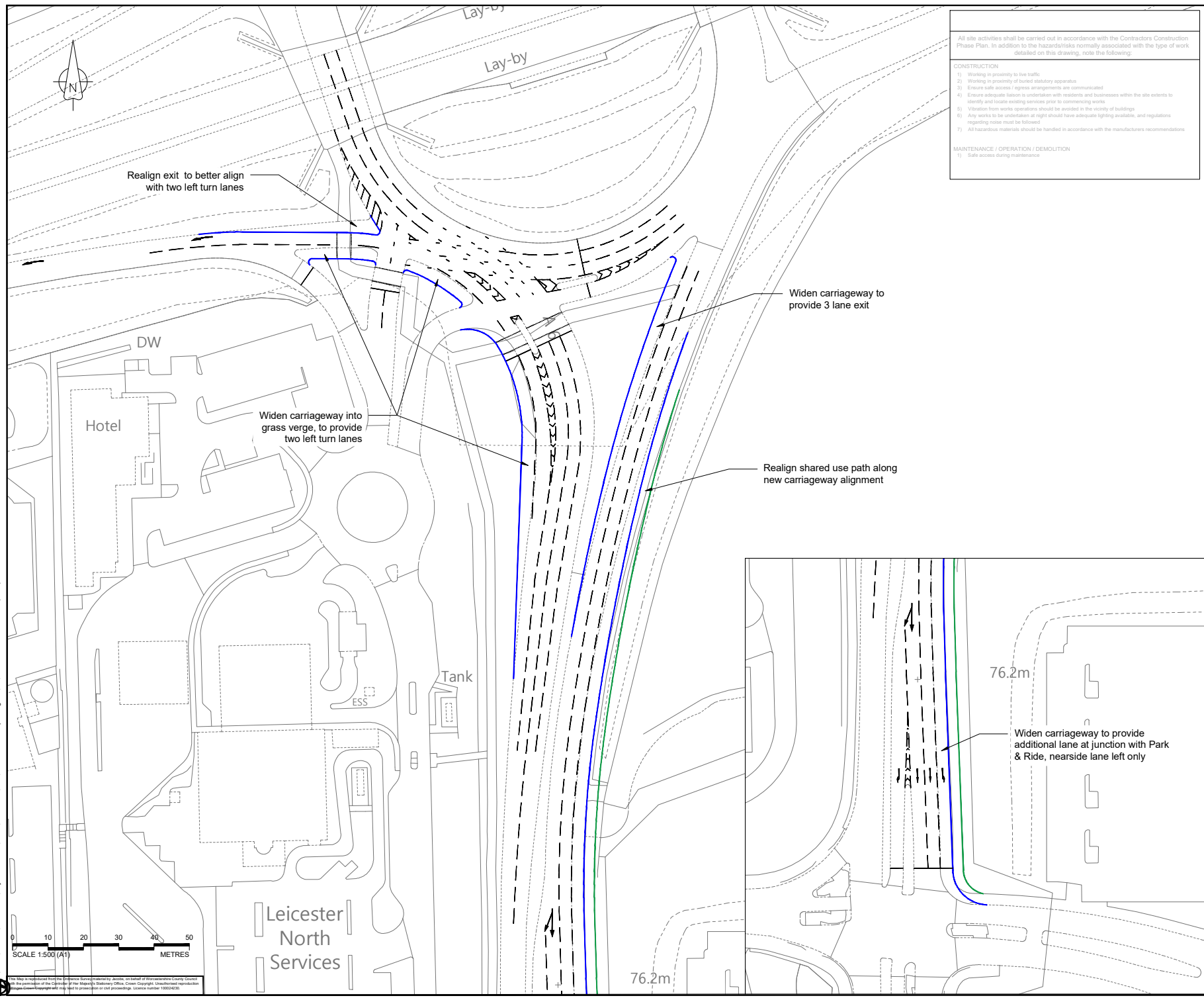
All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:	
<b>CONSTRUCTION</b>	
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2) Working in proximity of buried statutory apparatus.	
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7) All hazardous materials should be handled in accordance with the manufacturers recommendations.	
<b>MAINTENANCE / OPERATION / DEMOLITION</b>	
1) Safe access during maintenance.	

- NOTES:**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
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  - PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS. EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
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  - EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

<b>Legend:</b>	
—	Existing OS
—	Proposed kerbline
—	Proposed edge of footway / shared use
- - -	Proposed markings

P01	09/03/22	CONCEPT DESIGN			234				
Rev	Rev. Date	Purpose of revision			Drawn	Checked	Rev'd	Apprv'd	
<b>Jacobs</b>									
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Client									
LEICESTERSHIRE COUNTY COUNCIL									
Project									
Charnwood Local Plan Support									
Drawing title									
A46 / A6 (part 1) Left turn bypass									
Drawing status									
CONCEPTUAL DESIGN - DRAFT									
Scale	1:500 at A1				DO NOT SCALE				
Jacobs No.	BLITMT07				Rev	P01			
Client no.									
Drawing number									
BLITMT07-JAC-HGN-DR-CH-0003									

Users\amies2\Documents\Projects - current\Other\Charnwood\CAD\Charnwood concepts.dwg - 09/03/2022 16:09:55 - A4 - A2 (south) - dmies2



- All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:
- CONSTRUCTION**
- 1) Working in proximity to live traffic.
  - 2) Working in proximity of buried statutory apparatus.
  - 3) Ensure safe access / egress arrangements are communicated.
  - 4) Ensure adequate liaison is undertaken with residents and businesses within the site extents to identify and locate existing services prior to commencing works.
  - 5) Vibration from works operations should be avoided in the vicinity of buildings.
  - 6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.
  - 7) All hazardous materials should be handled in accordance with the manufacturers recommendations.
- MAINTENANCE / OPERATION / DEMOLITION**
- 1) Safe access during maintenance

**NOTES:**

- 1. DO NOT SCALE FROM THIS DRAWING
- 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
- 3. THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS.

**DESIGN ASSUMPTIONS:**

- 1. THE DESIGN HAS NOT TAKEN ACCOUNT OF THE IMPACT ON ANY PUBLIC UTILITY SERVICES AND / OR WHETHER SERVICE DIVERSIONS WOULD BE REQUIRED.
- 2. NO ALLOWANCE HAS BEEN MADE FOR SERVICE DIVERSIONS / ISSUES WITH REGARD TO INSTALLING TRAFFIC SIGNALS.
- 3. THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
- 4. ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO FORM PART OF THE WCC HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
- 5. PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE MOVEMENTS. EXACT HIGHWAY ALIGNMENTS, KERB RADII, LEVELS, RETAINING FEATURES ETC. MAY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
- 6. A STREET LIGHTING ASSESSMENT / DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIONING TO DETERMINE ANY RELOCATIONS ARE FEASIBLE. HAVE BEEN UNDERTAKEN AT THIS STAGE.
- 7. NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM.
- 8. EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED.

**Legend:**

- Existing OS
- Proposed kerbline
- Proposed edge of footway / shared use
- Proposed markings

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

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Client: **LEICESTERSHIRE COUNTY COUNCIL**

Project: **Charnwood Local Plan Support**

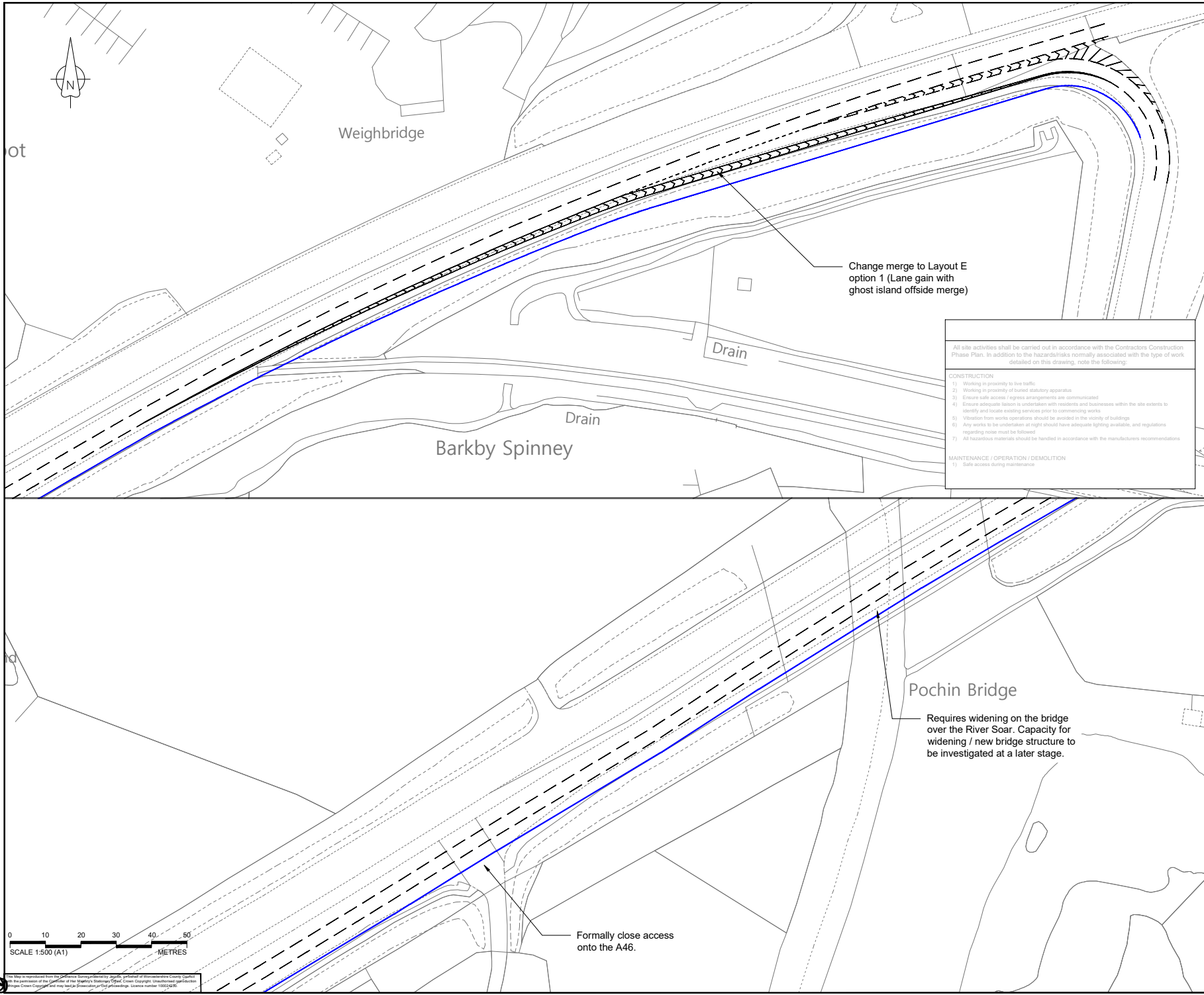
Drawing title: **A46 / A6 (part 2)  
Widened left turn lane  
and three lane exit**

Drawing status: **CONCEPTUAL DESIGN - DRAFT**

Scale	1:500 at A1	DO NOT SCALE
Revision No.	BLITMT07	Rev
Client no.		P01

Drawing number: **BLITMT07-JAC-HGN-DR-CH-0004**





**NOTES:**

- DO NOT SCALE FROM THIS DRAWING
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
- THE PROPOSED LAYOUT SHOWN WILL BE SUBJECT TO DETAILED DESIGN, TECHNICAL CHECKING AND APPROVALS

**DESIGN ASSUMPTIONS:**

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- NO DRAINAGE SURVEYS / DESIGN HAS BEEN UNDERTAKEN TO DETERMINE HOW ANY CHANGES TO THE HIGHWAY ALIGNMENT WOULD IMPACT ON THE EXISTING DRAINAGE SYSTEM
- EXISTING TRAFFIC SIGN AND ROAD MARKINGS WHICH CONFLICT WITH THE CURRENT DESIGN ARE ASSUMED TO BE REMOVED

**Legend:**

- Existing OS
- Proposed kerbline
- Proposed edge of footway / shared use
- Proposed markings

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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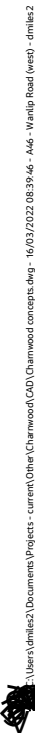
Project: Charnwood Local Plan Support

Drawing title: A46 / Wanlip Road (part 1)  
Change to merge layout  
A46 widening, and lane drop  
layout at Fillingate

Drawing status: CONCEPTUAL DESIGN - DRAFT

Scale	1:500 at A1	DO NOT SCALE
Jacobs No.	BLITMT07	Rev
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Drawing number: BLITMT07-JAC-HGN-DR-CH-0011




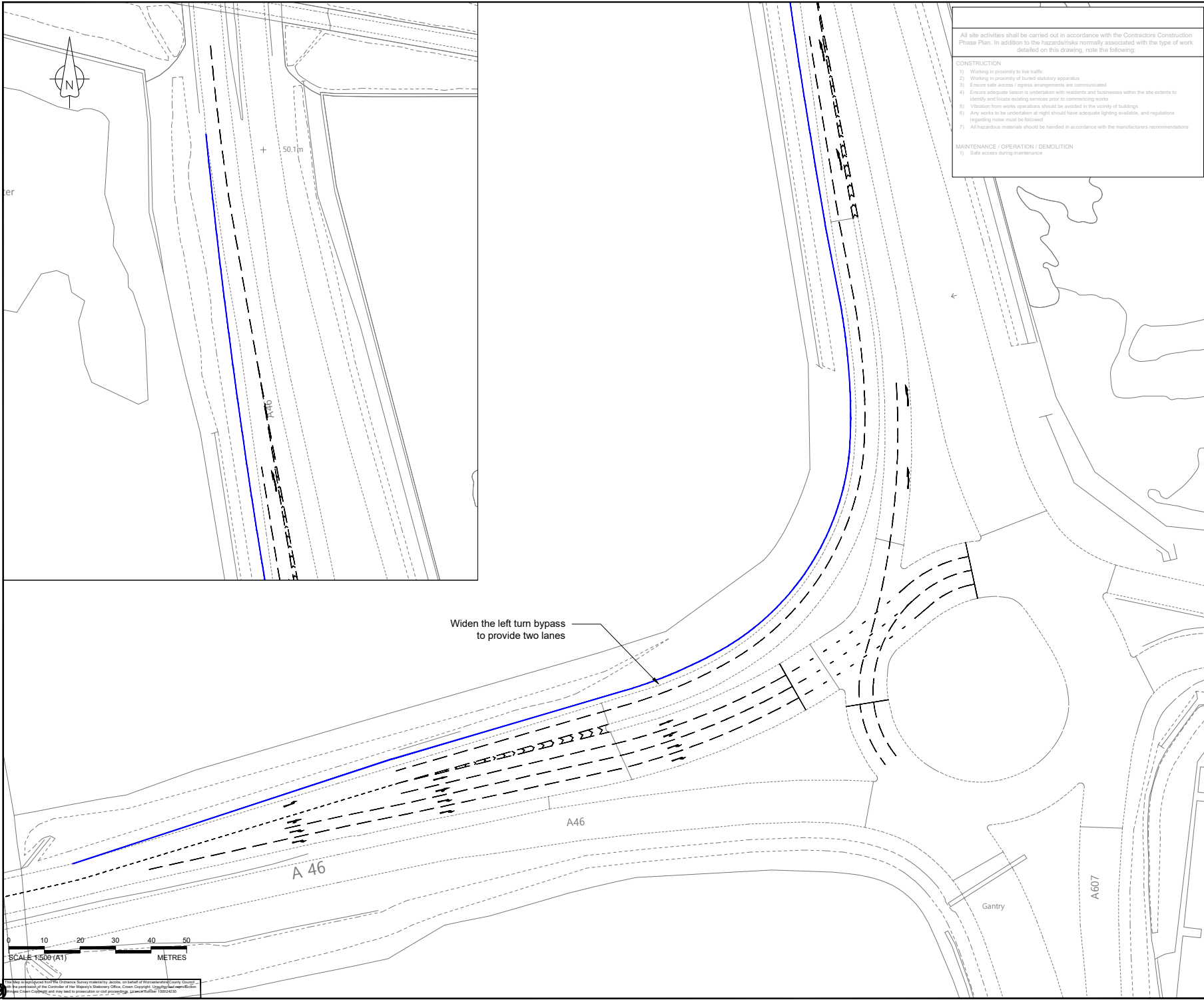
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- 5. THE CONCEPT DESIGN HAS BEEN BASED ON TRAFFIC DATA AND A DESKTOP REVIEW OF THE SITE.
- 6. ALL LAND REQUIRED FOR CARRIAGEWAY WIDENING IS ASSUMED TO BE FORMER PART OF THE HIGHWAY BOUNDARY, UNLESS OTHERWISE NOTED.
- 7. PROPOSED KERB LINES ARE INDICATIVE TO DETERMINE VEHICLE WIDTHS AND TO ASSESS HIGHWAY ALIGNMENT, KERB RAIL LEVELS, RETAINING WALLS, ETC. ANY IMPACT ON THE OVERALL BUILDABILITY OF THE DESIGN AND MAY CHANGE AT DETAIL DESIGN.
- 8. THE HIGHWAY ALIGNMENT / DESIGN WILL NEED TO BE UNDERTAKEN AS PART OF THE DETAIL DESIGN. NO ALLOWANCE FOR ELECTRICAL CONNECTIONS OR POSITIVE DRAINAGE TO DRAINAGE DITCHES, IF FEASIBLE, HAVE BEEN UNDERTAKEN AT THIS STAGE.
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Existing OS  
Proposed kerbline  
Proposed edge of footway / shared use  
Proposed markings

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Client		
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<h2 style="margin: 0;">Charnwood Local Plan Support</h2>		
Drawing title		
<h1 style="margin: 0;">A46 / Wulip Road (part 2) Change to merge layout A46 widening, and lane drop layout at Fillingate</h1>		
Drawing status		
<h2 style="margin: 0;">CONCEPTUAL DESIGN - DRAFT</h2>		
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Jacobs No.	BLITMT07	Rev
Client no.		P01
Drawing number		
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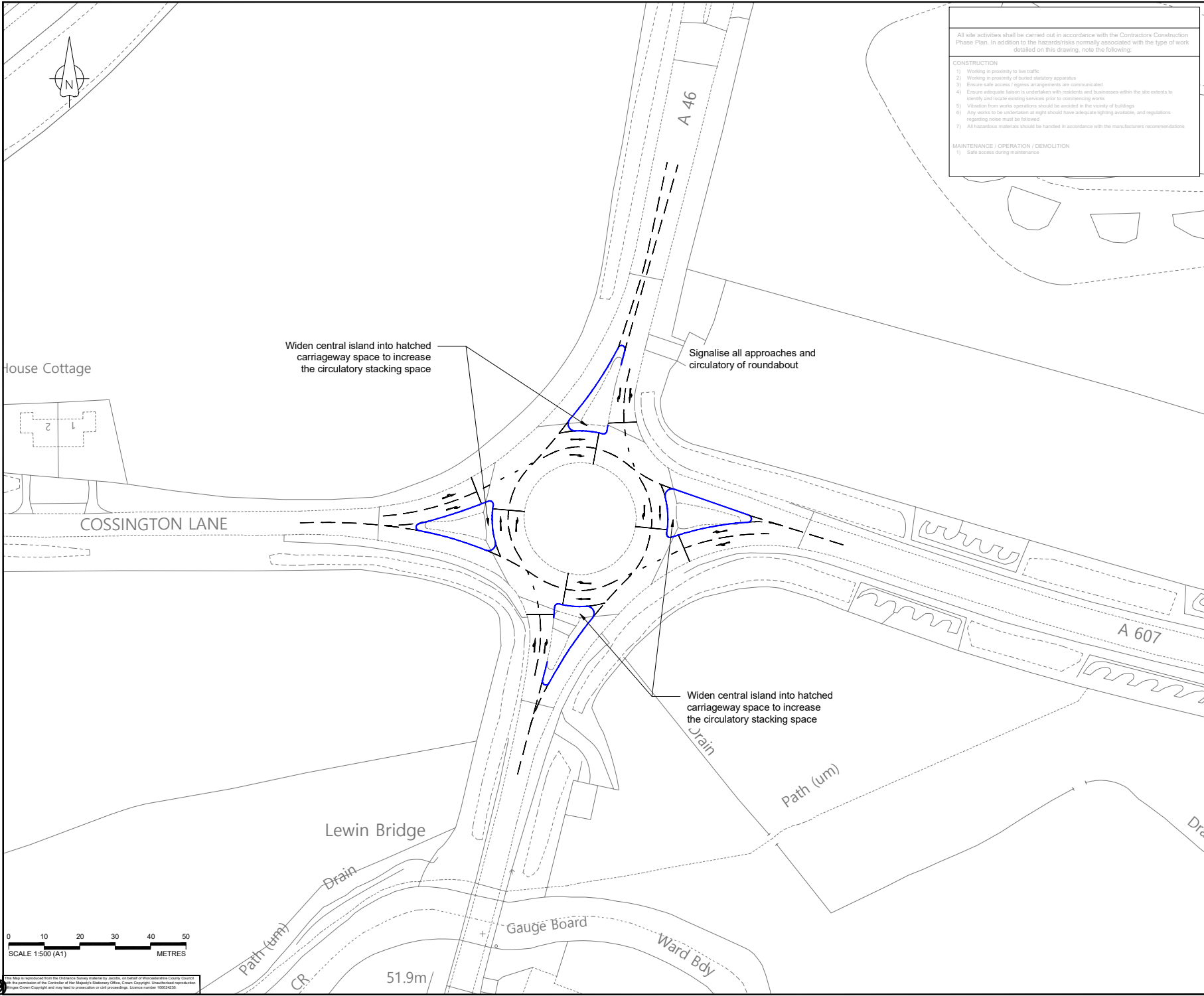


- All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:
- CONSTRUCTION**
- 1) Working in proximity to live traffic.
  - 2) Working in proximity of buried statutory apparatus.
  - 3) Ensure safe access / egress arrangements are communicated.
  - 4) Ensure adequate liaison is undertaken with residents and businesses within the site extents to identify and locate existing services prior to commencing works.
  - 5) Vibration from works operations should be avoided in the vicinity of buildings.
  - 6) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.
  - 7) All hazardous materials should be handled in accordance with the manufacturers recommendations.
- MAINTENANCE / OPERATION / DEMOLITION**
- 1) Safe access during maintenance.

