AECOM

South Leicestershire Joint Transport Evidence

Costing Mitigation

Updated Report (July 2026)

Issued 6th July 2026

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Louis Davies Senior Consultant	Simon Willison Associate Director	Paul Bate Regional Director	Simon Willison Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
V1.0 Draft Report	02/02/26	Original	Yes	SW	Associate Director
V1.1 Draft Report	18/02/26	Revised to include M1 J20a	Yes	SW	Associate Director
V2.0 Updated Draft	01/04/26	Revised following client comments	Yes	SW	Associate Director
V2.1 Final	02/04/26		Yes	SW	Associate Director
V2.2 Final	06/07/26	Revised following client comments	Yes	SW	Associate Director

Prepared for:

Leicestershire County Council

Prepared by:

AECOM Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom

T: +44 (0)20 7061 7000
aecom.com

Table of Contents

Figures

Tables

1. Introduction

1.1 Context

1.1.1 AECOM has been commissioned to support the development of a Joint Transport Evidence (JTE) base for the forthcoming Local Plan reviews for Blaby District Council (BDC), Harborough District Council (HDC), Hinckley and Bosworth Borough Council (HBBC) and Oadby and Wigston Borough Council (OWBC). The development of the evidence base is being supported by Leicestershire County Council (LCC).

1.1.2 Work to date has been undertaken in two stages:

- **Stage 1**, completed in September 2024, involved an assessment of three growth options, reflecting the combined emerging Local Plans being prepared by each of the four districts/boroughs. The assessment looked at the scale, nature and distribution of forecast impacts, including cross-boundary issues external to South Leicestershire. Findings from Stage 1 informed the selection of a Preferred Spatial Growth Option, compiled by the four partner districts and boroughs (with technical support and coordination from LCC). The findings from Stage 1 are set out in report 'South Leicestershire Joint Transport Evidence Stage 1 Report v4' (January 2025).
- **Stage 2**, finalised in September 2025, involved an assessment of the Preferred Spatial Growth Option, determined by the partner districts/boroughs. This included an assessment of forecast issues similar to that undertaken in Stage 1 but with further work to develop a view on the potential strategic mitigation needs arising from growth, plus testing of the success of mitigation packages to address forecast impacts using transport modelling. The Stage 2 outputs provide an evidence base for the Local Plan submissions and a longer-term perspective on the impact of growth on large sites, which have the capacity to deliver homes and jobs beyond the Local Plan horizons of 2041.

1.1.3 The JTE Stage 2 work identified strategic mitigation measures which include active travel, public transport, modal interchange hubs, and highway improvements covering both local roads and higher order roads. These packages of strategic measures were agreed with LCC and partner district/boroughs.

1.1.4 This report assesses the cost of the mitigation measures identified in the Stage 2 work to inform Local Plan viability and deliverability.

1.2 Scope

1.2.1 The scope of work comprises three areas of work:

- First, developing further (but still high-level) detail on the strategic mitigation schemes put forward to enable cost estimates to be formed, which are suitable for a Local Plan evidence base.
- Second, estimating the budget cost of each mitigation schemes put forward for each of the three forecast years (2036, 2041 and 2051). Budget cost refers to a broad estimate of cost suitable to inform budget allocations and funding required for delivering the scheme, noting that no design work has been undertaken and costs are based on unit rates from industry sources and AECOM's experience of developing such schemes.

- Third, attributing mitigation measures to proposed development sites primarily based on the distance from site allocations to the proposed mitigation measures and, where relevant, informed by other transport evidence, and apportioning costs based on the number of trips generated by new housing and employment to development sites and the four planning authorities.

1.2.2 This report summarises the processes, assumptions, and outputs of the tasks outlined above.

1.2.3 The work does not report on mitigation needs at a district /borough level, nor provide a view on site-specific mitigation needs, which is required for the Local Plan evidence bases and set out in the associated Infrastructure Delivery Plans. Further work would need to be undertaken to identify additional, complementary local / site-specific interventions required to support growth.

1.3 JTE2 development sites

1.3.1 The following map shows the locations of developments considered in the JTE2 costing mitigation study. The developments shown in Figure **1-1** and Table 1-1 largely reflect the Preferred Spatial Growth Option from the South Leicestershire JTE Stage 2.

1.3.2 Changes to planned growth have occurred across the Local Authorities since JTE Stage 2, as part of the ongoing development of Local Plans. This work should therefore be understood as representing a snapshot in time, and further work may be required as Local Plans progress.

1.3.3 Several amendments to growth sites from those assumed at Stage 2 of the JTE have been included in the maps shown in this document; however, these are not considered to materially affect the modelling outputs, proposed mitigation or costing and apportionment methodology. The locations of the market town allocations in Market Harborough (MH6) and Lutterworth (L3) have been clarified, and the Magna Park allocation has been updated to reflect revised site boundaries in the emerging Harborough Local Plan. The allocation reference has been updated to MP2. These changes are shown in red in Figure **1-1**.