- NOTES:**
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  2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.
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- Legend:**
- Existing OS
  - Proposed kerbline
  - Proposed edge of footway / shared use
  - Proposed markings

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Client <b>LEICESTERSHIRE COUNTY COUNCIL</b>						
Project <b>Charnwood Local Plan Support</b>						
Drawing title <b>A46 / A607 Widen left turn bypass</b>						
Drawing status <b>CONCEPTUAL DESIGN - DRAFT</b>						
Scale	1:500 at A1		DO NOT SCALE			
Jacobs No.	BLITMT07		Rev	P01		
Client no.						
Drawing number <b>BLITMT07-JAC-HGN-DR-CH-0013</b>						



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2)	Working in proximity of buried statutory apparatus.
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Legend:	
—	Existing OS
—	Proposed kerblines
—	Proposed edge of footway / shared use
---	Proposed markings

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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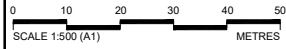
Project  
**Charnwood Local Plan Support**

Drawing title  
**A607 / Fosse Way  
Signalised roundabout and  
localised widening**

Drawing status  
**CONCEPTUAL DESIGN - DRAFT**

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Drawing number  
**BLITMT07-JAC-HGN-DR-CH-0009**



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## **Appendix C**

### **Draft Charnwood Local Plan 2021-2037 Transport Mitigation Strategy – Proposed Highway Improvement Scheme Cost Estimates**

# Charnwood Preliminary Design Estimate Assurance

Leicestershire County Council

Revision 1: 25 May 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
Oliet Msusa James Young Gareth Kirk	Gareth Kirk Project Director		Doug Munro Director (approval pending)

Revision History

Revision	Revision date	Details	Authorised	Name	Position
DRAFT For Comment	10-05-2022				
Revision 1	25-05-2022	Incorporating Client Comments	Approval pending by	Doug Munro	Director

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Table of Contents

1. Executive Summary..... 5

2. Key Findings..... 7

General Allowances ..... 7

Rates and Quantities..... 8

Appendices ..... 10

Appendix 1 – Scenario 2b + Scenario 3 Overall Reconciliation Summary .....

Appendix 2 – Scenario 2b Reconciliation Summary .....

Appendix 3 – Scenario 2b Scheme Comparison .....

Appendix 4 – Scenario 3 Reconciliation Summary.....

Appendix 5 – Scenario 3 Scheme Comparison .....

Appendix 6 – Excel Exported Estimate Markup .....

Appendix 7 – Jacobs Estimate with AECOM comments on assumptions and exclusions.....

# 1. Executive Summary

- 1.1 AECOM have undertaken a brief independent review of the Charnwood Scenario 2b and Scenario 3 Junction Improvement Schemes Cost Estimate prepared by Jacobs on behalf of Leicestershire County Council. Due to the short timescale of 2 days allowed for the initial review the scope was limited to the following:
  - 1.1.1 An overview of rates, noting that not all rates have been analysed, particularly compound rates of multiple scope items.
  - 1.1.2 An overview of quantities for key cost drivers within each of the junction improvement estimates.
  - 1.1.3 A gap analysis for key cost drivers including:
    - Statutory Utilities
    - Traffic Management
    - Preliminaries
    - Contractor Overheads and Profit
    - Client Project Team Fees
    - Risk allowance
    - Inflation
- 1.2 It should be noted that due to the limited time and scope of the independent review AECOM have not developed a detailed understanding of the scope of work and associated complexities involved with design and delivery of the overall programme of work.
- 1.3 The estimate provided by Jacobs included 13 separate improvement options across Scenario 2b and Scenario 3. No total was provided for either Scenario 2b or Scenario 3, nor was a total provided for the overall programme of work. Due to the lack of clarity around which options or scenario's form the full programme of work AECOM have assumed that all 13 improvement options are being evaluated as a whole.
- 1.4 Based on the above assumption the high level reconciliation below provides an indication of the impact of AECOM's findings. The reconciliation against Jacobs estimate includes the two schemes subsequently removed from the recommended package, namely A6/Crossington Lane and A50/Lena Drive. This is for comparison purposes against the Jacobs estimate. A separate summary excluding these schemes has also been provided for reference.

## Reconciliation of Jacobs Estimate - Scenario 3 + 2b

	Jacobs Cost Summary for Scenario 2B + 3 Preliminary Design Cost Estimate		AECOM High Level Assurance		Variance	AECOM High Level Assurance Excluding A6/Cossington Lane & A50/Lena Drive	
Element/Description	Cost £	%	Cost £	%	%	Cost £	%
Building Works	17,672,107	50.0%	17,878,414	33.7%	1.2%	16,062,958	33.8%
Preliminaries	7,589,195	21.5%	7,652,169	14.4%	0.8%	6,843,178	14.4%
Main Contractor's Overheads & Profit	Excluded	0.0%	2,553,058	4.8%	100.0%	2,290,614	4.8%
Project / Design Team Fees	5,052,260	14.3%	7,442,165	14.0%	32.1%	6,677,139	14.0%
Other Development / Project Costs	Excluded	0.0%	1,276,529	2.4%	100.0%	1,145,307	2.4%
Base Cost Estimate	30,313,562	85.7%	36,802,335	69.4%	17.6%	33,019,195	69.4%
Risk Allowance	5,052,260	14.3%	9,200,584	17.4%	45.1%	8,254,799	17.4%
Optimism Bias	Excluded	0.0%	6,992,444	13.2%	100.0%	6,273,647	13.2%
<b>Total Estimated Budget (excl. Inflation)</b>	<b>35,365,823</b>	<b>100.0%</b>	<b>52,995,362</b>	<b>100.0%</b>	<b>49.8%</b>	<b>47,547,641</b>	<b>100.0%</b>
Inflation to Mid-point of construction 2024: 8%	Excluded	0.0%	4,239,629	6.1%	100.0%	3,803,811	6.0%
Additional Inflation to Mid-point of construction Scenario 2b 2029 / Scenario 3 2034: 2.5% p/a	Excluded	0.0%	12,319,425	17.7%	100.0%	11,546,280	18.4%
<b>Total Estimated Budget (2029/2034 Mid-Point)</b>	<b>N/A</b>		<b>69,554,416</b>			<b>62,897,733</b>	

Note: Figures exclude VAT

- 1.5 The total Jacobs estimate for Scenario 2b and Scenario 3 combined (including A6/Crossington Lane and A50/Lena Drive) is £35.4m compared with AECOM's high level independent assessment of £69.6m equating to a variance of £34.2m. The variance is principally formed of the following:
- Inflation £16.6m (inflation excluded by Jacobs)
  - Risk and Optimism Bias £11.1m
  - Main Contractor OH&P £2.6m
  - Project / Design team fees £2.4m
  - Statutory Utilities £1.3m (included in AECOM's reconciliation as Other Development/Project Costs)
- 1.6 AECOM initially included inflation of 8% assuming construction would be completed within 2024. Following comments from Leicestershire County Council additional inflation allowances have now been included to allow for mid-points of constriction of 2029 for Scenario 2b and 2034 for Scenario 3. . In the current market inflation is extremely difficult to forecast for such extended periods however a typical industry rate of 2.5% per annum on a cumulative basis has been included for illustrative purposes. It should be noted that actual inflation up to 2029 and 2034 may vary significantly from this forecast.
- 1.7 In addition to the high level reconciliation above AECOM have provided the following in substantiation of the independent review. This information can be found within the appendices.
- Scenario 2b Reconciliation Summary
  - Scenario 2b Individual Scheme Comparison
  - Scenario 3 Reconciliation Summary
  - Scenario 3 Individual Scheme Comparison
  - A detailed estimate identifying AECOM rate and quantity adjustments from Jacobs estimate, noting that this is limited to the key cost drivers that could be analysed in the timescale provided. It does not cover all rates and quantities.
  - A pdf copy of Jacobs estimate with AECOM comments on Jacobs assumptions and exclusions.

## 2. Key Findings

The following is a commentary on various allowances and other key rate and quantity differences identified between the Jacobs estimate and the AECOM review. This does not encompass all rates and quantities. A detailed markup of the Jacobs estimate is provided in the appendices.

### General Allowances

#### 2.1 Main Contractor's Overheads and Profit: Variance +£2.6m

Jacobs estimate appears silent on the inclusion or exclusion of main contractor's overheads and profit. An allowance may have been included generally within the rates however AECOM's review of the rates has not found conclusive evidence of this. Therefore until resolved AECOM would suggest including 10% of the Construction Costs to allow for OH&P equating to an estimate variance of +£2.5m across all 13 options.

#### 2.2 Project / Design team fees: Variance +£2.4m

**Design:** Jacobs estimate includes 20% of the Works Cost Estimate for design development which AECOM consider to be high based on typical projects of this type. AECOM's comparison includes a 15% allowance resulting in an estimate variance of -£2.2m across all 13 options.

**Project Management:** Jacobs estimate excludes project management fees and as a result has considerably undervalued the cost of delivering the project. Whilst this might be difficult to accurately assess at the preliminary design stage AECOM's comparison includes an allowance of 15% of the Works Cost Estimate, and Design fees to better reflect a realistic project cost. This equates to an estimate variance of +£4.6m across all 13 options.

### 2.3 Statutory Utilities: Variance +£1.3m

Jacobs estimate excludes statutory utilities and as a result has considerably undervalued the cost of delivering the project. Whilst this might be difficult to accurately assess at the preliminary design stage AECOM's comparison includes an allowance of 5% of the Construction Cost to better reflect a realistic project cost. This equates to an estimate variance of +£1.3m across all 13 options.

### 2.4 Risk allowance: Variance +£4.1m

Jacobs estimate includes a 20% allowance for Unforeseen items however AECOM considers this to be low given the immature stage of design and estimate. AECOM's comparison includes an allowance of 25% which equates to an estimate variance of +£4.1m across all 13 options.

### 2.5 Optimism Bias: Variance +£7m

Jacobs estimate excluded optimism bias. AECOM's revised estimate includes 19% optimism bias to bring the total risk and optimism bias allowance to 44% of the Base Cost Estimate. This equates to a variance of £7m.

### 2.6 Inflation allowance: Variance +£16.6m

Jacobs estimate excludes inflation and as a result has considerably undervalued the cost of delivering the project. Whilst this might be difficult to accurately assess at the preliminary design stage AECOM's comparison initially included an allowance of 8% to the mid-point of construction with the assumption that be completion would be achieved within the next 2 years. This equates to an estimate variance of +£4.3m across all 13 options.

Following receipt of further information from Leicestershire County Council additional inflation allowances have been included to account for Scenario 2b achieving mid-point of construction in 2029 and Scenario 3 mid-point of construction in 2034. In the current market inflation is extremely difficult to forecast for such extended periods however a typical industry rate of 2.5% per annum on a cumulative basis has been included for illustrative purposes. This equates to a variance of +£12.3m across all 13 options.

## Rates and Quantities

### 2.7 Series 100 - Traffic management: Variance + £140k

AECOM have not had an opportunity to fully digest the complexity of each of the 13 options during the last 2 days, therefore full consideration has not been given to programme duration and construction logistics. Based on AECOM's understanding of similar junction improvement schemes however, the traffic management costs allowed by Jacobs appear to be insufficient. A general uplift of 35% has been allowed within AECOM's comparison. This equates to an uplift of £140k across all 13 options.

### 2.8 Series 100 - Preliminaries: Variance -£77k

For highways schemes in general AECOM are seeing preliminaries out turn at between 25% and 40% of the direct works cost. Due to the nature of the Charnwood schemes and proximity to major road arteries the preliminaries cost is likely to be at the higher end of this scale. AECOM have therefore allowed 40% for each option compared with Jacobs allowance of between 35% and 50%. This equates to a variance of -£77k across all 13 options.

**2.9 Series 500 - Surface water drainage alterations: Variance +£100k**

AECOM's pricing information indicates that surface water drainage installations would typically cost in the region of £35/m<sup>2</sup> to £40/m<sup>2</sup>. Jacobs have allowed £35/m<sup>2</sup> in the estimate however due to the preliminary nature of the design AECOM would recommend increasing this to £40/m<sup>2</sup> until the scope is more well defined. This rate adjustment combined with a quantity difference of -2,267m<sup>2</sup> equates to a variance of +£100k across all options.

**2.10 Series 600 - Disposal of unacceptable non-hazardous material: Variance +£278k**

AECOM's pricing information indicates that disposal of unacceptable non-hazardous material would typically range between £110/m<sup>3</sup> and £130/m<sup>3</sup> on current schemes. Jacobs estimate therefore appears light at £110/m<sup>3</sup>. AECOM's review includes £130/m<sup>3</sup> equating to a variance of +£278k

**2.11 Series 700 - Cold milling pavement: Variance -£222k**

AECOM pricing information indicates that cold milling pavement; 40mm deep; scarifying surface would typically cost £25/m<sup>2</sup> on current schemes versus Jacobs rate of £30/m<sup>2</sup>. This rate combined with a quantity difference of -1,713m<sup>2</sup> pavement area equates to a variance of -£222k

**2.12 Series 700 - Surface course, Rolled Asphalt: Variance -£260k**

AECOM pricing information indicates that surface course; rolled asphalt; 40mm deep would typically cost £25.50/m<sup>2</sup> on current schemes versus Jacobs rate of £30/m<sup>2</sup>. This equates to a variance of -£260k

**2.13 Series 1100 – Paved area, 60mm thick: Variance +£106k**

AECOM pricing information indicates that paved area; 60mm thick; comprising binder course 40mm thick would typically cost £65/m<sup>2</sup> on current schemes versus Jacobs rate of £40/m<sup>2</sup>. This equates to a variance of +£106k

**2.14 Series 1100 – Subbase to paved area: Variance +£63k**

AECOM pricing information indicates that subbase to paved area; sloping not exceeding 10 degrees would typically cost £35/m<sup>2</sup> on current schemes versus Jacobs rate of £20/m<sup>2</sup>. This equates to a variance of +£63k

**2.15 Series 1200 – Toucan Crossings: Variance +£115k**

AECOM pricing information indicates that toucan crossings including markings, tactiles, beacons would typically cost £55,000 each on current schemes versus Jacobs rate of £50,000 each. This equates to a variance of +£115k across the 23nr identified in Scenario 2b only.

# Appendices

## **Appendix 1 – Scenario 2b + Scenario 3 Overall Reconciliation Summary**

Reconciliation of Jacobs Estimate - Scenario 2b + Scenario 3

Element/Description		Jacobs Cost Summary for Scenario 2B Preliminary Design Cost Estimate		AECOM High Level Assurance		Variance Between the two estimates		AECOM High Level Assurance Excluding A6/Cossington Lane & A50/Lena Drive	
		Cost £	%	Cost £	%	Variance %	Comment	Cost £	%
08	Highway Works								
200	Series 200 Site Clearance	154,215	0.4%	183,724	0.3%	19.1%	Minor rate changes	170,056	0.4%
300	Series 300 Fencing	8,067	0.0%	9,090	0.0%	0.0%	Fencing not allowed for in most sub options - Possibly missed form design/ estimate	9,090	0.0%
400	Series 400 Road Restraint Systems (Vehicle and Pedestrian)	96,200	0.3%	95,390	0.2%	0.0%	Minor rate changes	95,390	0.2%
500	Series 500 Drainage and Service Ducts	1,051,575	3.0%	1,151,120	2.2%	9.5%	Minor rate and quantity changes	1,001,800	2.1%
600	Series 600 Earthworks	3,382,905	9.6%	3,656,375	6.9%	8.1%	Minor rate and quantity changes	3,092,056	6.5%
700	Series 700 Pavements	5,980,720	16.9%	5,615,807	10.6%	-6.1%	Minor rate and quantity changes	4,973,427	10.5%
1100	Series 1100 Kerbs, Footways and Paved Areas	629,375	1.8%	794,632	1.5%	26.3%	Minor rate and quantity changes	700,814	1.5%
1200	Series 1200 Traffic Signs and Road Markings	1,774,950	5.0%	1,838,535	3.5%	3.6%	Minor rate changes	1,520,385	3.2%
1300	Series 1300 Road Lighting Columns and Brackets CCTV Masts and Cantilever Masts	121,800	0.3%	159,600	0.3%	31.0%	Minor rate changes	155,800	0.3%
1400	Series 1400 Electrical Work for Road Lighting and Traffic Signs	196,000	0.6%	196,000	0.4%	0.0%	Reasonable allowances	166,000	0.3%
1600	Series 1600 Piling and Embedded Retaining Walls	352,800	1.0%	364,560	0.7%	3.3%	Minor rate changes	364,560	0.8%
1700	Series 1700 Structural Concrete	3,900,000	0.0%	3,790,080	7.2%	0.0%	Minor rate and quantity changes	3,790,080	8.0%
3000	Series 3000 Landscape and Ecology	23,500	0.1%	23,500	0.0%	0.0%	Reasonable allowances	23,500	0.0%
Total Building Works		17,672,107	50.0%	17,878,414	33.7%	1.2%		16,062,958	33.8%
Main Contractor's Preliminaries									
09.02	Traffic Management	360,460		500,804	0.9%	38.9%	TM Seemed low for these level of project - See build up	417,995	0.9%
09.03	Main Contractor's Cost Items	7,228,735	20.4%	7,151,365	13.5%	-1.1%	40% on the Total Building Works - Reasonable	6,425,183	13.5%
Total Preliminaries		7,589,195	21.5%	7,652,169	14.4%	0.8%		6,843,178	14.4%
Construction Total		25,261,302	71.4%	25,530,582	48.2%	1.1%		22,906,136	48.2%
Main Contractor's Overheads & Profit									
10.01	Main Contractor's Overheads	Excluded	0.0%	2,553,058	4.8%	100.0%	Contractors OH&P added at 10% of Construction Total	2,290,614	4.8%
10.02	Main Contractor's Profit (Included in 10.01)	Excluded	0.0%	Included	0.0%	0.0%	Included above	Included	0.0%
Total Main Contractor's Overheads & Profit		-	0.0%	2,553,058	4.8%	100.0%		2,290,614	4.8%
Works Cost Estimate		25,261,302	71.4%	28,083,641	53.0%	10.0%		25,196,750	53.0%
Project / Design Team Fees									
11.01	Design Development Fees	5,052,260	0.0%	2,808,364	5.3%	-44.4%	Design fees at 20% on the Works Cost Estimate appears high, reduced to 10%	2,519,675	5.3%
11.02	Project management Fees	Excluded	0.0%	4,633,801	8.7%	100.0%	PM fees added at 15% of sum of Works Cost Estimate & Design	4,157,464	8.7%
Total Project / Design Team Fees		5,052,260	14.3%	7,442,165	14.0%	32.1%		6,677,139	14.0%
Other Development / Project Costs									
12.01	Land Acquisition Costs	Excluded	0.0%	Excluded	0.0%	0.0%	Excluded	Excluded	0.0%
12.02	Finance, Fees and Charges	Excluded	0.0%	Excluded	0.0%	0.0%	Excluded	Excluded	0.0%
12.03	Statutory Undertakers Diversions	Excluded	0.0%	1,276,529	2.4%	100.0%	Utility Diversions added provisional sum based on previous project. Circa 5% on the construction total	1,145,307	2.4%
Total Other Development / Project Costs		-	0.0%	1,276,529	2.4%	100.0%		1,145,307	2.4%
Base Cost Estimate		30,313,562	85.7%	36,802,335	52.9%	17.6%		33,019,195	52.5%
Risk Allowances									
13.01	Design and Construction Risks	5,052,260	14.3%	9,200,584	17.4%	82.1%	Risk allowance appears low considering the design maturity. Historical data suggests 25% is more realistic at this stage.	8,254,799	17.4%
13.02	Optimism Bias in addition to Risk	Excluded	0.0%	6,992,444	13.2%	100.0%	Optimism Bias at 19% base estimate and risk. Total risk and optimism bias 44%	6,273,647	13.2%
Total Risk Allowances		5,052,260	0.0%	16,193,027	30.6%	68.8%		14,528,446	30.6%
Total Estimated Budget (exc Inflation & VAT)		35,365,823	100.0%	52,995,362	100.0%	49.8%	The estimated cost has been increased by 49.8%	47,547,641	100.0%
Inflation									
14.01	Tender & Construction Inflation Estimate - Mid of construction: 2024	Excluded	0.0%	4,239,629	6.1%	100.0%	Inflation of 8% is included based on the suggested programme included in the estimate to Mid of construction and work to be completed in the next 2 years.	3,803,811	6.0%
14.01	Tender & Construction Inflation Estimate - Scenario 2b Mid-point of construction 2029 / Scenario 3 Mid-point of construction 2034	Excluded	0.0%	12,319,425	17.7%	100.0%	2b Mid point of construction: 2029 & 3 Mid point of construction: 2034. Inflation estimated at a typical annual rate of 2.5% cumulatively.	11,546,280	18.4%
Total Estimated Budget - Mid point of construction: 2029 / 2034 (exc VAT)		35,365,823		69,554,416				62,897,733	

## Appendix 2 – Scenario 2b Reconciliation Summary

Reconciliation of Jacobs Estimate - Scenario 2b

Element/Description		Jacobs Cost Summary for Scenario 2B Preliminary Design Cost Estimate		AECOM High Level Assurance & Reconciliation		Variance Between the two estimates		AECOM High Level Assurance Excluding A6/Cossington Lane & A50/Lena Drive	
		Cost £	%	Cost £	%	Variance %	Comment	Cost £	%
08	Highway Works								
200	Series 200 Site Clearance	55,045	0.4%	63,454	0.3%	15.3%	Minor rate changes	49,786	0.3%
300	Series 300 Fencing	8,067	0.1%	9,090	0.0%	0.0%	Fencing not allowed for in most sub options - Possibly missed form design/ estimate	9,090	0.1%
400	Series 400 Road Restraint Systems (Vehicle and Pedestrian)	-	0.0%	-	0.0%	0.0%	Minor rate changes	-	0.0%
500	Series 500 Drainage and Service Ducts	506,625	3.4%	576,480	2.5%	13.8%	Minor rate and quantity changes	427,160	2.4%
600	Series 600 Earthworks	1,764,965	11.9%	1,918,701	8.3%	8.7%	Minor rate and quantity changes	1,354,383	7.7%
700	Series 700 Pavements	2,640,980	17.9%	2,583,408	11.2%	-2.2%	Minor rate and quantity changes	1,941,028	11.0%
1100	Series 1100 Kerbs, Footways and Paved Areas	414,505	2.8%	557,002	2.4%	34.4%	Minor rate and quantity changes	463,184	2.6%
1200	Series 1200 Traffic Signs and Road Markings	1,536,250	10.4%	1,609,350	7.0%	4.8%	Minor rate changes	1,291,200	7.3%
1300	Series 1300 Road Lighting Columns and Brackets CCTV Masts and Cantilever Masts	60,900	0.4%	79,800	0.3%	31.0%	Minor rate changes	76,000	0.4%
1400	Series 1400 Electrical Work for Road Lighting and Traffic Signs	151,000	1.0%	151,000	0.7%	0.0%	Reasonable allowances	121,000	0.7%
1600	Series 1600 Piling and Embedded Retaining Walls	135,000	0.9%	139,500	0.6%	3.3%	Minor rate changes	139,500	0.8%
1700	Series 1700 Structural Concrete	-	0.0%	-	0.0%	0.0%	Minor rate and quantity changes	-	0.0%
3000	Series 3000 Landscape and Ecology	16,500	0.1%	16,500	0.1%	0.0%	Reasonable allowances	16,500	0.1%
Total Building Works		7,289,837	49.3%	7,704,286	33.3%	5.4%		5,888,831	33.3%
Main Contractor's Preliminaries							265747.5		
09.02	Traffic Management	258,190		348,557	1.5%	35.0%	TM Seemed low for these level of project - See build up	265,748	1.5%
09.03	Main Contractor's Cost Items	3,009,083	20.4%	3,081,714	13.3%	2.4%	40% on the Total Building Works - Reasonable	2,355,532	13.3%
Total Preliminaries		3,267,273	22.1%	3,430,271	14.8%	5.0%		2,621,280	14.8%
Construction Total		10,557,110	71.4%	11,134,556	48.2%	5.5%		8,510,110	48.2%
Main Contractor's Overheads & Profit									
10.01	Main Contractor's Overheads	Excluded	0.0%	1,113,456	4.8%	100.0%	Contractors OH&P added at 10% of Construction Total	851,011	4.8%
10.02	Main Contractor's Profit (Included in 10.01)	Excluded	0.0%	Included	0.0%	0.0%	Included above	Included	0.0%
Total Main Contractor's Overheads & Profit		-	0.0%	1,113,456	4.8%	100.0%		851,011	4.8%
Works Cost Estimate		10,557,110	71.4%	12,248,012	53.0%	13.8%		9,361,121	53.0%
Project / Design Team Fees									
11.01	Design Development Fees	2,111,422	0.0%	1,224,801	5.3%	-42.0%	Design fees at 20% on the Works Cost Estimate appears high, reduced to 10%	936,112	5.3%
11.02	Project management Fees	Excluded	0.0%	2,020,922	8.7%	100.0%	PM fees added at 15% of sum of Works Cost Estimate & Design	1,544,585	8.7%
Total Project / Design Team Fees		2,111,422	14.3%	3,245,723	14.0%	34.9%		2,480,697	14.0%
Other Development / Project Costs									
12.01	Land Acquisition Costs	Excluded	0.0%	Excluded	0.0%	0.0%	Excluded	Excluded	0.0%
12.02	Finance, Fees and Charges	Excluded	0.0%	Excluded	0.0%	0.0%	Excluded	Excluded	0.0%
12.03	Statutory Undertakers Diversions	Excluded	0.0%	556,728	2.4%	100.0%	Utility Diversions added provisional sum based on previous project. Circa 5% on the construction total	425,506	2.4%
Total Other Development / Project Costs		-	0.0%	556,728	2.4%	100.0%		425,506	2.4%
Base Cost Estimate		12,668,532	85.7%	16,050,463	56.8%	21.1%		12,267,324	56.8%
Risk Allowances									
13.01	Design and Construction Risks	2,111,422	14.3%	4,012,616	17.4%	90.0%	Risk allowance appears low considering the design maturity. Historical data suggests 25% is more realistic at this stage.	3,066,831	17.4%
13.02	Optimism Bias in addition to Risk	Excluded	0.0%	3,049,588	13.2%	100.0%	Optimism Bias at 19% base estimate and risk. Total risk and optimism bias 44%	2,330,792	13.2%
Total Risk Allowances		2,111,422	0.0%	7,062,204	30.6%	70.1%		5,397,623	30.6%
Total Estimated Budget (exc Inflation & VAT)		14,779,954	100.0%	23,112,667	100.0%	56.4%	The estimated cost has been increased by 56.4%	17,664,947	100.0%
Inflation									
14.01	Tender & Construction Inflation Estimate - Mid point of construction: 2024	Excluded	0.0%	1,849,013	6.5%	100.0%	Inflation is included based on the suggested programme included in the estimate to Mid of construction and work to be completed in the next 2 years.	1,413,196	6.5%
14.01	Tender & Construction Additional Inflation - Mid point of construction: 2029	Excluded	0.0%	3,280,170	11.6%	100.0%	Scenario 2b schemes will be delivered between 2026 and 2031. The estimate uses the Mid of construction (2029) as the basis of the inflation. Inflation estimated at a typical annual rate of 2.5% cumulatively.	2,507,025	11.6%
Total Estimated Budget - Mid point of construction: 2029 (exc VAT)		14,779,954		28,241,850				21,585,167	

## Appendix 3 – Scenario 2b Scheme Comparison

MMHW Series	Element	A6 / A6004		A46 / A6		A6 / Cossington Lane		A50 / Lena Drive		A607 / Fosse Way		A6004 Epinal Way / Alan Mass Road		A6004 Epinal Way / Beacon Road		Epinal Way / Warwick Way	
		Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom
100	Prelims	£ 522,510.00	£ 522,185.61	£ 1,111,818.00	£ 1,319,672.80	£ 394,740.00	£ 414,716.09	£ 429,594.00	£ 394,274.95	£ 260,648.00	£ 241,101.74	£ 126,200.00	£ 121,929.02	£ 251,394.00	£ 249,787.28	£ 170,369.00	£ 166,603.30
200	Site clearance	£ 8,470.00	£ 9,134.00	£ 25,075.00	£ 29,440.00	£ 5,970.00	£ 7,006.00	£ 5,760.00	£ 6,662.00	£ 2,980.00	£ 3,664.00	£ 1,530.00	£ 1,686.00	£ 2,070.00	£ 2,334.00	£ 3,190.00	£ 3,528.00
300	Fencing	£ -	£ -	£ 8,067.00	£ 9,090.00	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
400	VRS	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
500	Drainage	£ 52,990.00	£ 60,560.00	£ 251,090.00	£ 286,960.00	£ 71,295.00	£ 87,000.00	£ 54,530.00	£ 62,320.00	£ -	£ -	£ 16,835.00	£ 19,800.00	£ 34,825.00	£ 33,160.00	£ 25,060.00	£ 26,680.00
600	Earthworks	£ 192,680.00	£ 209,511.05	£ 771,930.00	£ 838,603.00	£ 293,540.00	£ 319,692.23	£ 223,860.00	£ 244,626.24	£ 2,175.00	£ 1,422.84	£ 62,740.00	£ 67,844.55	£ 128,950.00	£ 141,479.82	£ 89,090.00	£ 95,521.74
700	Pavements	£ 273,725.00	£ 296,249.99	£ 1,320,490.00	£ 1,217,610.50	£ 315,975.00	£ 410,709.00	£ 293,150.00	£ 231,671.63	£ -	£ -	£ 97,105.00	£ 100,870.75	£ 183,365.00	£ 183,091.88	£ 157,170.00	£ 143,204.50
1100	Kerbs, Footways and paved areas	£ 36,480.00	£ 46,284.00	£ 226,200.00	£ 319,756.00	£ 45,380.00	£ 61,008.00	£ 29,930.00	£ 32,810.00	£ 13,640.00	£ 13,805.00	£ 4,290.00	£ 4,290.00	£ 35,465.00	£ 48,825.00	£ 23,120.00	£ 30,224.00
1200	Traffic signs & road markings	£ 466,500.00	£ 512,300.00	£ 260,500.00	£ 247,100.00	£ 63,250.00	£ 32,950.00	£ 260,000.00	£ 285,200.00	£ 412,000.00	£ 452,800.00	£ 8,500.00	£ 8,500.00	£ 58,000.00	£ 63,000.00	£ 7,500.00	£ 7,500.00
1300	Road lighting	£ 17,400.00	£ 22,800.00	£ 31,900.00	£ 41,800.00	£ 2,900.00	£ 3,800.00	£ -	£ -	£ -	£ -	£ 2,900.00	£ 3,800.00	£ -	£ -	£ 5,800.00	£ 7,600.00
1400	Electrical works	£ 40,000.00	£ 40,000.00	£ 45,000.00	£ 45,000.00	£ 10,000.00	£ 10,000.00	£ 20,000.00	£ 20,000.00	£ 30,000.00	£ 30,000.00	£ 1,000.00	£ 1,000.00	£ 4,000.00	£ 4,000.00	£ 1,000.00	£ 1,000.00
1600	Piling	£ -	£ -	£ 91,800.00	£ 94,860.00	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ 43,200.00	£ 44,640.00	£ -	£ -
1700		£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
3000	Landscape	£ 4,000.00	£ 4,000.00	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ 1,500.00	£ 1,500.00	£ -	£ -	£ 1,000.00	£ 1,000.00	£ -	£ -
	Construction total	£ 1,614,755.00	£ 1,723,024.65	£ 4,153,870.00	£ 4,459,892.30	£ 1,203,050.00	£ 1,346,881.32	£ 1,316,824.00	£ 1,277,564.81	£ 722,943.00	£ 744,293.58	£ 321,100.00	£ 329,720.32	£ 742,269.00	£ 771,317.97	£ 482,299.00	£ 481,861.54
10.0%	OH&P (10% of Construction total)		£ 172,302.47		£ 445,989.23		£ 134,688.13		£ 127,756.48		£ 74,429.36		£ 32,972.03		£ 77,131.80		£ 48,186.15
10%	Design Development (10% of Construction total + Utilities and OH&P)	£ 322,951.00	£ 189,532.71	£ 830,774.00	£ 490,588.15	£ 240,610.00	£ 148,156.95	£ 263,364.80	£ 140,532.13	£ 144,588.60	£ 81,872.29	£ 64,220.00	£ 36,269.24	£ 148,453.80	£ 84,844.98	£ 96,459.80	£ 53,004.77
15%	Project Mangement (15% of Construction total + Utilities and OH&P + Design)		£ 312,728.97		£ 809,470.45		£ 244,458.96		£ 231,878.01		£ 135,089.28		£ 59,844.24		£ 139,994.21		£ 87,457.87
5%	Utilities (5% of Construction total)		£ 86,151.23		£ 222,994.62		£ 67,344.07		£ 63,878.24		£ 37,214.68		£ 16,486.02		£ 38,565.90		£ 24,093.08
44%	Allowance for Risk/Optimism Bias (44% of Point Estimate)	£ 322,951.00	£ 1,092,845.61	£ 830,774.00	£ 2,828,731.29	£ 240,610.00	£ 854,272.95	£ 263,364.80	£ 810,308.26	£ 144,588.60	£ 472,075.64	£ 64,220.00	£ 209,128.41	£ 148,453.80	£ 489,216.14	£ 96,459.80	£ 305,625.50
	Land Acquisition Costs	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl
8%	Inflation allowance	excl	£ 286,126.85	excl	£ 740,613.28	excl	£ 223,664.19	excl	£ 212,153.43	excl	£ 123,597.99	excl	£ 54,753.62	excl	£ 128,085.68	excl	£ 80,018.31
	Additional Inflation allowance @ 2.5% p/a		£ 507,592.15		£ 1,313,856.02		£ 396,782.70		£ 376,362.50		£ 219,264.17		£ 97,133.52		£ 227,225.39		£ 141,953.36
	VAT	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl
	Total	£ 2,260,657.00	£ 4,370,304.65	£ 5,815,418.00	£11,312,135.34	£ 1,684,270.00	£ 3,416,249.27	£ 1,843,553.60	£ 3,240,433.87	£ 1,012,120.20	£ 1,887,836.99	£ 449,540.00	£ 836,307.39	£ 1,039,176.60	£ 1,956,382.06	£ 675,218.60	£ 1,222,200.57

Top three key cost drivers highlighted excl prelims

## Appendix 4 – Scenario 3 Reconciliation Summary

Reconciliation of Jacobs Estimate - Scenario 3

Element/Description		Jacobs Cost Summary for Scenario 3 Preliminary Design Cost Estimate		AECOM High Level Assurance		Variance Between the two estimates	
		Cost £	%	Cost £	%	Variance %	Comment
08	Highway Works						
200	Series 200 Site Clearance	99,170	0.5%	120,270	0.4%	21.3%	Minor rate changes
300	Series 300 Fencing	-	0.0%	-	0.0%	0.0%	Fencing not allowed for in most sub options - Possibly missed form design/ estimate
400	Series 400 Road Restraint Systems (Vehicle and Pedestrian)	96,200	0.5%	95,390	0.3%	0.0%	Minor rate changes
500	Series 500 Drainage and Service Ducts	544,950	2.6%	574,640	1.9%	5.4%	Minor rate and quantity changes
600	Series 600 Earthworks	1,617,940	7.9%	1,737,673	5.8%	7.4%	Minor rate and quantity changes
700	Series 700 Pavements	3,339,740	16.2%	3,032,399	10.1%	-9.2%	Minor rate and quantity changes
1100	Series 1100 Kerbs, Footways and Paved Areas	214,870	1.0%	237,630	0.8%	10.6%	Minor rate and quantity changes
1200	Series 1200 Traffic Signs and Road Markings	238,700	1.2%	229,185	0.8%	-4.0%	Minor rate changes
1300	Series 1300 Road Lighting Columns and Brackets CCTV Masts and Cantilever Masts	60,900	0.3%	79,800	0.3%	31.0%	Minor rate changes
1400	Series 1400 Electrical Work for Road Lighting and Traffic Signs	45,000	0.2%	45,000	0.2%	0.0%	Reasonable allowances
1600	Series 1600 Piling and Embedded Retaining Walls	217,800	1.1%	225,060	0.8%	3.3%	Minor rate changes
1700	Series 1700 Structural Concrete	3,900,000	18.9%	3,790,080	12.7%	0.0%	Minor rate and quantity changes
3000	Series 3000 Landscape and Ecology	7,000	0.0%	7,000	0.0%	0.0%	Reasonable allowances
Total Building Works		10,382,270	50.4%	10,174,128	34.0%	-2.0%	
Main Contractor's Preliminaries							
09.02	Traffic Management	102,270		152,247	0.5%	48.9%	TM Seemed low for these level of project - See build up
09.03	Main Contractor's Cost Items	4,219,652	20.5%	4,069,651	13.6%	-3.6%	40% on the Total Building Works - Reasonable
Total Preliminaries		4,321,922	21.0%	4,221,898	14.1%	-2.3%	
Construction Total		14,704,192	71.4%	14,396,026	48.2%	-2.1%	
Main Contractor's Overheads & Profit							
10.01	Main Contractor's Overheads	Excluded	0.0%	1,439,603	4.8%	100.0%	Contractors OH&P added at 10% of Construction Total
10.02	Main Contractor's Profit (Included in 10.01)	Excluded	0.0%	Included	0.0%	0.0%	Included above
Total Main Contractor's Overheads & Profit		-	0.0%	1,439,603	4.8%	100.0%	
Works Cost Estimate		14,704,192	71.4%	15,835,629	53.0%	7.1%	
Project / Design Team Fees							
11.01	Design Development Fees	2,940,838	0.0%	1,583,563	5.3%	-46.2%	Design fees at 20% on the Works Cost Estimate appears high, reduced to 10%
11.02	Project management Fees	Excluded	0.0%	2,612,879	8.7%	100.0%	PM fees added at 15% of sum of Works Cost Estimate & Design
Total Project / Design Team Fees		2,940,838	14.3%	4,196,442	14.0%	29.9%	
Other Development / Project Costs							
12.01	Land Acquisition Costs	Excluded	0.0%	Excluded	0.0%	0.0%	Excluded
12.02	Finance, Fees and Charges	Excluded	0.0%	Excluded	0.0%	0.0%	Excluded
12.03	Statutory Undertakers Diversions	Excluded	0.0%	719,801	2.4%	100.0%	Utility Diversions added provisional sum based on previous project. Circa 5% on the construction total
Total Other Development / Project Costs		-	0.0%	719,801	2.4%	100.0%	
Base Cost Estimate		17,645,030	85.7%	20,751,871	50.2%	15.0%	
Risk Allowances							
13.01	Design and Construction Risks	2,940,838	14.3%	5,187,968	17.4%	76.4%	Risk allowance appears low considering the design maturity. Historical data suggests 25% is more realistic at this stage.
14.01	Optimism Bias in addition to Risk	Excluded	0.0%	3,942,856	13.2%	100.0%	Optimism Bias at 19% base estimate and risk. Total risk and optimism bias 44%
Total Risk Allowances		-	0.0%	9,130,823	30.6%	100.0%	
Total Estimated Budget (exc Inflation & VAT)		20,585,869	100.0%	29,882,695	100.0%	45.2%	The estimated cost has been increased by 45.2%
Inflation							
14.01	Tender & Construction Inflation Estimate - Mid point of construction: 2024	Excluded	0.0%	2,390,616	5.8%	100.0%	Inflation of 8% is included based on the suggested programme included in the estimate to Mid of construction and work to be completed in the next 2 years.
14.01	Tender & Construction Inflation Additional Inflation - Mid point of construction: 2034	Excluded	0.0%	9,039,255	21.9%	100.0%	Scenario 3 schemes will be delivered between 2031 and 2036 delivered. The estimate uses the Mid of construction (2034) as the basis of the inflation. Inflation estimated at a typical annual rate of 2.5% cumulatively.
Total Estimated Budget - Mid point of construction: 2034 (exc VAT)		20,585,869	100.0%	41,312,566			

## Appendix 5 – Scenario 3 Scheme Comparison

MMHW Series	Element	A46 / A50		A46 / A607		A46 / WANLIP ROAD		M1 J23 (high cost)		M1 J23 (Low cost)	
		Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom	Jacobs	Aecom
100	Prelims	£ 913,996.00	£ 905,757.50	£ 471,078.00	£ 423,754.43	£ 684,472.00	£ 682,483.21	£ 2,157,506.00	£ 2,119,520.34	£ 94,870.00	£ 90,382.64
200	Site clearance	£ 40,820.00	£ 49,919.00	£ 18,080.00	£ 21,576.00	£ 30,310.00	£ 37,537.00	£ 8,200.00	£ 9,386.00	£ 1,760.00	£ 1,852.00
300	Fencing	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
400	VRS	£ 41,160.00	£ 40,580.96	£ 13,880.00	£ 14,228.48	£ 41,160.00	£ 40,580.96	£ -	£ -	£ -	£ -
500	Drainage	£ 194,005.00	£ 215,640.00	£ 85,890.00	£ 103,560.00	£ 153,790.00	£ 128,280.00	£ 99,330.00	£ 113,520.00	£ 11,935.00	£ 13,640.00
600	Earthworks	£ 522,385.00	£ 555,420.28	£ 254,470.00	£ 274,090.09	£ 484,700.00	£ 523,760.07	£ 309,485.00	£ 336,533.35	£ 46,900.00	£ 47,869.61
700	Pavements	£ 1,284,145.00	£ 1,152,546.00	£ 566,450.00	£ 513,506.50	£ 783,940.00	£ 725,020.00	£ 625,070.00	£ 568,641.50	£ 80,135.00	£ 72,685.00
1100	Kerbs, Footways and paved areas	£ 104,375.00	£ 127,135.00	£ 28,325.00	£ 28,325.00	£ 35,530.00	£ 35,530.00	£ 44,880.00	£ 44,880.00	£ 1,760.00	£ 1,760.00
1200	Traffic signs & road markings	£ 12,750.00	£ 12,935.00	£ 9,000.00	£ 9,000.00	£ 11,000.00	£ 11,000.00	£ 193,000.00	£ 183,200.00	£ 12,950.00	£ 13,050.00
1300	Road lighting	£ 20,300.00	£ 26,600.00	£ 20,300.00	£ 26,600.00	£ -	£ -	£ 14,500.00	£ 19,000.00	£ 5,800.00	£ 7,600.00
1400	Electrical works	£ 10,000.00	£ 10,000.00	£ 5,000.00	£ 5,000.00	£ -	£ -	£ 25,000.00	£ 25,000.00	£ 5,000.00	£ 5,000.00
1600	Piling	£ -	£ -	£ -	£ -	£ 135,000.00	£ 139,500.00	£ 82,800.00	£ 85,560.00	£ -	£ -
1700	Structural Concrete	£ -	£ -	£ -	£ -	£ -	£ -	£ 3,900,000.00	£ 3,790,080.00	£ -	£ -
3000	Landscape	£ 2,000.00	£ 2,000.00	£ 1,000.00	£ 1,000.00	£ 2,500.00	£ 2,500.00	£ 1,500.00	£ 1,500.00	£ -	£ -
	<b>Construction Total</b>	<b>£ 3,145,936.00</b>	<b>£ 3,098,533.74</b>	<b>£ 1,473,473.00</b>	<b>£ 1,420,640.50</b>	<b>£ 2,362,402.00</b>	<b>£ 2,326,191.24</b>	<b>£ 7,461,271.00</b>	<b>£ 7,296,821.19</b>	<b>£ 261,110.00</b>	<b>£ 253,839.25</b>
10.0%	OH&P (10% of Construction total)		£ 309,853.37		£ 142,064.05		£ 232,619.12		£ 729,682.12		£ 25,383.93
10%	Design Development (10% of Construction total + Utilities and OH&P)	£ 629,187.20	£ 340,838.71	£ 294,694.60	£ 156,270.45	£ 472,480.40	£ 255,881.04	£ 1,492,254.20	£ 802,650.33	£ 52,222.00	£ 27,922.32
15%	Project Mangement (15% of Construction total + Utilities and OH&P + Design)		£ 562,383.87		£ 257,846.25		£ 422,203.71		£ 1,324,373.05		£ 46,071.82
5%	Utilities (5% of Construction total)		£ 154,926.69		£ 71,032.02		£ 116,309.56		£ 364,841.06		£ 12,691.96
44%	Allowance for Risk/Optimism Bias (44% of Point Estimate)	£ 629,187.20	£ 1,965,276.01	£ 294,694.60	£ 901,055.44	£ 472,480.40	£ 1,475,410.06	£ 1,492,254.20	£ 4,628,081.81	£ 52,222.00	£ 161,000.09
	Project Team Fees	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl
8%	Inflation allowance	excl	£ 514,544.99	excl	£ 235,912.70	excl	£ 386,289.18	excl	£ 1,211,715.96	excl	£ 42,152.75
	Additional Inflation allowance @ 2.5% p/a		£ 1,945,567.34		£ 892,019.26		£ 1,460,613.98		£ 4,581,669.33		£ 159,385.50
	VAT	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl
	<b>Total</b>	<b>£ 4,404,310.40</b>	<b>£ 8,891,924.72</b>	<b>£ 2,062,862.20</b>	<b>£ 4,076,840.67</b>	<b>£ 3,307,362.80</b>	<b>£ 6,675,517.90</b>	<b>£ 10,445,779.40</b>	<b>£ 20,939,834.85</b>	<b>£ 365,554.00</b>	<b>£ 728,447.62</b>

Top three key cost drivers highlighted excl prelims

## Appendix 6 – Excel Exported Estimate Markup

**Preliminary Estimate**

Client: Leicestershire County Council  
Project: Charnwood Concept Local Plan Support

Doc: Scenario 2b Cost Estimate

A6 / A6004

Code Description

**Preliminaries**

	Quantity	Quantity	Unit				
1.1.1	Traffic Management						
	Allowance for Traffic Management			8.37	£31,000.00		£41,850.00
	General Preliminaries						
1.2.1	Preliminaries	#	0 %	£491,510.25	£491,510.00	£1,200,839.04	£480,335.61

Section Total: 522,510

**Preliminary Estimate**

Client: Leicestershire County Council  
Project: Charnwood Concept Local Plan Support

Doc: Scenario 2b Cost Estimate

A6 / A6004

**Site Clearance**

	Quantity	Unit	Rate	Total (Continued)			
	Site Clearance						
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#	337 m	£10.00	£3,370.00	£12.00	£4,044.00
2.1.2	Allowance for the removal of existing bollards to tip off site	#	1 nr	£100.00	£100.00	£90.00	£90.00
2.1.3	Allowance for tree and vegetation removal	#	1 item	£2,000.00	£2,000.00	£2,000.00	£2,000.00
2.1.4	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#	6 nr	£250.00	£1,500.00	£250.00	£1,500.00
2.1.5	Allowance for removal of traffic signs to store off site	#	1 item	£1,000.00	£1,000.00	£1,000.00	£1,000.00
2.1.6	Allowance for removal of traffic signals to store off site	#	1 item	£500.00	£500.00	£500.00	£500.00

Section Total: 8,470

**Preliminary Estimate**

Client: Leicestershire County Council  
Project: Charnwood Concept Local Plan Support

Doc: Scenario 2b Cost Estimate

A6 / A6004

**Drainage and Service Ducts**

	Quantity	Unit	Rate	Total (Continued)			
	Surface Water Drainage						
5.1.1	Allowance for surface water drainage alterations	#	1,514 m2	£35.00	£52,990.00	£40.00	£60,560.00

Section Total: 52,990

**Preliminary Estimate**

Client: Leicestershire County Council  
Project: Charnwood Concept Local Plan Support

Doc: Scenario 2b Cost Estimate

A6 / A6004

**Earthworks**

	Quantity	Unit	Rate	Total (Continued)			
	General Excavation						
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#	20 m3	£20.00	£400.00	£9.59	£191.80
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#	42 m3	£40.00	£1,680.00	£35.00	£1,470.00
	Hard Excavation						
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#	575 m3	£200.00	£115,000.00	£200.00	£115,000.00
6.2.2	Extra over allowance for inefficiency	#	1 item	£15,000.00	£15,000.00	£15,000.00	£15,000.00
	Disposal of Excavated Material to Tip						
6.3.1	Disposal of topsoil (5A)	#	20 m3	£50.00	£1,000.00	£46.00	£920.00
6.3.2	Disposal of acceptable material excluding class 5A	#	42 m3	£50.00	£2,100.00	£46.00	£1,932.00
6.3.3	Disposal of unacceptable non hazardous material	#	575 m3	£100.00	£57,500.00	£130.43	£74,997.25

Section Total: 192,680

**Preliminary Estimate**

Client: Leicestershire County Council  
Project: Charnwood Concept Local Plan Support

Doc: Scenario 2b Cost Estimate

A6 / A6004

**Pavements**

	Quantity	Unit	Rate	Total (Continued)			
	Proposed Road Works						
7.1.1	Granular material; subbase spread and graded; 150mm deep	#	279 m3	£70.00	£14,280.00	£55.00	£15,366.57
7.1.2	Base course; dense tarmacadam; 150mm deep	#	1,863 m2	£40.00	£54,440.00	£40.00	£74,504.60
7.1.3	Binder course; dense tarmacadam; 80mm deep	#	1,863 m2	£35.00	£47,635.00	£36.50	£67,985.45
7.1.4	Surface course; rolled asphalt; 40mm deep	#	3,725 m2	£30.00	£89,100.00	£25.50	£94,993.37
7.1.5	Allowance for night working	#	1 item	£20,000.00	£20,000.00	£20,000.00	£20,000.00
	Planing off to surrounding areas						
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	936 m2	£30.00	£48,270.00	£25.00	£23,400.00

Section Total: 273,725

**Preliminary Estimate**

Client: Leicestershire County Council  
Project: Charnwood Concept Local Plan Support

Doc: Scenario 2b Cost Estimate

A6 / A6004

**Kerbs, Footways and Paved Areas**

	Proposed Kerbing	#						
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	368	m	£15.00	£5,520.00	£15.00	£5,520.00 → £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	368	m	£40.00	£14,720.00	£40.00	£14,720.00 → £0.00
	Proposed Paving	#						
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	251	m2	£20.00	£5,020.00	£35.00	£8,785.00 ↑ £3,765.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	251	m2	£40.00	£10,040.00	£65.00	£16,315.00 ↑ £6,275.00
11.2.3	Edging to footways	#	59	m	£20.00	£1,180.00	£16.00	£944.00 ↓ £236.00
Section Total:			36,480					

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

Total  
(Continued)

A6 / A6004

### Traffic Signs and Road Markings

	Road Markings	#						
12.1.1	Allowance for relining of road	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00 → £0.00
12.1.2	Allowance for removal of existing lining	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00 → £0.00
	Toucan Crossings	#						
12.2.1	Allowance for toucan crossings including markings, tactiles, beacons, lights and signs	#	9	nr	£50,000.00	£450,000.00	£55,000.00	£495,000.00 ↑ £45,000.00
	Traffic Signage and Bollards	#						
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00 → £0.00
12.3.2	Allowance for installation of new signage	#	1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00 → £0.00
12.3.3	Illuminated bollards fixed to concrete base	#	8	nr	£750.00	£6,000.00	£850.00	£6,800.00 ↑ £800.00
Section Total:			466,500					

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

Total  
(Continued)

A6 / A6004

### Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts

	Road Lighting Columns and Brackets	#						
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height)	#	6	nr	£1,200.00	£7,200.00	£1,900.00	£11,400.00 ↑ £4,200.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	6	nr	£800.00	£4,800.00	£900.00	£5,400.00 ↑ £600.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	6	nr	£900.00	£5,400.00	£1,000.00	£6,000.00 ↑ £600.00
Section Total:			17,400					

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

Total  
(Continued)

A6 / A6004

### Electrical Works for Road Lighting and Traffic Signs

	Electrical Works	#						
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£40,000.00	£40,000.00	£40,000.00	£40,000.00 → £0.00
14.1.2	New electrical supply	#				Excluded	Excluded	
Section Total:			40,000					

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

Total  
(Continued)

A6 / A6004

### Landscape and Ecology

	Landscaping and Ecology	#						
30.1.1	Allowance for restoring the existing landscape following the works including making good works and planting	#	1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00 → £0.00
30.1.2	Allowance for landscaping works associated with carriageway realignment including imported fill, seeding and planting	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00 → £0.00
Section Total:			4,000					

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

Total  
(Continued)

A6 / A6004

### Design Development and Allowance for Unforeseen

	Design Development	#						
60.1.1	Allowance for Design Development	#	0	%		£0.00	£0.00	£0.00 → £0.00
	Allowance for Unforeseen	#						
60.2.1	Allowance for Unforeseen	#	0	%		£0.00	£0.00	£0.00 → £0.00
Section Total:			645,902					

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / A6 Preliminaries									
	Traffic Management								
1.1.1	Allowance for Traffic Management				12.72	£47,100.00		£63,585.00	⬆️£16,485.00
	General Preliminaries								
1.2.1	Preliminaries	#		0 %	£1,064,718.20	£1,064,718.00	£3,140,219.50	£1,256,087.80	⬆️£191,369.80

Section Total: 1,111,818

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total					
A46 / A6 Site Clearance					(Continued)					
	Site Clearance	#								
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#		1,035	m	£10.00	£10,350.00	£12.00	£12,420.00	⬆️ £2,070.00
2.1.2	Allowance for the removal of existing bollards to tip off site	#		5	nr	£35.00	£175.00	£90.00	£450.00	⬆️ £275.00
2.1.3	Allowance for tree and vegetation removal	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	➡️ £0.00
2.1.4	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#		11	nr	£250.00	£2,750.00	£250.00	£2,750.00	➡️ £0.00
2.1.5	Allowance for removal of traffic signs to store off site	#		1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	➡️ £0.00
2.1.6	Allowance for fencing removal to tip off site	#		202	m	£25.00	£5,050.00	£35.00	£7,070.00	⬆️ £2,020.00
2.1.7	Allowance for the removal of traffic signals to store off site	#		1	item	£750.00	£750.00	£750.00	£750.00	➡️ £0.00

Section Total: 25,075

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / A6					(Continued)				
Fencing									
3.1.1	Fencing								
	Allowance for installation of timber rail fencing; 1.4m high with four rails; 110m long	#		202	m	£40.00	£8,067.00	£45.00	£9,090.00
									↑£1,023.00

Section Total: 8,067

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / A6 Drainage and Service Ducts					(Continued)				
	Surface Water Drainage								
5.1.1	Allowance for surface water drainage alterations	#		7,174	m2	£35.00	£251,090.00	£40.00	£286,960.00
Section Total:		251,090							£35,870.00

Section Total: 251,090

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total						
A46 / A6 Earthworks					(Continued)						
	General Excavation										
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#		382	m3	£15.00	£5,730.00	£9.59	£3,663.38	↓	-£2,066.62
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#		470	m3	£30.00	£14,100.00	£35.00	£16,450.00	↑	£2,350.00
	Hard Excavation										
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#		2,134	m3	£200.00	£426,800.00	£200.00	£426,800.00	→	£0.00
6.2.2	Extra over allowance for inefficiency	#		1	item	£45,000.00	£45,000.00	£45,000.00	£45,000.00	→	£0.00
	Disposal of Excavated Material to Tip										
6.3.1	Disposal of topsoil (5A)	#		382	m3	£50.00	£19,100.00	£46.00	£17,572.00	↓	-£1,528.00
6.3.2	Disposal of acceptable material excluding class 5A	#		470	m3	£50.00	£23,500.00	£46.00	£21,620.00	↓	-£1,880.00
6.3.3	Disposal of unacceptable non hazardous material	#		2,134	m3	£100.00	£213,400.00	£130.43	£278,337.62	↑	£64,937.62
	Imported Fill										
6.4.1	Imported rock fill	#		405	m3	£60.00	£24,300.00	£72.00	£29,160.00	↑	£4,860.00

Section Total: 771,930

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total					
A46 / A6 Pavements					(Continued)					
	Proposed Road Works									
7.1.1	Granular material; subbase spread and graded; 150mm deep	#		1,076	m3	£70.00	£75,320.00	£55.00	£59,180.00	↓-£16,140.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#		7,174	m2	£40.00	£286,960.00	£40.00	£286,960.00	→£0.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#		7,174	m2	£35.00	£251,090.00	£36.50	£261,851.00	↑£10,761.00
7.1.4	Surface course; rolled asphalt; 40mm deep		14039	14,039	m2	£30.00	£421,170.00	£25.50	£357,994.50	↓-£63,175.50
7.1.5	Allowance for night working	#		1	item	£80,000.00	£80,000.00	£80,000.00	£80,000.00	→£0.00

	Planing off to surrounding areas	#								
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	6,865	m2		£30.00	£205,950.00	£25.00	£171,625.00	↘-£34,325.00
Section Total: 1,320,490										
Preliminary Estimate										
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate								
Project: Charnwood Concept Local Plan Support										
Code	Description	Quantity	Unit	Rate	Total (Continued)					
A46 / A6										
Kerbs, Footways and Paved Areas										
	Proposed Kerbing	#								
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	1,244	m		£15.00	£18,660.00	£15.00	£18,660.00	⇒£0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	1,244	m		£40.00	£49,760.00	£40.00	£49,760.00	⇒£0.00
	Proposed Paving	#								
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	2,406	m2		£20.00	£48,120.00	£35.00	£84,210.00	↗£36,090.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	2,406	m2		£40.00	£96,240.00	£65.00	£156,390.00	↗£60,150.00
11.2.3	Edging to footways	#	671	m		£20.00	£13,420.00	£16.00	£10,736.00	↘-£2,684.00
Section Total: 226,200										
Preliminary Estimate										
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate								
Project: Charnwood Concept Local Plan Support										
Code	Description	Quantity	Unit	Rate	Total (Continued)					
A46 / A6										
Traffic Signs and Road Markings										
	Road Markings	#								
12.1.1	Allowance for relining of road	#	1	item		£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒£0.00
12.1.2	Allowance for removal of existing lining	#	1	item		£2,500.00	£2,500.00	£2,500.00	£2,500.00	⇒£0.00
	Toucan Crossings	#								
12.2.1	Allowance for reinstallation of existing toucan crossings including markings, tactiles, beacons, lights and signs	#	7	nr		£35,000.00	£245,000.00	£33,000.00	£231,000.00	↘-£14,000.00
	Traffic Signage and Bollards	#								
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item		£1,000.00	£1,000.00	£1,000.00	£1,000.00	⇒£0.00
12.3.2	Allowance for installation of new signage	#	1	item		£2,500.00	£2,500.00	£2,500.00	£2,500.00	⇒£0.00
12.3.3	Illuminated bollards fixed to concrete base	#	6	nr		£750.00	£4,500.00	£850.00	£5,100.00	↗£600.00
Section Total: 260,500										
Preliminary Estimate										
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate								
Project: Charnwood Concept Local Plan Support										
Code	Description	Quantity	Unit	Rate	Total (Continued)					
A46 / A6										
Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts										
	Road Lighting Columns and Brackets	#								
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height	#	11	nr		£1,200.00	£13,200.00	£1,900.00	£20,900.00	↗£7,700.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	11	nr		£800.00	£8,800.00	£900.00	£9,900.00	↗£1,100.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	11	nr		£900.00	£9,900.00	£1,000.00	£11,000.00	↗£1,100.00
Section Total: 31,900										
Preliminary Estimate										
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate								
Project: Charnwood Concept Local Plan Support										
Code	Description	Quantity	Unit	Rate	Total (Continued)					
A46 / A6										
Electrical Works for Road Lighting and Traffic Signs										
	Electrical Works	#								
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item		£45,000.00	£45,000.00	£45,000.00	£45,000.00	⇒£0.00
14.1.2	New electrical supply						Excluded	Excluded		
Section Total: 45,000										
Preliminary Estimate										
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate								
Project: Charnwood Concept Local Plan Support										
Code	Description	Quantity	Unit	Rate	Total (Continued)					
A46 / A6										
Piling and Embedded Retaining Walls										
	Retaining Wall	#								
16.1.1	Retaining wall; Keystone precast concrete blocks; 1.0m high; Includes foundation	#	153	m		£600.00	£91,800.00	£620.00	£94,860.00	↗£3,060.00
Section Total: 91,800										
Preliminary Estimate										
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate								
Project: Charnwood Concept Local Plan Support										
Code	Description	Quantity	Unit	Rate	Total (Continued)					
A46 / A6										
Landscape and Ecology										
	Landscaping and Ecology									

30.1.1	Allowance for landscaping works associated with carriageway realignment including imported fill, seeding and planting	#	1	item	£10,000.00	£10,000.00	£10,000.00	£10,000.00	⇒£0.00
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Section Total: 10,000

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

A46 / A6

Design Development and Allowance for Unforeseen

	Design Development	#							
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	⇒£0.00
	Allowance for Unforeseen	#							
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	⇒£0.00

Section Total: 1,661,548

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total

A6 / Cossington Lane

Preliminaries

	Traffic Management								
1.1.1	Allowance for Traffic Management				8.37	£31,000.00		£41,850.00	↑£10,850.00
	General Preliminaries								
1.2.1	Preliminaries	#	0	%	£363,739.50	£363,740.00	£932,165.23	£372,866.09	↑£9,126.09

Section Total: 394,740

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

A6 / Cossington Lane

Site Clearance

	Site Clearance								
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#	408	m	£10.00	£4,080.00	£12.00	£4,896.00	↑£816.00
2.1.2	Allowance for the removal of existing bollards to tip off site	#	4	nr	£35.00	£140.00	£90.00	£360.00	↑£220.00
2.1.3	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#	1	nr	£250.00	£250.00	£250.00	£250.00	⇒£0.00
2.1.4	Allowance for removal of traffic signs to store off site	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	⇒£0.00
2.1.5	Allowance for removal of traffic signals to tip off site	#	1	item	£500.00	£500.00	£500.00	£500.00	⇒£0.00

Section Total: 5,970

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

A6 / Cossington Lane

Drainage and Service Ducts

	Surface Water Drainage								
5.1.1	Allowance for surface water drainage alterations	#	2,175	m2	£35.00	£71,295.00	£40.00	£87,000.00	↑£15,705.00

Section Total: 71,295

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

A6 / Cossington Lane

Earthworks

	General Excavation								
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#	21	m3	£20.00	£420.00	£9.59	£201.39	↓£218.61
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#	63	m3	£40.00	£2,520.00	£35.00	£2,205.00	↓£315.00
	Hard Excavation								
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#	888	m3	£200.00	£177,600.00	£200.00	£177,600.00	⇒£0.00
6.2.2	Extra over allowance for inefficiency	#	1	item	£20,000.00	£20,000.00	£20,000.00	£20,000.00	⇒£0.00
	Disposal of Excavated Material to Tip								
6.3.1	Disposal of topsoil (5A)	#	21	m3	£50.00	£1,050.00	£46.00	£966.00	↓£84.00
6.3.2	Disposal of acceptable material excluding class 5A	#	63	m3	£50.00	£3,150.00	£46.00	£2,898.00	↓£252.00
6.3.3	Disposal of unacceptable non hazardous material	#	888	m3	£100.00	£88,800.00	£130.43	£115,821.84	↑£27,021.84

Section Total: 293,540

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

A6 / Cossington Lane

Pavements

	Proposed Road Works								
7.1.1	Granular material; subbase spread and graded; 150mm deep	#	494	m3	£70.00	£21,700.00	£55.00	£27,192.00	↑£5,492.00

7.1.2	Base course; dense tarmacadam; 150mm deep	#	3,296	m2	£40.00	£85,400.00	£40.00	£131,840.00	↑£46,440.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#	3,296	m2	£35.00	£74,725.00	£36.50	£120,304.00	↑£45,579.00
7.1.4	Surface course; rolled asphalt; 40mm deep	#	3,296	m2	£30.00	£89,100.00	£25.50	£84,048.00	↓-£5,052.00
7.1.5	Allowance for night working	#	1	item	£20,000.00	£20,000.00	£20,000.00	£20,000.00	→£0.00
7.1.6	Overrun area					Included in subbase and surfacing works above	Included in subbase and surfacing works above		
	Planing off to surrounding areas								
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	1,093	m2	£30.00	£25,050.00	£25.00	£27,325.00	↑£2,275.00
Section Total:			315,975						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total  
 A6 / Cossington Lane  
 Kerbs, Footways and Paved Areas

	Proposed Kerbing	#							
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	388	m	£15.00	£5,820.00	£15.00	£5,820.00	→£0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	388	m	£40.00	£15,520.00	£40.00	£15,520.00	→£0.00
	Proposed Paving								
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	393	m2	£20.00	£7,860.00	£35.00	£13,755.00	↑£5,895.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	393	m2	£40.00	£15,720.00	£65.00	£25,545.00	↑£9,825.00
11.2.3	Edging to footways	#	23	m	£20.00	£460.00	£16.00	£368.00	↓-£92.00
Section Total:			45,380						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total  
 A6 / Cossington Lane  
 Traffic Signs and Road Markings

	Road Markings	#							
12.1.1	Allowance for relining of road	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00	→£0.00
12.1.2	Allowance for removal of existing lining	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00	→£0.00
	Toucan Crossings								
12.2.1	Allowance for zebra crossings including markings, tactiles, beacons and signs	#	2	nr	£25,000.00	£50,000.00	£9,500.00	£19,000.00	↓-£31,000.00
	Traffic Signage and Bollards								
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00
12.3.2	Allowance for installation of new signage	#	1	item	£2,000.00	£2,000.00	£2,000.00	£2,000.00	→£0.00
12.3.3	Illuminated bollards fixed to concrete base	#	7	nr	£750.00	£5,250.00	£850.00	£5,950.00	↑£700.00
Section Total:			63,250						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total  
 A6 / Cossington Lane  
 Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts

	Road Lighting Columns and Brackets	#							
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height)	#	1	nr	£1,200.00	£1,200.00	£1,900.00	£1,900.00	↑£700.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	1	nr	£800.00	£800.00	£900.00	£900.00	↑£100.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	1	nr	£900.00	£900.00	£1,000.00	£1,000.00	↑£100.00
Section Total:			2,900						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total  
 A6 / Cossington Lane  
 Electrical Works for Road Lighting and Traffic Signs

	Electrical Works	#							
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£10,000.00	£10,000.00	£10,000.00	£10,000.00	→£0.00
14.1.2	New electrical supply					Excluded	Excluded		
Section Total:			10,000						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total  
 A6 / Cossington Lane  
 Design Development and Allowance for Unforeseen

	Design Development	#							
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	→£0.00
	Allowance for Unforeseen	#							

60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	→ £0.00
Section Total: 481,220									
<b>Preliminary Estimate</b> Client: Leicestershire County Council Doc: Scenario 2b Cost Estimate Project: Charnwood Concept Local Plan Support <b>Code Description Quantity Unit Rate Total</b> <b>A50 / Lena Drive</b> <b>Preliminaries</b>									
	Traffic Management								
1.1.1	Allowance for Traffic Management				8.19	£30,340.00		£40,959.00	↑ £10,619.00
	General Preliminaries								
1.2.1	Preliminaries	#	0	%		£399,253.50	£399,254.00	£883,289.87	£353,315.95 ↓ -£45,938.05
Section Total: 429,594									
<b>Preliminary Estimate</b> Client: Leicestershire County Council Doc: Scenario 2b Cost Estimate Project: Charnwood Concept Local Plan Support <b>Code Description Quantity Unit Rate Total</b> <b>A50 / Lena Drive</b> <b>Site Clearance</b>									
	Site Clearance								
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#	451	m		£10.00	£4,510.00	£12.00	£5,412.00 ↑ £902.00
2.1.2	Allowance for removal of traffic signs to store off site	#	1	item		£1,000.00	£1,000.00	£1,000.00	→ £0.00
2.1.3	Allowance for removal of traffic signals to tip off site	#	1	item		£250.00	£250.00	£250.00	→ £0.00
Section Total: 5,760									
<b>Preliminary Estimate</b> Client: Leicestershire County Council Doc: Scenario 2b Cost Estimate Project: Charnwood Concept Local Plan Support <b>Code Description Quantity Unit Rate Total</b> <b>A50 / Lena Drive</b> <b>Drainage and Service Ducts</b>									
	Surface Water Drainage								
5.1.1	Allowance for surface water drainage alterations	#	1,558	m2		£35.00	£54,530.00	£40.00	£62,320.00 ↑ £7,790.00
Section Total: 54,530									
<b>Preliminary Estimate</b> Client: Leicestershire County Council Doc: Scenario 2b Cost Estimate Project: Charnwood Concept Local Plan Support <b>Code Description Quantity Unit Rate Total</b> <b>A50 / Lena Drive</b> <b>Earthworks</b>									
	General Excavation								
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#	6	m3		£20.00	£120.00	£9.59	£57.54 ↓ -£62.46
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#	16	m3		£40.00	£640.00	£35.00	£560.00 ↓ -£80.00
	Hard Excavation								
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#	690	m3		£200.00	£138,000.00	£200.00	£138,000.00 → £0.00
6.2.2	Extra over allowance for inefficiency	#	1	item		£15,000.00	£15,000.00	£15,000.00	→ £0.00
	Disposal of Excavated Material to Tip								
6.3.1	Disposal of topsoil (5A)	#	6	m3		£50.00	£300.00	£46.00	£276.00 ↓ -£24.00
6.3.2	Disposal of acceptable material excluding class 5A	#	16	m3		£50.00	£800.00	£46.00	£736.00 ↓ -£64.00
6.3.3	Disposal of unacceptable non hazardous material	#	690	m3		£100.00	£69,000.00	£130.43	£89,996.70 ↑ £20,996.70
Section Total: 223,860									
<b>Preliminary Estimate</b> Client: Leicestershire County Council Doc: Scenario 2b Cost Estimate Project: Charnwood Concept Local Plan Support <b>Code Description Quantity Unit Rate Total</b> <b>A50 / Lena Drive</b> <b>Pavements</b>									
	Proposed Road Works								
7.1.1	Granular material; subbase spread and graded; 150mm deep	#	211	m3		£70.00	£16,380.00	£55.00	£11,595.38 ↓ -£4,784.63
7.1.2	Base course; dense tarmacadam; 150mm deep	#	1,406	m2		£40.00	£62,320.00	£40.00	£56,220.00 ↓ -£6,100.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#	1,406	m2		£35.00	£54,530.00	£36.50	£51,300.75 ↓ -£3,229.25
7.1.4	Surface course; rolled asphalt; 40mm deep	#	2,811	m2		£30.00	£93,330.00	£25.50	£71,680.50 ↓ -£21,649.50
7.1.5	Allowance for night working	#	1	item		£20,000.00	£20,000.00	£20,000.00	→ £0.00
	Planing off to surrounding areas								
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	835	m2		£30.00	£46,590.00	£25.00	£20,875.00 ↓ -£25,715.00
Section Total: 293,150									
<b>Preliminary Estimate</b> Client: Leicestershire County Council Doc: Scenario 2b Cost Estimate Project: Charnwood Concept Local Plan Support <b>Code Description Quantity Unit Rate Total</b> <b>A50 / Lena Drive</b> <b>Kerbs, Footways and Paved Areas</b>									
	Proposed Kerbing								
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	422	m		£15.00	£6,330.00	£15.00	£6,330.00 → £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved	#	422	m		£40.00	£16,880.00	£40.00	£16,880.00 → £0.00

	exceeding 12m radius								
	Proposed Paving								
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	96	m2	£25.00	£2,400.00	£35.00	£3,360.00	⬆️ £960.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	96	m2	£45.00	£4,320.00	£65.00	£6,240.00	⬆️ £1,920.00

Section Total: 29,930

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A50 / Lena Drive

Traffic Signs and Road Markings

Total  
(Continued)

	Road Markings								
12.1.1	Allowance for relining of road	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00	→£0.00
	Toucan Crossings								
12.2.1	Allowance for toucan crossings including markings, tactile, beacons, lights and signs	#	5	nr	£50,000.00	£250,000.00	£55,000.00	£275,000.00	↑£25,000.00
	Traffic Signage and Bollards								
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00
12.3.2	Allowance for installation of new signage	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	→£0.00
12.3.3	Illuminated bollards fixed to concrete base	#	2	nr	£750.00	£1,500.00	£850.00	£1,700.00	↑£200.00

Section Total: 260,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A50 / Lena Drive

Electrical Works for Road Lighting and Traffic Signs

Total  
(Continued)

	Electrical Works								
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£20,000.00	£20,000.00	£20,000.00	£20,000.00	→£0.00
14.1.2	New electrical supply					Excluded			

Section Total: 20,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A50 / Lena Drive

Design Development and Allowance for Unforeseen

Total  
(Continued)

	Design Development								
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	→£0.00
	Allowance for Unforeseen								
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	→£0.00

Section Total: 526,730

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A607 / Fosse Way

Preliminaries

Total

	Traffic Management								
1.1.1	Allowance for Traffic Management				7.97	£29,500.00		£39,825.00	↑£10,325.00
	General Preliminaries								
1.2.1	Preliminaries	#	0	%	£231,147.50	£231,148.00	£503,191.84	£201,276.74	↓-£29,871.26

Section Total: 260,648

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A607 / Fosse Way

Site Clearance

Total  
(Continued)

	Site Clearance								
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#	177	m	£10.00	£1,770.00	£12.00	£2,124.00	↑£354.00
2.1.2	Allowance for the removal of existing bollards to tip off site	#	6	nr	£35.00	£210.00	£90.00	£540.00	↑£330.00
2.1.3	Allowance for removal of traffic signs to store off site	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00

Section Total: 2,980

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A607 / Fosse Way

Earthworks

Total  
(Continued)

	General Excavation								
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#	45	m3	£25.00	£1,125.00	£9.59	£431.55	↓-£693.45
	Hard Excavation								
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard	#	3	m3	£250.00	£750.00	£200.00	£600.00	↓-£150.00

	material							
	Disposal of Excavated Material to Tip							
6.3.1	Disposal of unacceptable non hazardous material	#	3	m3	£100.00	£300.00	£130.43	£391.29

Section Total: 2,175

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total  
(Continued)

A607 / Fosse Way

Kerbs, Footways and Paved Areas

	Proposed Kerbing	#						
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	251	m	£15.00	£3,720.00	£15.00	£3,765.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	251	m	£40.00	£9,920.00	£40.00	£10,040.00

Section Total: 13,640

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total  
(Continued)

A607 / Fosse Way

Traffic Signs and Road Markings

	Road Markings	#						
12.1.1	Allowance for relining of road	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00
12.1.2	Allowance for removal of existing lining	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00
	Toucan Crossings	#						
12.2.1	Allowance for toucan crossings including markings, tactile, beacons, lights and signs	#	8	nr	£50,000.00	£400,000.00	£55,000.00	£440,000.00
	Traffic Signage and Bollards	#						
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00
12.3.2	Illuminated bollards fixed to concrete base	#	8	nr	£750.00	£6,000.00	£850.00	£6,800.00

Section Total: 412,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total  
(Continued)

A607 / Fosse Way

Electrical Works for Road Lighting and Traffic Signs

	Electrical Works	#						
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£30,000.00	£30,000.00	£30,000.00	£30,000.00
14.1.2	New electrical supply					Excluded	Excluded	

Section Total: 30,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total  
(Continued)

A607 / Fosse Way

Landscape and Ecology

	Landscaping and Ecology	#						
30.1.1	Allowance for planting and seeding works associated with carriageway realignment including imported fill	#	1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00

Section Total: 1,500

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total  
(Continued)

A607 / Fosse Way

Design Development and Allowance for Unforeseen

	Design Development	#						
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00
	Allowance for Unforeseen	#						
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00

Section Total: 289,177

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total

A6004 Epinal Way / Alan Moss Road

Preliminaries

	Traffic Management	#						
1.1.1	Allowance for Traffic Management				7.76	£28,750.00		£38,812.50
	General Preliminaries	#						
1.2.1	Preliminaries	#	0	%	£97,450.00	£97,450.00	£207,791.30	£83,116.52

Section Total: 126,200

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description

Quantity Unit Rate

Total

**A6004 Epinal Way / Alan Moss Road**  
**Site Clearance**

(Continued)

	Site Clearance	#						
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#	78	m	£10.00	£780.00	£12.00	£936.00
2.1.2	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#	1	nr	£250.00	£250.00	£250.00	£250.00
2.1.3	Allowance for removal of traffic signs to store off site	#	1	item	£500.00	£500.00	£500.00	£500.00
Section Total:			1,530					

↑ £156.00

→ £0.00

→ £0.00

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

**Code**                      **Description**  
**A6004 Epinal Way / Alan Moss Road**  
**Drainage and Service Ducts**
**Quantity Unit Rate****Total**  
**(Continued)**

	Surface Water Drainage	#						
5.1.1	Allowance for surface water drainage alterations	#	495	m2	£35.00	£16,835.00	£40.00	£19,800.00
Section Total:			16,835					

↑ £2,965.00

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

**Code**                      **Description**  
**A6004 Epinal Way / Alan Moss Road**  
**Earthworks**
**Quantity Unit Rate****Total**  
**(Continued)**

	General Excavation	#						
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#	8	m3	£20.00	£160.00	£9.59	£76.72
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#	32	m3	£40.00	£1,280.00	£35.00	£1,120.00
	Hard Excavation	#						
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#	181	m3	£200.00	£36,200.00	£200.00	£36,200.00
6.2.2	Extra over allowance for inefficiency	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00
	Disposal of Excavated Material to Tip	#						
6.3.1	Disposal of topsoil (5A)	#	8	m3	£50.00	£400.00	£46.00	£368.00
6.3.2	Disposal of acceptable material excluding class 5A	#	32	m3	£50.00	£1,600.00	£46.00	£1,472.00
6.3.3	Disposal of unacceptable non hazardous material	#	181	m3	£100.00	£18,100.00	£130.43	£23,607.83
Section Total:			62,740					

↓ -£83.28

↓ -£160.00

→ £0.00

→ £0.00

↓ -£32.00

↓ -£128.00

↑ £5,507.83

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

**Code**                      **Description**  
**A6004 Epinal Way / Alan Moss Road**  
**Pavements**
**Quantity Unit Rate****Total**  
**(Continued)**

	Proposed Road Works	#						
7.1.1	Granular material; subbase spread and graded; 150mm deep	#	87	m3	£70.00	£5,040.00	£55.00	£4,793.25
7.1.2	Base course; dense tarmacadam; 150mm deep	#	581	m2	£40.00	£19,240.00	£40.00	£23,240.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#	581	m2	£35.00	£16,835.00	£36.50	£21,206.50
7.1.4	Surface course; rolled asphalt; 40mm deep	#	1,162	m2	£30.00	£30,210.00	£25.50	£29,631.00
7.1.5	Allowance for night working	#	1	item	£10,000.00	£10,000.00	£10,000.00	£10,000.00
	Planing off to surrounding areas	#						
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	480	m2	£30.00	£15,780.00	£25.00	£12,000.00
Section Total:			97,105					

↓ -£246.75

↑ £4,000.00

↑ £4,371.50

↓ -£579.00

→ £0.00

↓ -£3,780.00

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

**Code**                      **Description**  
**A6004 Epinal Way / Alan Moss Road**  
**Kerbs, Footways and Paved Areas**
**Quantity Unit Rate****Total**  
**(Continued)**

	Proposed Kerbing	#						
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	78	m	£15.00	£1,170.00	£15.00	£1,170.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	78	m	£40.00	£3,120.00	£40.00	£3,120.00
Section Total:			4,290					

→ £0.00

→ £0.00

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

**Code**                      **Description**  
**A6004 Epinal Way / Alan Moss Road**  
**Traffic Signs and Road Markings**
**Quantity Unit Rate****Total**  
**(Continued)**

	Road Markings	#						
12.1.1	Allowance for relining of road	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00
12.1.2	Allowance for removal of existing lining	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00
	Traffic Signage and Bollards	#						
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00
Section Total:			8,500					

→ £0.00

→ £0.00

→ £0.00

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total						
A6004 Epinal Way / Alan Moss Road					(Continued)						
Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts											
	Road Lighting Columns and Brackets										
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height	#			1	nr	£1,200.00	£1,200.00	£1,900.00	£1,900.00	⬆️ £700.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#			1	nr	£800.00	£800.00	£900.00	£900.00	⬆️ £100.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#			1	nr	£900.00	£900.00	£1,000.00	£1,000.00	⬆️ £100.00

Section Total: 2,900

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total			
A6004 Epinal Way / Alan Moss Road					(Continued)			
Electrical Works for Road Lighting and Traffic Signs								
	Electrical Works							
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#		1	item	£1,000.00	£1,000.00	£1,000.00
14.1.2	New electrical supply						Excluded	Excluded
								£1,000.00

Section Total: 1,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total					
A6004 Epinal Way / Alan Moss Road					(Continued)					
Design Development and Allowance for Unforeseen										
	Design Development									
60.1.1	Allowance for Design Development	#		20	%		£0.00	£0.00	£0.00	→ £0.00
	Allowance for Unforeseen	#								
60.2.1	Allowance for Unforeseen	#		20	%		£0.00	£0.00	£0.00	→ £0.00

Section Total: 128,440

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total					
A6004 Epinal Way / Beacon Road Preliminaries										
	Traffic Management									
1.1.1	Allowance for Traffic Management				8.24	£30,500.00		£41,175.00	↑	£10,675.00
	General Preliminaries									
1.2.1	Preliminaries	#		0 %	£220,893.75	£220,894.00	£521,530.70	£208,612.28	↓	-£12,281.72

Section Total: 251,394

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total						
A6004 Epinal Way / Beacon Road					(Continued)						
Site Clearance											
	Site Clearance										
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#			132	m	£10.00	£1,320.00	£12.00	£1,584.00	⬆️ £264.00
2.1.2	Allowance for plant / vegetation removal	#			1	item	£250.00	£250.00	£250.00	£250.00	➡️ £0.00
2.1.3	Allowance for removal of traffic signs to tip off site	#			1	item	£500.00	£500.00	£500.00	£500.00	➡️ £0.00

Section Total: 2,070

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code		Description	Quantity	Unit	Rate	Total			
A6004 Epinal Way / Beacon Road						(Continued)			
Drainage and Service Ducts									
	Surface Water Drainage								
5.1.1	Allowance for surface water drainage alterations	#	829	m2	£35.00	£34,825.00	£40.00	£33,160.00	↓ -£1,665.00

Section Total: 34,825

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total			
A6004 Epinal Way / Beacon Road					(Continued)			
Earthworks								
	General Excavation							
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#			37	m3	£20.00	£740.00
		#						£9.59
								£354.83
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#			103	m3	£30.00	£3,090.00
		#						£35.00
								£3,605.00
	Hard Excavation							
6.2.1	General excavation using backacters; Extra over excavation for	#			293	m3	£200.00	£58,600.00
								£200.00
								£58,600.00

	excavation in cutting and other excavation for excavation in hard material							
6.2.2	Extra over allowance for inefficiency	#	1	item	£10,000.00	£10,000.00	£10,000.00	£10,000.00 → £0.00
	Disposal of Excavated Material to Tip	#						
6.3.1	Disposal of topsoil (5A)	#	37	m3	£50.00	£1,850.00	£46.00	£1,702.00 ↓ -£148.00
6.3.2	Disposal of acceptable material excluding class 5A	#	103	m3	£50.00	£5,150.00	£46.00	£4,738.00 ↓ -£412.00
6.3.3	Disposal of unacceptable non hazardous material	#	293	m3	£100.00	£29,300.00	£130.43	£38,215.99 ↑ £8,915.99
	Imported Fill	#						
6.4.1	Imported rock fill	#	337	m3	£60.00	£20,220.00	£72.00	£24,264.00 ↑ £4,044.00

Section Total: 128,950

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A6004 Epinal Way / Beacon Road

Total  
(Continued)**Pavements**

	Proposed Road Works	#						
7.1.1	Granular material; subbase spread and graded; 150mm deep	#	176	m3	£70.00	£10,430.00	£55.00	£9,673.13 ↓ -£756.88
7.1.2	Base course; dense tarmacadam; 150mm deep	#	1,173	m2	£40.00	£39,800.00	£40.00	£46,900.00 ↑ £7,100.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#	1,173	m2	£35.00	£34,825.00	£36.50	£42,796.25 ↑ £7,971.25
7.1.4	Surface course; rolled asphalt; 40mm deep	#	2,345	m2	£30.00	£56,580.00	£25.50	£59,797.50 ↑ £3,217.50
7.1.5	Allowance for night working	#	1	item	£15,000.00	£15,000.00	£15,000.00	£15,000.00 → £0.00
	Planing off to surrounding areas	#						
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	357	m2	£30.00	£26,730.00	£25.00	£8,925.00 ↓ -£17,805.00

Section Total: 183,365

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A6004 Epinal Way / Beacon Road

Total  
(Continued)**Kerbs, Footways and Paved Areas**

	Proposed Kerbing	#						
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	219	m	£15.00	£3,285.00	£15.00	£3,285.00 → £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	219	m	£40.00	£8,760.00	£40.00	£8,760.00 → £0.00
	Proposed Paving	#						
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	347	m2	£20.00	£6,940.00	£35.00	£12,145.00 ↑ £5,205.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	347	m2	£40.00	£13,880.00	£65.00	£22,555.00 ↑ £8,675.00
11.2.3	Edging to footways	#	130	m	£20.00	£2,600.00	£16.00	£2,080.00 ↓ -£520.00

Section Total: 35,465

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A6004 Epinal Way / Beacon Road

Total  
(Continued)**Traffic Signs and Road Markings**

	Road Markings	#						
12.1.1	Allowance for relining of road	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00 → £0.00
12.1.2	Allowance for removal of existing markings	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00 → £0.00
	Traffic Signage and Bollards	#						
12.2.1	Allowance for installation of new signage	#	1	item	£3,000.00	£3,000.00	£3,000.00	£3,000.00 → £0.00
	Toucan Crossings	#						
12.3.1	Allowance for toucan crossings including markings, tactiles, beacons, lights and signs	#	1	nr	£50,000.00	£50,000.00	£55,000.00	£55,000.00 ↑ £5,000.00

Section Total: 58,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A6004 Epinal Way / Beacon Road

Total  
(Continued)**Electrical Works for Road Lighting and Traffic Signs**

	Electrical Works	#						
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£4,000.00	£4,000.00	£4,000.00	£4,000.00 → £0.00
14.1.2	New electrical supply	#				Excluded	Excluded	

Section Total: 4,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A6004 Epinal Way / Beacon Road

Total  
(Continued)**Piling and Embedded Retaining Walls**

	Retaining Wall	#						
16.1.1	Retaining wall; Keystone precast concrete blocks; 1.0m high; Includes foundation	#	72	m	£600.00	£43,200.00	£620.00	£44,640.00 ↑ £1,440.00

Section Total: 43,200

**Preliminary Estimate**

Client: Leicestershire County Council				Doc: Scenario 2b Cost Estimate			
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
A6004 Epinal Way / Beacon Road					(Continued)		
Landscape and Ecology							
	Landscaping and Ecology						
30.1.1	Allowance for restoring the existing landscape following the works	#			1 item	£1,000.00	£1,000.00
		#				£1,000.00	£1,000.00
Section Total:		1,000					
Preliminary Estimate							
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate					
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
A6004 Epinal Way / Beacon Road					(Continued)		
Design Development and Allowance for Unforeseen							
	Design Development						
60.1.1	Allowance for Design Development	#			20 %	£0.00	£0.00
		#				£0.00	£0.00
	Allowance for Unforeseen						
60.2.1	Allowance for Unforeseen	#			20 %	£0.00	£0.00
		#				£0.00	£0.00
Section Total:		296,908					
Preliminary Estimate							
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate					
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
Epinal Way / Warwick Way					(Continued)		
Preliminaries							
	Traffic Management						
1.1.1	Allowance for Traffic Management				8.10	£30,000.00	£40,500.00
	General Preliminaries						
1.2.1	Preliminaries	#			0 %	£140,368.50	£140,369.00
		#				£315,258.24	£126,103.30
Section Total:		170,369					
Preliminary Estimate							
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate					
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
Epinal Way / Warwick Way					(Continued)		
Site Clearance							
	Site Clearance						
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#			169 m	£10.00	£1,690.00
		#				£12.00	£2,028.00
2.1.2	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#			2 nr	£250.00	£500.00
		#					£500.00
2.1.3	Allowance for removal of traffic signs to store off site	#			1 item	£1,000.00	£1,000.00
		#				£1,000.00	£1,000.00
Section Total:		3,190					
Preliminary Estimate							
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate					
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
Epinal Way / Warwick Way					(Continued)		
Drainage and Service Ducts							
	Surface Water Drainage						
5.1.1	Allowance for surface water drainage alterations	#			667 m2	£35.00	£23,545.00
		#				£40.00	£26,680.00
Section Total:		25,060					
Preliminary Estimate							
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate					
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
Epinal Way / Warwick Way					(Continued)		
Earthworks							
	General Excavation						
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#			36 m3	£20.00	£720.00
		#				£9.59	£345.24
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#			73 m3	£40.00	£2,920.00
		#				£35.00	£2,555.00
	Hard Excavation						
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#			250 m3	£200.00	£50,000.00
		#				£200.00	£50,000.00
6.2.2	Extra over allowance for inefficiency	#			1 item	£5,000.00	£5,000.00
		#				£5,000.00	£5,000.00
	Disposal of Excavated Material to Tip						
6.3.1	Disposal of topsoil (5A)	#			36 m3	£50.00	£1,800.00
		#				£46.00	£1,656.00
6.3.2	Disposable of acceptable material excluding class 5A	#			73 m3	£50.00	£3,650.00
		#				£46.00	£3,358.00
6.3.3	Disposal of unacceptable non hazardous material	#			250 m3	£100.00	£25,000.00
		#				£130.43	£32,607.50
Section Total:		89,090					
Preliminary Estimate							
Client: Leicestershire County Council		Doc: Scenario 2b Cost Estimate					
Project: Charnwood Concept Local Plan Support							
Code	Description	Quantity	Unit	Rate	Total		
Epinal Way / Warwick Way					(Continued)		
Pavements							

	Proposed Road Works	#							
7.1.1	Granular material; subbase spread and graded; 150mm deep	#	107	m3	£70.00	£7,490.00	£55.00	£5,885.00	↓ -£1,605.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#	716	m2	£40.00	£28,640.00	£40.00	£28,640.00	→ £0.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#	716	m2	£35.00	£25,060.00	£36.50	£26,134.00	↑ £1,074.00
7.1.4	Surface course; rolled asphalt; 40mm deep	#	1,791	m2	£30.00	£53,730.00	£25.50	£45,670.50	↓ -£8,059.50
7.1.5	Allowance for night working	#	1	item	£10,000.00	£10,000.00	£10,000.00	£10,000.00	→ £0.00
	Planing off to surrounding areas								
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	1,075	m2	£30.00	£32,250.00	£25.00	£26,875.00	↓ -£5,375.00

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total

Epinal Way / Warwick Way

Kerbs, Footways and Paved Areas

	Proposed Kerbing	#							
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	168	m	£15.00	£2,520.00	£15.00	£2,520.00	→£0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	168	m	£40.00	£6,720.00	£40.00	£6,720.00	→£0.00
	Proposed Paving	#							
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	190	m2	£20.00	£3,800.00	£35.00	£6,650.00	↑£2,850.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	190	m2	£40.00	£7,600.00	£65.00	£12,350.00	↑£4,750.00
11.2.3	Edging to footways	#	124	m	£20.00	£2,480.00	£16.00	£1,984.00	↓-£496.00
Section Total:			23,120						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total

Epinal Way / Warwick Way

Traffic Signs and Road Markings

	Road Markings	#							
12.1.1	Allowance for relining of road	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00	→£0.00
12.1.2	Allowance for removal of existing lining	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00	→£0.00
	Traffic Signage and Bollards	#							
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00
12.3.2	Allowance for installation of new signage	#	1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00	→£0.00
Section Total:			7,500						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total

Epinal Way / Warwick Way

Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts

	Road Lighting Columns and Brackets	#							
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height	#	2	nr	£1,200.00	£2,400.00	£1,900.00	£3,800.00	↑£1,400.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	2	nr	£800.00	£1,600.00	£900.00	£1,800.00	↑£200.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	2	nr	£900.00	£1,800.00	£1,000.00	£2,000.00	↑£200.00
Section Total:			5,800						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total

Epinal Way / Warwick Way

Electrical Works for Road Lighting and Traffic Signs

	Electrical Works	#							
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00
14.1.2	New electrical supply					Excluded	Excluded		
Section Total:			1,000						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 2b Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate Total

Epinal Way / Warwick Way

Design Development and Allowance for Unforeseen

	Design Development	#							
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	→£0.00
	Allowance for Unforeseen	#							
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	→£0.00
Section Total:			192,920						

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
<b>A46 / A50 Preliminaries</b>									
	Traffic Management								
1.1.1	Allowance for Traffic Management				5.73	£21,220.00		£28,647.00	↑£7,427.00
	General Preliminaries								
1.2.1	Preliminaries	#		0 %	£892,776.00	£892,776.00	£2,192,776.24	£877,110.50	↓-£15,665.50

Section Total: 913,996

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)				
<b>A46 / A50 Site Clearance</b>									

	Site Clearance								
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#		747 m	£10.00	£7,470.00	£12.00	£8,964.00	↑£1,494.00
2.1.2	Allowance for tree and vegetation removal	#		1 item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	→£0.00
2.1.3	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#		7 nr	£250.00	£1,750.00	£250.00	£1,750.00	→£0.00
2.1.4	Allowance for removal of traffic signs to store off site	#		1 item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00
2.1.5	Removal of VRS to tip off site	#		507 m	£50.00	£25,350.00	£65.00	£32,955.00	↑£7,605.00
2.1.6	Allowance for removal of traffic signals to store off site	#		1 item	£250.00	£250.00	£250.00	£250.00	→£0.00

Section Total: 40,820

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)				
<b>A46 / A50 Road Restraint Systems (Vehicle and Pedestrian)</b>									

	Vehicle Restraint System (VRS)								
4.1.1	Beam safety barriers; untensioned beams; single sided corrugated beam	#		507 m	£80.00	£40,560.00	£77.28	£39,180.96	↓-£1,379.04
4.1.2	Terminal sections	#		2 nr	£300.00	£600.00	£700.00	£1,400.00	↑£800.00

Section Total: 41,160

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)				
<b>A46 / A50 Drainage and Service Ducts</b>									

	Surface Water Drainage								
5.1.1	Allowance for surface water drainage alterations	#		5,391 m2	£35.00	£194,005.00	£40.00	£215,640.00	↑£21,635.00

Section Total: 194,005

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)				
<b>A46 / A50 Earthworks</b>									

	General Excavation								
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#		485 m3	£15.00	£7,275.00	£9.59	£4,651.15	↓-£2,623.85
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#		1,357 m3	£30.00	£40,710.00	£35.00	£47,495.00	↑£6,785.00
	Hard Excavation								
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#		1,191 m3	£200.00	£238,200.00	£200.00	£238,200.00	→£0.00
6.2.2	Extra over allowance for inefficiency	#		1 item	£25,000.00	£25,000.00	£25,000.00	£25,000.00	→£0.00
	Disposal of Excavated Material to Tip								
6.3.1	Disposal of topsoil (5A)	#		485 m3	£50.00	£24,250.00	£46.00	£22,310.00	↓-£1,940.00
6.3.2	Disposale of acceptable material excluding class 5A	#		1,357 m3	£50.00	£67,850.00	£46.00	£62,422.00	↓-£5,428.00
6.3.3	Disposal of unacceptable non hazardous material	#		1,191 m3	£100.00	£119,100.00	£130.43	£155,342.13	↑£36,242.13

Section Total: 522,385

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)				
<b>A46 / A50 Pavements</b>									

	Proposed Road Works								
7.1.1	Granular material; subbase spread and graded; 150mm deep	#		831 m3	£70.00	£58,170.00	£55.00	£45,705.00	↓-£12,465.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#		5,391 m2	£40.00	£221,720.00	£40.00	£215,640.00	↓-£6,080.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#		5,391 m2	£35.00	£194,005.00	£36.50	£196,771.50	↑£2,766.50
7.1.4	Surface course; rolled asphalt; 40mm deep	#		15,109 m2	£30.00	£453,270.00	£25.50	£385,279.50	↓-£67,990.50
7.1.5	Allowance for night working	#		1 item	£70,000.00	£70,000.00	£70,000.00	£70,000.00	→£0.00
	Planing off to surrounding areas								
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#		9,566 m2	£30.00	£286,980.00	£25.00	£239,150.00	↓-£47,830.00

Section Total: 1,284,145

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A46 / A50

**Kerbs, Footways and Paved Areas**Total  
(Continued)

	Proposed Kerbing	#						
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	1,277	m	£15.00	£19,155.00	£15.00	£19,155.00 → £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	1,277	m	£40.00	£51,080.00	£40.00	£51,080.00 → £0.00
	Proposed Paving	#						
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore	#	569	m2	£20.00	£11,380.00	£35.00	£19,915.00 ↑ £8,535.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick	#	569	m2	£40.00	£22,760.00	£65.00	£36,985.00 ↑ £14,225.00

Section Total: 104,375

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A46 / A50

**Traffic Signs and Road Markings**Total  
(Continued)

	Road Markings	#						
12.1.1	Allowance for relining of road	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00 → £0.00
	Toucan Crossings	#						
12.2.1	Allowance for reinstallation of existing traffic signals	#	1	nr	£2,000.00	£2,000.00	£1,885.00	£1,885.00 ↓ -£115.00
	Traffic Signage and Bollards	#						
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00 → £0.00
12.3.2	Allowance for installation of new signage	#	1	item	£2,000.00	£2,000.00	£2,000.00	£2,000.00 → £0.00
12.3.3	Illuminated bollards fixed to concrete base	#	3	nr	£750.00	£2,250.00	£850.00	£2,550.00 ↑ £300.00

Section Total: 12,750

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A46 / A50

**Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts**Total  
(Continued)

	Road Lighting Columns and Brackets	#						
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height)	#	7	nr	£1,200.00	£8,400.00	£1,900.00	£13,300.00 ↑ £4,900.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	7	nr	£800.00	£5,600.00	£900.00	£6,300.00 ↑ £700.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	7	nr	£900.00	£6,300.00	£1,000.00	£7,000.00 ↑ £700.00

Section Total: 20,300

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A46 / A50

**Electrical Works for Road Lighting and Traffic Signs**Total  
(Continued)

	Electrical Works	#						
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£10,000.00	£10,000.00	£10,000.00	£10,000.00 → £0.00
14.1.2	New electrical supply	#				Excluded	Excluded	

Section Total: 10,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A46 / A50

**Landscape and Ecology**Total  
(Continued)

	Landscaping and Ecology	#						
30.1.1	Allowance for restoring the existing landscape following the works	#	1	item	£2,000.00	£2,000.00	£2,000.00	£2,000.00 → £0.00

Section Total: 2,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code Description Quantity Unit Rate

A46 / A50

**Design Development and Allowance for Unforeseen**Total  
(Continued)

	Design Development	#						
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00 → £0.00
	Allowance for Unforeseen	#						
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00 → £0.00

Section Total: 1,258,374

**Preliminary Estimate**

Client: Leicestershire County Council  
 Project: Charnwood Concept Local Plan Support  
 Code  
 A46 / A607  
 Preliminaries

Doc: Scenario 3 Cost Estimate

	Description	Quantity	Unit	Rate	Total			
	Traffic Management							
1.1.1	Allowance for Traffic Management				5.00	£20,000.00		£25,000.00
	General Preliminaries							
1.2.1	Preliminaries	#			0 %	£451,077.75	£451,078.00	£996,886.07
		#						£398,754.43

Section Total: 471,078

### Preliminary Estimate

Client: Leicestershire County Council  
 Project: Charnwood Concept Local Plan Support  
 Code  
 A46 / A607  
 Site Clearance

Doc: Scenario 3 Cost Estimate

	Description	Quantity	Unit	Rate	Total (Continued)			
	Site Clearance							
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#			503 m	£10.00	£5,030.00	£12.00
		#						£6,036.00
2.1.2	Allowance for tree and vegetation removal	#			1 item	£2,500.00	£2,500.00	£2,500.00
		#						£0.00
2.1.3	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#			7 nr	£250.00	£1,750.00	£250.00
		#						£1,750.00
2.1.4	Allowance for removal of traffic signs to store off site	#			1 item	£500.00	£500.00	£500.00
		#						£0.00
2.1.5	Removal of VRS to tip off site	#			166 m	£50.00	£8,300.00	£65.00
		#						£10,790.00

Section Total: 18,080

### Preliminary Estimate

Client: Leicestershire County Council  
 Project: Charnwood Concept Local Plan Support  
 Code  
 A46 / A607  
 Road Restraint Systems (Vehicle and Pedestrian)

Doc: Scenario 3 Cost Estimate

	Description	Quantity	Unit	Rate	Total (Continued)			
	Vehicle Restraint System (VRS)							
4.1.1	Beam safety barriers; untensioned beams; single sided corrugated beam	#			166 m	£80.00	£13,280.00	£77.28
		#						£12,828.48
4.1.2	Terminal sections	#			2 nr	£300.00	£600.00	£700.00
		#						£1,400.00

Section Total: 13,880

### Preliminary Estimate

Client: Leicestershire County Council  
 Project: Charnwood Concept Local Plan Support  
 Code  
 A46 / A607  
 Drainage and Service Ducts

Doc: Scenario 3 Cost Estimate

	Description	Quantity	Unit	Rate	Total (Continued)			
	Surface Water Drainage							
5.1.1	Allowance for surface water drainage alterations	#			2,589 m2	£35.00	£85,890.00	£40.00
		#						£103,560.00

Section Total: 85,890

### Preliminary Estimate

Client: Leicestershire County Council  
 Project: Charnwood Concept Local Plan Support  
 Code  
 A46 / A607  
 Earthworks

Doc: Scenario 3 Cost Estimate

	Description	Quantity	Unit	Rate	Total (Continued)			
	General Excavation							
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#			130 m3	£15.00	£1,950.00	£9.59
		#						£1,246.70
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#			364 m3	£30.00	£10,920.00	£35.00
		#						£12,740.00
	Hard Excavation							
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#			673 m3	£200.00	£134,600.00	£200.00
		#						£134,600.00
6.2.2	Extra over allowance for inefficiency	#			1 item	£15,000.00	£15,000.00	£15,000.00
		#						£0.00
	Disposal of Excavated Material to Tip							
6.3.1	Disposal of topsoil (5A)	#			130 m3	£50.00	£6,500.00	£46.00
		#						£5,980.00
6.3.2	Disposal of acceptable material excluding class 5A	#			364 m3	£50.00	£18,200.00	£46.00
		#						£16,744.00
6.3.3	Disposal of unacceptable non hazardous material	#			673 m3	£100.00	£67,300.00	£130.43
		#						£87,779.39

Section Total: 254,470

### Preliminary Estimate

Client: Leicestershire County Council  
 Project: Charnwood Concept Local Plan Support  
 Code  
 A46 / A607  
 Pavements

Doc: Scenario 3 Cost Estimate

	Description	Quantity	Unit	Rate	Total (Continued)			
	Proposed Road Works							
7.1.1	Granular material; subbase spread and graded; 150mm deep	#			368 m3	£70.00	£25,760.00	£55.00
		#						£20,240.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#			2,454 m2	£40.00	£98,160.00	£40.00
		#						£98,160.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#			2,454 m2	£35.00	£85,890.00	£36.50
		#						£89,571.00
7.1.4	Surface course; rolled asphalt; 40mm deep	#			6,671 m2	£30.00	£200,130.00	£25.50
		#						£170,110.50
7.1.5	Allowance for night working	#			1 item	£30,000.00	£30,000.00	£30,000.00
		#						£0.00
	Planing off to surrounding areas							

7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#	4,217	m2	£30.00	£126,510.00	£25.00	£105,425.00	↓ -£21,085.00
Section Total:		566,450							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / A607									
Kerbs, Footways and Paved Areas									
	Proposed Kerbing								
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#	515	m	£15.00	£7,725.00	£15.00	£7,725.00	⇒ £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#	515	m	£40.00	£20,600.00	£40.00	£20,600.00	⇒ £0.00
Section Total:		28,325							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / A607									
Traffic Signs and Road Markings									
	Road Markings								
12.1.1	Allowance for relining of road	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒ £0.00
12.1.2	Allowance for removal of existing lining	#	1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00	⇒ £0.00
	Traffic Signage and Bollards								
12.3.1	Allowance for reinstatement of existing traffic signage	#	1	item	£500.00	£500.00	£500.00	£500.00	⇒ £0.00
12.3.2	Allowance for installation of new signage	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	⇒ £0.00
Section Total:		9,000							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / A607									
Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts									
	Road Lighting Columns and Brackets								
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height	#	7	nr	£1,200.00	£8,400.00	£1,900.00	£13,300.00	↑ £4,900.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	7	nr	£800.00	£5,600.00	£900.00	£6,300.00	↑ £700.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	7	nr	£900.00	£6,300.00	£1,000.00	£7,000.00	↑ £700.00
Section Total:		20,300							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / A607									
Electrical Works for Road Lighting and Traffic Signs									
	Electrical Works								
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒ £0.00
14.1.2	New electrical supply					Excluded	Excluded	Excluded	
Section Total:		5,000							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / A607									
Landscape and Ecology									
	Landscaping and Ecology								
30.1.1	Allowance for restoring the existing landscape following the works	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	⇒ £0.00
Section Total:		1,000							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / A607									
Design Development and Allowance for Unforeseen									
	Design Development								
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	⇒ £0.00
	Allowance for Unforeseen								
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	⇒ £0.00
Section Total:		589,389							
Preliminary Estimate									
Client: Leicestershire County Council		Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support									
Code	Description	Quantity	Unit	Rate	Total				
A46 / Wanlip Road Preliminaries									
	Traffic Management								

1.1.1	Allowance for Traffic Management				5.00	£13,300.00		£25,000.00	↑£11,700.00
	General Preliminaries								
1.2.1	Preliminaries	#		0 %	£671,172.00	£671,172.00	£1,643,708.03	£657,483.21	↓-£13,688.79

Section Total: 684,472

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)**A46 / Wanlip Road  
Site Clearance**

	Site Clearance	#							
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#		651 m	£10.00	£6,510.00	£12.00	£7,812.00	↑£1,302.00
2.1.2	Allowance for removal of traffic signs to store off site	#		1 item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00
2.1.3	Removal of VRS to tip off site	#		395 m	£50.00	£19,750.00	£65.00	£25,675.00	↑£5,925.00
2.1.4	Allowance for removal of gate accessing A46	#		1 item	£50.00	£50.00	£50.00	£50.00	→£0.00
2.1.5	Allowance for vegetation and tree clearance	#		1 item	£3,000.00	£3,000.00	£3,000.00	£3,000.00	→£0.00

Section Total: 30,310

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)**A46 / Wanlip Road  
Road Restraint Systems (Vehicle and Pedestrian)**

	Vehicle Restraint System (VRS)	#							
4.1.1	Beam safety barriers; untensioned beams; single sided corrugated beam	#		507 m	£80.00	£40,560.00	£77.28	£39,180.96	↓-£1,379.04
4.1.2	Terminal sections	#		2 nr	£300.00	£600.00	£700.00	£1,400.00	↑£800.00

Section Total: 41,160

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)**A46 / Wanlip Road  
Drainage and Service Ducts**

	Surface Water Drainage	#							
5.1.1	Allowance for surface water drainage alterations	#		3,207 m2	£35.00	£153,790.00	£40.00	£128,280.00	↓-£25,510.00

Section Total: 153,790

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)**A46 / Wanlip Road  
Earthworks**

	General Excavation	#							
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#		212 m3	£15.00	£3,180.00	£9.59	£2,033.08	↓-£1,146.92
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#		593 m3	£30.00	£17,790.00	£35.00	£20,755.00	↑£2,965.00
	Hard Excavation	#							
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#		1,293 m3	£200.00	£258,600.00	£200.00	£258,600.00	→£0.00
6.2.2	Extra over allowance for inefficiency	#		1 item	£30,000.00	£30,000.00	£30,000.00	£30,000.00	→£0.00
	Disposal of Excavated Material to Tip	#							
6.3.1	Disposal of topsoil (5A)	#		212 m3	£50.00	£10,600.00	£46.00	£9,752.00	↓-£848.00
6.3.2	Disposable of acceptable material excluding class 5A	#		593 m3	£50.00	£29,650.00	£46.00	£27,278.00	↓-£2,372.00
6.3.3	Disposal of unacceptable non hazardous material	#		1,293 m3	£100.00	£129,300.00	£130.43	£168,645.99	↑£39,345.99
	Imported Fill	#							
6.4.1	Imported rock fill	#		93 m3	£60.00	£5,580.00	£72.00	£6,696.00	↑£1,116.00

Section Total: 484,700

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)**A46 / Wanlip Road  
Pavements**

	Proposed Road Works	#							
7.1.1	Granular material; subbase spread and graded; 150mm deep	#		455 m3	£70.00	£46,130.00	£55.00	£36,245.00	↓-£9,885.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#		3,032 m2	£40.00	£175,760.00	£40.00	£175,760.00	→£0.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#		3,032 m2	£35.00	£153,790.00	£36.50	£160,381.00	↑£6,591.00
7.1.4	Surface course; rolled asphalt; 40mm deep	#		6,063 m2	£30.00	£245,040.00	£25.50	£208,284.00	↓-£36,756.00
7.1.5	Allowance for night working	#		1 item	£50,000.00	£50,000.00	£50,000.00	£50,000.00	→£0.00
	Planing off to surrounding areas	#							
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#		3,774 m2	£30.00	£113,220.00	£25.00	£94,350.00	↓-£18,870.00

Section Total: 783,940

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / Wanlip Road					(Continued)				
Kerbs, Footways and Paved Areas									
	Proposed Kerbing								
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#			646	m	£15.00	£9,690.00	£15.00 £9,690.00 ➡ £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#			646	m	£40.00	£25,840.00	£40.00 £25,840.00 ➡ £0.00

Section Total: 35,530

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / Wanlip Road					(Continued)				
Traffic Signs and Road Markings									
	Road Markings								
12.1.1	Allowance for relining of road	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00 ➡ £0.00
12.1.2	Allowance for removal of existing lining	#		1	item	£2,500.00	£2,500.00	£2,500.00	£2,500.00 ➡ £0.00
	Traffic Signage and Bollards								
12.3.1	Allowance for reinstatement of existing traffic signage	#		1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00 ➡ £0.00
12.3.2	Allowance for installation of new signage	#		1	item	£2,000.00	£2,000.00	£2,000.00	£2,000.00 ➡ £0.00

Section Total: 11,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / Wanlip Road					(Continued)				
Piling and Embedded Retaining Walls									
	Retaining Wall								
16.1.1	Retaining wall; Keystone precast concrete blocks; 1.0m high; Includes foundation	#			225	m	£600.00	£135,000.00	£620.00 £139,500.00 ⬆ £4,500.00

Section Total: 135,000

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total						
A46 / Wanlip Road					(Continued)						
Landscape and Ecology											
	Landscaping and Ecology										
30.1.1	Allowance for planting, seeding and imported topsoil to close off A46 access	#			1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	⇒ E0.00
30.1.2	Allowance for restoration of the surrounding landscape	#			1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00	⇒ E0.00

Section Total: 2,500

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total				
A46 / Wanlip Road					(Continued)				
Design Development and Allowance for Unforeseen									
	Design Development								
60.1.1	Allowance for Design Development	#			20	%		£0.00	£0.00
	Allowance for Unforeseen								£0.00 ➡ £0.00
60.2.1	Allowance for Unforeseen	#			20	%		£0.00	£0.00
									£0.00 ➡ £0.00

Section Total: 944,961

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code		Description	Quantity	Unit	Rate	Total			
M1 J23 (High Cost)									
Preliminaries									
		Traffic Management							
1.1.1		Allowance for Traffic Management				9.72	£36,000.00		£48,600.00
		General Preliminaries							
1.2.1		Preliminaries	#			0 %	£2,121,506.00	£2,121,506.00	£5,177,300.85
			#					£2,070,920.34	
Section Total:		2,157,506							

Section Total: 2,157,506

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)				
M1 J23 (High Cost)									
Site Clearance									
	Site Clearance								
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#			538	m	£10.00	£5,380.00	£12.00 £6,456.00 ⬆️ £1,076.00
2.1.2	Allowance for the removal of existing bollards to tip off site	#			2	nr	£35.00	£70.00	£90.00 £180.00 ⬆️ £110.00
2.1.3	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#			5	nr	£250.00	£1,250.00	£250.00 £1,250.00 ➡️ £0.00
2.1.4	Allowance for removal of traffic signs to store off site	#			1	item	£1,000.00	£1,000.00	£1,000.00 £1,000.00 ➡️ £0.00
2.1.5	Allowance for removing traffic signals to store off site	#			1	item	£500.00	£500.00	£500.00 £500.00 ➡️ £0.00
Section Total:		8,200							

Section Total: 8,200

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

M1 J23 (High Cost)

**Drainage and Service Ducts**

	Surface Water Drainage								
5.1.1	Allowance for surface water drainage alterations	#	2,838	m2	£35.00	£99,330.00	£40.00	£113,520.00	↑ £14,190.00
Section Total:		99,330							

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

M1 J23 (High Cost)

**Earthworks**

	General Excavation									
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#		77	m3	£15.00	£1,155.00	£9.59	£738.43	↓ -£416.57
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#		217	m3	£30.00	£6,510.00	£35.00	£7,595.00	↑ £1,085.00
	Hard Excavation									
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#		848	m3	£200.00	£169,600.00	£200.00	£169,600.00	→ £0.00
6.2.2	Extra over allowance for inefficiency	#		1	item	£20,000.00	£20,000.00	£20,000.00	£20,000.00	→ £0.00
	Disposal of Excavated Material to Tip									
6.3.1	Disposal of topsoil (5A)	#		77	m3	£50.00	£3,850.00	£46.00	£3,542.00	↓ -£308.00
6.3.2	Disposal of acceptable material excluding class 5A	#		217	m3	£50.00	£10,850.00	£46.00	£9,982.00	↓ -£868.00
6.3.3	Disposal of unacceptable non hazardous material	#		848	m3	£100.00	£84,800.00	£130.43	£110,604.64	↑ £25,804.64
	Imported Fill									
6.4.1	Imported rock fill	#		176	m3	£60.00	£10,560.00	£72.00	£12,672.00	↑ £2,112.00
6.3.2	Imported topsoil	#		54	m3	£40.00	£2,160.00	£33.32	£1,799.28	↓ -£360.72
Section Total:										

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

M1 J23 (High Cost)

**Pavements**

	Proposed Road Works									
7.1.1	Granular material; subbase spread and graded; 150mm deep	#		426	m3	£70.00	£29,820.00	£55.00	£23,430.00	↓ -£6,390.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#		2,838	m2	£40.00	£113,520.00	£40.00	£113,520.00	→ £0.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#		2,838	m2	£35.00	£99,330.00	£36.50	£103,587.00	↑ £4,257.00
7.1.4	Surface course; rolled asphalt; 40mm deep	#		7,209	m2	£30.00	£216,270.00	£25.50	£183,829.50	↓ -£32,440.50
7.1.5	Allowance for night working	#		1	item	£35,000.00	£35,000.00	£35,000.00	£35,000.00	→ £0.00
	Planing off to surrounding areas									
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#		4,371	m2	£30.00	£131,130.00	£25.00	£109,275.00	↓ -£21,855.00
Section Total:										

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

M1 J23 (High Cost)

**Kerbs, Footways and Paved Areas**

	Proposed Kerbing									
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#		816	m	£15.00	£12,240.00	£15.00	£12,240.00	→ £0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#		816	m	£40.00	£32,640.00	£40.00	£32,640.00	→ £0.00
	Proposed Paving									
11.2.1	Subbase to paved area; sloping not exceeding 10 degrees to the horizontal; 100mm thick hardcore						Included within Series 1700	£35.00	£0.00	→ £0.00
11.2.2	Paved area; 60mm thick; comprising binder course 40mm thick and surface course 20mm thick						Included within Series 1700	£65.00	£0.00	→ £0.00
Section Total:										

**Preliminary Estimate**

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code

Description

Quantity Unit Rate

Total  
(Continued)

M1 J23 (High Cost)

**Traffic Signs and Road Markings**

	Road Markings									
12.1.1	Allowance for relining of road	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	→ £0.00
12.1.2	Allowance for removal of existing lining	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	→ £0.00
	Toucan Crossings									
12.2.1	Allowance for reinstallation of existing toucan crossings including markings, tactiles, beacons, lights and signs	#		5	nr	£35,000.00	£175,000.00	£33,000.00	£165,000.00	↓ -£10,000.00
	Traffic Signage and Bollards									
12.3.1	Allowance for reinstatement of existing traffic signage	#		1	item	£1,500.00	£1,500.00	£1,500.00	£1,500.00	→ £0.00
12.3.2	Allowance for installation of new signage	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	→ £0.00

12.3.3	Illuminated bollards fixed to concrete base	#	2	nr	£750.00	£1,500.00	£850.00	£1,700.00	↑£200.00
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Section Total: 193,000

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
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M1 J23 (High Cost)

Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts

	Road Lighting Columns and Brackets	#							
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height	#	5	nr	£1,200.00	£6,000.00	£1,900.00	£9,500.00	↑£3,500.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	5	nr	£800.00	£4,000.00	£900.00	£4,500.00	↑£500.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	5	nr	£900.00	£4,500.00	£1,000.00	£5,000.00	↑£500.00

Section Total: 14,500

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
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M1 J23 (High Cost)

Electrical Works for Road Lighting and Traffic Signs

	Electrical Works	#							
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£25,000.00	£25,000.00	£25,000.00	£25,000.00	→£0.00
14.1.2	New electrical supply	#				Excluded	Excluded		

Section Total: 25,000

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
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M1 J23 (High Cost)

Piling and Embedded Retaining Walls

	Retaining Wall	#							
16.1.1	Retaining wall; Keystone precast concrete blocks; 1.0m high; Includes foundation	#	138	m	£600.00	£82,800.00	£620.00	£85,560.00	↑£2,760.00

Section Total: 82,800

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
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M1 J23 (High Cost)

Structural Concrete

	Foot and Cycle Bridge	#							
17.1.1	Reinforced insitu concrete with precast beams; inclusive of excavation, reinforcement, formwork, concrete, bearings expansion joints, deck waterproofing, deck finishings; P6 parapet, span exceeding 20m	#	658	m2	£6,000.00	£3,900,000.00	£5,760.00	£3,790,080.00	↓-£109,920.00
17.1.2	Extra over for jump prevention	#				Excluded	Excluded		

Section Total: 3,900,000

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
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M1 J23 (High Cost)

Landscape and Ecology

	Landscaping and Ecology	#							
30.1.1	Allowance for restoring the existing landscape following the works	#	1	item	£500.00	£500.00	£500.00	£500.00	→£0.00
30.1.2	Allowance for planting and seeding works to newly introduced island	#	1	item	£1,000.00	£1,000.00	£1,000.00	£1,000.00	→£0.00

Section Total: 1,500

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
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M1 J23 (High Cost)

Design Development and Allowance for Unforeseen

	Design Development	#							
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	→£0.00
	Allowance for Unforeseen	#							
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	→£0.00

Section Total: 2,984,508

### Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total
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M1 J23 (Low Cost)

Preliminaries

	Traffic Management								
1.1.1	Allowance for Traffic Management				5.00	£11,750.00		£25,000.00	↑£13,250.00

General Preliminaries											
1.2.1	Preliminaries	#		0	%	£83,120.00	£83,120.00	£163,456.61	£65,382.64	↘	-£17,737.36
Section Total:		94,870									
Preliminary Estimate											
Client: Leicestershire County Council				Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support											
Code		Description		Quantity Unit		Rate		Total			
M1 J23 (Low Cost)								(Continued)			
Site Clearance											
	Site Clearance	#									
2.1.1	Take up or down and remove to tip off site; precast concrete kerbs	#		51	m	£10.00	£510.00	£12.00	£612.00	↗	£102.00
2.1.2	Allowance for the removal of existing bollards to tip off site	#		1	nr	£100.00	£100.00	£90.00	£90.00	↘	-£10.00
2.1.4	Take down and remove to tip off site; lighting column including bracket arm and lantern; 10m high	#		2	nr	£250.00	£500.00	£250.00	£500.00	⇒	£0.00
2.1.5	Allowance for removal of traffic signs to tip off site	#		1	item	£500.00	£500.00	£500.00	£500.00	⇒	£0.00
2.1.7	Allowance for removal of traffic signals to store off site	#		1	item	£150.00	£150.00	£150.00	£150.00	⇒	£0.00
Section Total:		1,760									
Preliminary Estimate											
Client: Leicestershire County Council				Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support											
Code		Description		Quantity Unit		Rate		Total			
M1 J23 (Low Cost)								(Continued)			
Drainage and Service Ducts											
	Surface Water Drainage	#									
5.1.1	Allowance for surface water drainage alterations	#		341	m2	£35.00	£11,935.00	£40.00	£13,640.00	↗	£1,705.00
Section Total:		11,935									
Preliminary Estimate											
Client: Leicestershire County Council				Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support											
Code		Description		Quantity Unit		Rate		Total			
M1 J23 (Low Cost)								(Continued)			
Earthworks											
	General Excavation	#									
6.1.1	Excavation of acceptable material Class 5A; using backacters and tractor loaders n.e 3.0m deep	#		8	m3	£20.00	£160.00	£9.59	£76.72	↘	-£83.28
6.1.2	Excavation of acceptable material excluding 5A; using backacters and tractor loaders n.e 3.0m deep	#		22	m3	£40.00	£880.00	£35.00	£770.00	↘	-£110.00
	Hard Excavation	#									
6.2.1	General excavation using backacters; Extra over excavation for excavation in cutting and other excavation for excavation in hard material	#		123	m3	£220.00	£27,060.00	£200.00	£24,600.00	↘	-£2,460.00
6.2.2	Extra over allowance for inefficiency	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒	£0.00
	Disposal of Excavated Material to Tip	#									
6.3.1	Disposal of topsoil (5A)	#		8	m3	£50.00	£400.00	£46.00	£368.00	↘	-£32.00
6.3.2	Disposable of acceptable material excluding class 5A	#		22	m3	£50.00	£1,100.00	£46.00	£1,012.00	↘	-£88.00
6.3.3	Disposal of unacceptable non hazardous material	#		123	m3	£100.00	£12,300.00	£130.43	£16,042.89	↗	£3,742.89
Section Total:		46,900									
Preliminary Estimate											
Client: Leicestershire County Council				Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support											
Code		Description		Quantity Unit		Rate		Total			
M1 J23 (Low Cost)								(Continued)			
Pavements											
	Proposed Road Works	#									
7.1.1	Granular material; subbase spread and graded; 150mm deep	#		51	m3	£70.00	£3,570.00	£55.00	£2,805.00	↘	-£765.00
7.1.2	Base course; dense tarmacadam; 150mm deep	#		341	m2	£40.00	£13,640.00	£40.00	£13,640.00	⇒	£0.00
7.1.3	Binder course; dense tarmacadam; 80mm deep	#		341	m2	£35.00	£11,935.00	£36.50	£12,446.50	↗	£511.50
7.1.4	Surface course; rolled asphalt; 40mm deep	#		937	m2	£30.00	£28,110.00	£25.50	£23,893.50	↘	-£4,216.50
7.1.5	Allowance for night working	#		1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒	£0.00
	Planing off to surrounding areas	#									
7.2.1	Cold milling pavement; 40mm deep; scarifying surface	#		596	m2	£30.00	£17,880.00	£25.00	£14,900.00	↘	-£2,980.00
Section Total:		80,135									
Preliminary Estimate											
Client: Leicestershire County Council				Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support											
Code		Description		Quantity Unit		Rate		Total			
M1 J23 (Low Cost)								(Continued)			
Kerbs, Footways and Paved Areas											
	Proposed Kerbing	#									
11.1.1	Foundations to kerbs; mass concrete; 200x100mm	#		32	m	£15.00	£480.00	£15.00	£480.00	⇒	£0.00
11.1.2	Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12m radius	#		32	m	£40.00	£1,280.00	£40.00	£1,280.00	⇒	£0.00
Section Total:		1,760									
Preliminary Estimate											
Client: Leicestershire County Council				Doc: Scenario 3 Cost Estimate							
Project: Charnwood Concept Local Plan Support											
Code		Description		Quantity Unit		Rate		Total			
M1 J23 (Low Cost)								(Continued)			

## Traffic Signs and Road Markings

	Road Markings	#							
12.1.1	Allowance for relining of road	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒ £0.00
12.1.2	Allowance for removal of existing lining	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒ £0.00
	Traffic Signals	#							
12.2.1	Allowance for re-erection of existing traffic signals	#	1	item	£200.00	£200.00	£200.00	£200.00	⇒ £0.00
	Traffic Signage and Bollards	#							
12.3.2	Allowance for installation of new signage	#	1	item	£2,000.00	£2,000.00	£2,000.00	£2,000.00	⇒ £0.00
12.3.3	Illuminated bollards fixed to concrete base	#	1	nr	£750.00	£750.00	£850.00	£850.00	↑ £100.00

Section Total: 12,950

## Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
M1 J23 (Low Cost)					

## Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts

	Road Lighting Columns and Brackets	#							
13.1.1	Galvanized steel road lighting column with flange plate base (including all control gear, switching, fuses and internal wiring; 10.0m nominal height)	#	2	nr	£1,200.00	£2,400.00	£1,900.00	£3,800.00	↑ £1,400.00
13.1.2	Galvanized steel bracket arm with 5 degree uplift; 1.5m projection, single arm	#	2	nr	£800.00	£1,600.00	£900.00	£1,800.00	↑ £200.00
13.1.3	Lantern unit with photoelectric control set to switch on at 100 lux; lamps; 250W SON; to suit 8m, 10m and 12m columns	#	2	nr	£900.00	£1,800.00	£1,000.00	£2,000.00	↑ £200.00

Section Total: 5,800

## Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
M1 J23 (Low Cost)					

## Electrical Works for Road Lighting and Traffic Signs

	Electrical Works	#							
14.1.1	Allowance for the electrical works associated with traffic signals, crossings and lighting column installation	#	1	item	£5,000.00	£5,000.00	£5,000.00	£5,000.00	⇒ £0.00
14.1.2	New electrical supply					Excluded	Excluded		

Section Total: 5,000

## Preliminary Estimate

Client: Leicestershire County Council

Doc: Scenario 3 Cost Estimate

Project: Charnwood Concept Local Plan Support

Code	Description	Quantity	Unit	Rate	Total (Continued)
M1 J23 (Low Cost)					

## Design Development and Allowance for Unforeseen

	Design Development	#							
60.1.1	Allowance for Design Development	#	20	%		£0.00	£0.00	£0.00	⇒ £0.00
	Allowance for Unforeseen	#							
60.2.1	Allowance for Unforeseen	#	20	%		£0.00	£0.00	£0.00	⇒ £0.00

Section Total: 104,444

## **Appendix 7 – Jacobs Estimate with AECOM comments on assumptions and exclusions**

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

### 1.3 Type of Estimate

This is a Jacobs Class 4 Cost Estimate, where the level of project definition is typically deemed to be between -1% and 15% defined.

Jacobs Class 4 Cost Estimates are typically used during the initial stages of a capital expenditure programme where there is an increase of firm or verifiable information for the initial evaluation of the project.

### 1.4 Range of Accuracy

All estimates are classified in accordance with Jacobs MPPG Quantity Surveying Mandatory Procedures. Jacobs classify estimates based upon the amount and quality of the information available at the time the estimate is delivered, and this Class 4 Cost Estimate has an expected overall range of accuracy of -30% to +40% as per the table below: -

ESTIMATE CLASS	MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES	END USAGE Typical purpose of Estimate	METHODOLOGY Typical Estimating Method	EXPECTED ACCURACY RANGE
Class 5 RIBA Class 0	0% - 2%	<i>Generally prepared based on very limited information</i> Strategic business planning purposes, assessment of initial viability, evaluation of alternate schemes, project screening, project location studies, evaluation of resource needs and budgeting, long-range capital planning	High level analogous or parametric estimating using m2 (or similar measurement type) comparison to similar building type. Measurement applied to unit rates from database (BCIS/Previous projects etc.)	- 50% to +50%
Class 4 RIBA Class 0/1	1% - 15%	<i>Generally prepared based on limited information</i> Detailed strategic planning, option appraisal business development, project screening at more developed stages, option appraisal analysis, confirmation of economic and/or technical feasibility, establish feasibility working cost estimate for preliminary budget approval	High level analogous or parametric estimating using m2 (or similar measurement type) comparison to similar building type. Site-specific cost influencers considered. Specific high value items identified and costed. Measurements applied to unit rates from database (BCIS/Previous projects etc.)	- 30% to + 40%
Class 3 RIBA Class 1/2	10% - 40%	<i>Generally based on outline design and brief information</i> To support final detailed option selection and establish preliminary cost estimate for funding requests becoming the first "control estimate" against which design development estimates will be monitored for variations to the budget. They are used as the project budget until replaced by more detailed estimates.	Approximate quantification of elemental costs / labour, plant materials costs where possible applied to unit rates from previous projects/pricing books. Application of m2 (or similar measurement type) to elemental costs where necessary applied to unit rates from database (BCIS/Previous projects etc.)	- 20% to + 30%
Class 2 RIBA Class 2/3	30% - 75%	<i>Generally based on developed design and definitive brief information for single design solution</i> Establish detailed design cost estimate, prepared as the developed baseline cost for the selected design solution against which design developments will be monitored for variations to the budget, and form a part of the design change/variation control programme	Detailed quantification and application of unit rates/labour, plant materials costs where possible applied to unit rates from previous projects/pricing books. M2 elemental rates where necessary; Determination of programme/schedule costs; soft market testing; 3-point estimating where appropriate	- 10% to + 15%
Class 1 RIBA Class 4	65% - 100%	<i>Based on fully developed tender package information</i> Generally prepared as a pre-tender estimate to be used for final budget setting and tender return comparison purposes	Bottom up estimate using current rates established from recent projects/budget quotations/market testing applied to quantification or activity schedules and programme within tender documents or established from detailed measurement	- 5+ 5%

Note: <sup>[a]</sup> the state of construction complexity and availability of applicable reference cost data affect the range markedly. The +/- value represents typical percentage variation of actual cost from the cost estimate after application of contingency (typically at a 50% level of confidence) for given scope.

## 1.5 Methodology / Estimate Approach

This cost estimate is based on quantities obtained from the Concept Drawings developed by Jacobs for Leicestershire County Council and rates from the SPONS Pricing Books 2022 and similar recently tendered schemes. The base date of this estimate is Q2 2022

The following allowances have been made for Preliminaries on each development. Note that these allowances have been uplifted from what they would usually be, this is to capture the impacts of increased NI contributions and the red diesel levy.

There are variances between the preliminary percentages on different developments. This is to reflect the differences in scale of each development in relation to one another and the quantity of labour and plant intensive works required on each development such as excavation and pavement works.

A6 / A6004: **45%**

A46 / A6: **35%**

A6 / Cossington Lane: **45%**

A50 / Lena Drive: **45%**

A607 / Fosse Way: **50%**

A6004 Epinal Way / Alan Moss Road: **50%**

A6004 Epinal Way / Beacon Road: **45%**

Epinal Way / Warwick Way: **45%**

A46 / A50 : **40%**

A46 / A607: **45%**

A46 / Wanlip Road: **40%**

M1 J23 (High Cost): **40%**

M1 J23 (Low Cost): **50%**

## 2. Qualifications, Assumptions and Exclusions

### 2.1 Qualifications

Any measurement contained within this document should not be relied upon for any other purpose other than the formulation of this cost estimate.

The figures reported in this estimate are not considered "Bankable". Information from this estimate cannot be used by third parties (i.e. banks brokers, investors or underwriters).

### 2.2 Assumptions

#### Generally

- Costs based upon a single contractor appointment following competitive tender process
- Costs based upon a Traditional procurement route
- Rates taken from SPONS Price Books 2022 and similar recently tendered projects, with some adjustments to rates to account for differences in scale of the works
- Estimate includes an allowance for design development and contingency. However, we recommend that this is supported by a quantified risk analysis
- Priced at Q2 2022
- No adjustments have been made to include for tender or construction inflation
- Priced for standard bullnosed / hard battered kerbs 125mm x 150mm
- Works to be undertaken during normal working hours except where stated
- Extra over allowances have been included for in relation to earthworks and new pavements based on the assumption that 1 lane will remain open at a time to ensure traffic flow and that new pavements will be laid during night time hours
- An allowance has been made for amendments to surface water drainage at the areas of full reinstatement only
- From road level, excavation will be 420mm deep meaning that the road thickness when reinstated will be 420mm. On footpaths where excavation is required for road realignment, excavation will be taken down an extra 150mm to account for the difference in level
- Where there is significant carriageway realignment both sides, the whole road will be fully excavated and reinstated however, where there is slight realignment both sides or realignment on one side, full reinstatement will go out about half way into the road as well as onto any existing paving to ensure the new road structure ties in with the existing
- Assumed all excavated material other than the existing road is acceptable material
- Assumed 15km to the nearest tip
- No land acquisition charges have been considered
- Removal of road markings to be carried out by hydro-blasting

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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- Excavation for footways (where required) is included under Series 600 items
- Edging is to be provided to all footways and is either one or two sided as per the associated drawing
- Existing lighting columns which need taking up for road realignment will be replaced with new ones to the same positions if possible or nearby
- Footway and traffic island build up can be found in section 11.2 of Appendix A
- Allowances have been made for restoring surrounding landscape which includes general making good works and also some additional planting and turfing. Allowances have also been made for where grass verges are to be constructed or extended
- Kerbing build outs are to be constructed on top of existing road and are built up as per footways where paving is present or are to receive topsoil and turfing
- Cold milling will be carried out to a depth of 40mm to the areas surrounding where full reinstatement has been carried out to ensure that the road surface is level
- Existing traffic signage is to be stored off site and reused where possible. Where there are significant changes e.g. introduction of a new left turn lane, some new signage will be provided as well as reinstating the existing signage
- An allowance for the cost of motorway possessions and closures has not been included in this estimate
- For the purpose of this estimate, it is assumed that where VRS is taken up it will be replaced with the same quantity of new VRS
- Rates for items including concrete and steel have been uplifted further than usual to take account of the current material cost rises
- Prelims have been uplifted to take account of increased NI and the red diesel levy

### A6 / A6004 Specific

- VRS is to remain in place on the Eastern arm of the junction
- Traffic Management allowance has been calculated based on a 10-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures to allow the junction to remain open during the works
- Assumed that two days will be required to carry out road relining. One day would only be required for removal as most of this will be done through the excavation and milling process
- Allowances for both reinstatement of existing crossings and new crossing installation has been made at each stop line which includes traffic signals, tactile paving, beacons, signage and associated road markings
- On the Northbound arm, one tree is to be removed and replanted to accommodate the new shared use footway
- No works to Westbound arm other than removal and relining of the road and relocation of the crossing as specified on the drawing. The crossing parallel from it is to remain in place
- Since the existing crossing being moved is being moved significantly, this has been assumed to fall within the rate for a new toucan crossing

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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### A46 / A6 Specific

- Traffic Management allowance has been calculated based on a 20-week programme. Included within the allowance is the provision of 3-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that two days will be required to carry out road relining. One day would only be required for removal as most of this will be done through the excavation and milling process
- An allowance for existing crossings to be reinstated has been made at each stop line which includes traffic signals, tactile paving, beacons, signage and associated road markings
- Retaining wall rate is based on Forticrete Ltd Keystone precast concrete block wall 1.0m high and is assumed to be required to the North East of the junction where the left turn bypass is being built
- Assumed that some imported fill is required to level out the road which is going out onto the sloping surface. Up to 1.0m deep
- An allowance has been made for tree and vegetation removal along the Southern arm heading Southbound and also where the left turn bypass is being built as well as replanting works for trees, shrubs etc.
- The same amount of fencing being taken up is assumed to be disposed of and replaced with new fencing at the same length

### A6 / Cossington Lane Specific

- Traffic Management allowance has been calculated based on a 10-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that one day will be required to carry out road relining and one day for removal of existing as most of this will be done through the excavation and milling process
- An allowance for zebra crossings has been made for the offset pedestrian crossings noted on the drawing which includes tactile paving, beacons, signage and associated road markings
- Overrun area has been assumed to be built up to a height of 90mm sloping to existing road with a circular road marking at the base. This has been allowed for within items 7.1.1 and 7.1.4
- Roundabout centre to be built up as per refuge islands and footways
- 1 nr bollard per island and at roundabout centre

### A50 / Lena Drive Specific

- Existing road markings are to be removed through the excavation and planing off process
- Traffic Management allowance has been calculated based on a 8-week programme. Included within the allowance is the provision of 3-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that one day will be required to carry out road relining and no existing marking removal required as this will be fully completed through the milling and excavation process
- An allowance for toucan crossings has been made at each stop line which includes traffic signals, tactile paving, beacons, signage and associated road markings

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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### A607 / Fosse Way Specific

- Excavated topsoil to be retained on site and backfilled with additional imported fill
- Islands to be fully excavated and reinstated
- Traffic Management allowance has been calculated based on a 4-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that one day will be required to carry out road relining and One day for removal of existing as most of this will be done through the excavation and milling process
- An allowance for toucan crossings has been made at each stop line which includes traffic signals, tactile paving, beacons, signage and associated road markings
- 2 nr bollards to be installed per traffic island

### A6004 Epinal Way / Alan Moss Road Specific

- Traffic Management allowance has been calculated based on a 3-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that two days will be required to carry out road relining. One day would only be required for removal as most of this will be done through the excavation and milling process

### A6004 Epinal Way / Beacon Road Specific

- Traffic Management allowance has been calculated based on a 8-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that one day will be required to carry out road relining and One day for removal of existing as most of this will be done through the excavation and milling process
- Retaining wall rate is based on Forticrete Ltd Keystone precast concrete block wall 1.0m high and is to be installed to both sides of the newly constructed free flow lane and footpath
- Assumed that some imported fill is required to level out the road which is going out onto the sloping surface. Up to 1.0m deep

### Epinal Way / Warwick Way Specific

- Traffic Management allowance has been calculated based on a 6-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that one day will be required to carry out road relining and One day for removal of existing as most of this will be done through the excavation and milling process

### A46 / A50 Specific

- New traffic island is to be paved rather than landscaped
- Traffic Management allowance has been calculated based on a 14-week programme. Included within the allowance is the provision of 3-way temporary traffic lights and costs associated with lane closures as per previous

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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- Assumed that two days will be required to carry out road relining. No works would be required for existing marking removal as it is assumed that this will be completed through the excavation and milling process
- An allowance for existing traffic signals to be installed to different locations has been made

### A46 / A607 Specific

- Traffic Management allowance has been calculated based on a 10-week programme. Included within the allowance is the provision of 2-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that two days will be required to carry out road relining. One day would only be required for removal as most of this will be done through the excavation and milling process

### A46 / Wanlip Road Specific

- Works to Pochin Bridge have been excluded as it is not yet clear whether structural alterations are required. It is noted however that the works required here if alterations are required to the bridge would make up a substantial amount of the final cost and therefore this should be revisited at a later date when required works become more defined
- A46 access is to be closed off with imported topsoil and planting
- Traffic Management allowance has been calculated based on a 10-week programme. Included within the allowance is the provision of 3-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that two days will be required to carry out road relining. One day would only be required for removal as most of this will be done through the excavation and milling process
- Retaining wall rate is based on Forticrete Ltd Keystone precast concrete block wall 1.0m high and will go along the Leicester Western Bypass Westbound up to where the first section of VRS ends and the existing pathway begins
- Assumed that some imported fill is required to level out the road which is going out onto the sloping surface. Up to 1.0m deep

### M1 J23 (High Cost) Specific

- Assumed that the layby is hard material and is to be excavated as such
- Traffic Management allowance has been calculated based on a 30-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that two days will be required to carry out road relining. One day would only be required for removal as most of this will be done through the excavation and milling process
- Retaining wall rate is based on Forticrete Ltd Keystone precast concrete block wall 1.0m high and will be constructed to support the new left turn bypass lane
- Assumed that some imported fill is required to level out the road which is going out onto the sloping surface. Up to 1.0m deep

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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- The allowance for the foot and cycle bridge is inclusive of the following; reinforced insitu concrete with precast beams; inclusive of excavation, reinforcement, formwork, concrete, bearings expansion joints, deck waterproofing, deck finishes, P6 parapet with a span exceeding 20m and width not exceeding 6m
- The only paving works (11.2) required are to the new foot and cycle bridge and are included in the total cost under Series 1700
- Newly introduced island to be filled with topsoil and receive seeding and planting
- Assumed that two days will be required to carry out road relining and two days for existing marking removal

### M1 J23 (Low Cost) Specific

- Assumed that the layby is hard material and is to be excavated as such
- Traffic Management allowance has been calculated based on a 3-week programme. Included within the allowance is the provision of 4-way temporary traffic lights and costs associated with lane closures as per previous
- Assumed that two days will be required to carry out road relining and two days for existing marking removal

## 2.3 Exclusions

The following are exclusions to this cost estimate. It is recommended that the items listed are fully understood by the Client, as they may need to be identified and covered by other funds, where appropriate.

### Generally

- All other works not identified within this cost estimate
- Out of hours / weekend working not allowed for except where stated
- Inflation, both in relation to tender and construction, has been excluded
- Costs associated with contaminated land, UXO's and environmental requirements
- Costs associated with ecological and archaeological finds
- Maintenance costs
- Any costs associated with statutory undertakers
- Hazardous material excavation and disposal
- Costs resulting from tariffs or other charges following the withdrawal of the UK from the European Union
- Costs resulting from Covid-19 or similar events
- Professional Fees
- Insurances other than required contractor work related insurances
- Legal fees

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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- Statutory body fees
- Third party costs
- Client costs and client commissioning
- VAT
- Optimism bias
- Landfill tax and any associated costs
- Land acquisition costs
- Replacement of pedestrian guard railing where it has been removed
- New electrical supply where required
- Additional cost of motorway possessions and closures
- Costs associated with statutory undertakers including relocation of telegraph poles and BT boxes where relocation is required

### A6 / A6004 Specific

- Fencing works

### A46 / A6 Specific

- No specific exclusions

### A6 / Cossington Lane Specific

- Landscaping

### A50 / Lena Drive Specific

- Landscaping

### A607 / Fosse Way Specific

- Drainage alterations

### A6004 Epinal Way / Alan Moss Road Specific

- Landscaping
- Works to existing crossings

### A6004 Epinal Way / Beacon Road Specific

- No specific exclusions

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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### Epinal Way / Warwick Way Specific

- Works to vehicle restraint system
- Landscaping

### A46 / A50 Specific

- No specific exclusions

### A46 / A607 Specific

- Works to existing crossings

### A46 / Wanlip Road Specific

- Works to Pochin Bridge

### M1 J23 (High Cost) Specific

- Jump protection to the bridge will more than likely be needed but the extent of this is uncertain so is therefore excluded

### M1 J23 (Low Cost) Specific

- Landscaping

## 2.4 Baseline Control Document

This is the first estimate to be produced relating to this scheme so is therefore the first baseline estimate.

## 2.5 Approximate Project Programme / Schedule

Programme dates have not been provided however, for the purpose of this estimate we have assumed the following project programmes to calculate an allowance for Traffic Management;

A6 / A6004: **10 Weeks**

A46 / A6: **20 Weeks**

A6 / Cossington Lane: **10 Weeks**

A50 / Lena Drive: **8 Weeks**

A607 / Fosse Way: **4 Weeks**

A6004 Epinal Way / Alan Moss Road: **3 Weeks**

A6004 Epinal Way / Beacon Road: **8 Weeks**

Epinal Way / Warwick Way: **6 Weeks**

A46 / A50: **14 Weeks**

A46 / A607: **10 Weeks**

## Scenario 2b and 3 Junction Improvement Schemes Cost Estimate

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A46 / Wanlip Road: **10 Weeks**

M1 J23 (High Cost): **30 Weeks**

M1 J23 (Low Cost): **3 Weeks**

### 2.6 Design Development Provision

This estimate **does** include for a "Design Development Provision". The Design Development provision is a factor that can be applied to an estimate, after due consideration of the status of design, to cover quantity adjustments that are anticipated to occur during the detailed design. Design development is in addition to Allowance for Unforeseen.

An allowance of **20%** has been provided for Design Development within the estimate.

### 2.7 Allowance for Unforeseen

This estimate **does** include an "Allowance for Unforeseen". The Allowance for Unforeseen is commonly known as the project risk or contingency budget. Any Allowance for Unforeseen is considered to be in addition to the Design Development provision. It is to cover unusual weather conditions, labour problems, increases in costs not covered by contractual provisions, items which have been inadvertently left out of the estimate, delays in deliveries of equipment or materials, and the like.

Only contingency and design development allowances have been included within the estimate. It should be supported by a full risk assessment process including quantified risk allowance

An allowance of **20%** has been provided for Allowance for Unforeseen within the estimate.

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