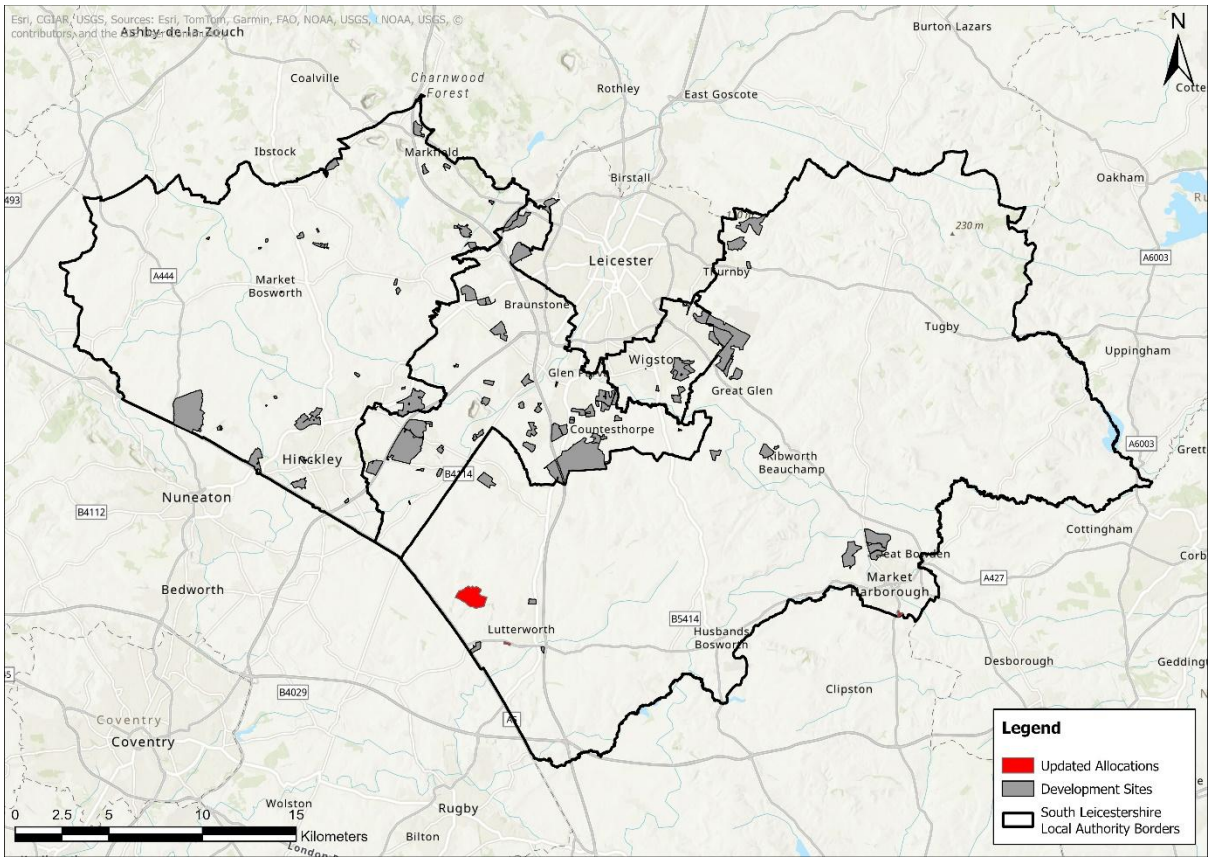

Figure 1-1: Proposed Local Plan Site Allocations in South Leicestershire

1.3.4 The following table lists key details for each development site included in the assessment, and growth by forecast years. It should be noted that 2051 is a representative year for when large sites will be fully built out.

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Blaby LPA	Land west of Stoney Stanton	STO026	C3 & B1/2/8	960	1,000	2,840	4,800	886.67	-	775.83	1,662.50
Blaby LPA	Whetstone Pastures	WHE027	C3 & B8	20	760	3,420	4,200	-	200.00	175.00	375.00
Blaby LPA	Land at Hospital Lane, Blaby	BLA034	C3 & B1/2/8 + Retail	60	350	590	1,000	-	443.33	-	443.33
Blaby LPA	Land south of Carlton Park	NAR016	C3	470	230	-	700	-	-	-	-
Blaby LPA	Land south of Whetstone	WHE031	C3 & B1/2/8	490	160	-	650	443.33	-	248.27	691.60
Blaby LPA	Land north of Hinckley Road (SW of The Oaks Farm)	KMU025	C3	25	450	175	650	-	-	-	-
Blaby LPA	Land north of Glenfield	GLE032	C3	60	350	-	410	-	-	-	-
Blaby LPA	Land at Kingstand Golf Course	LFE020	C3	240	10	-	250	-	-	-	-
Blaby LPA	Land at Keepers Farm, Blaby	BLA033	C3	225	-	-	225	-	-	-	-
Blaby LPA	Land east of Willoughby Road (large)	COU042	C3	205	-	-	205	-	-	-	-
Blaby LPA	Land west of Cosby	COS013	C3	200	-	-	200	-	-	-	-
Blaby LPA	Land south of Hinckley Road	SAP025	C3	200	-	-	200	-	-	-	-
Blaby LPA	Land east of Lutterworth Road	BLA038	C3	200	-	-	200	-	-	-	-
Blaby LPA	Springfield Farm Forest Road	HUN019	C3	185	-	-	185	-	-	-	-
Blaby LPA	Land north of Foston Road	COU038	C3	170	-	-	170	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Blaby LPA	Land south of Broughton Road	STO025	C3	165	-	-	165	-	-	-	-
Blaby LPA	Land south of Narborough Road	HUN013	C3	150	-	-	150	-	-	-	-
Blaby LPA	Land rear of County Hall	GLE030	C3	150	-	-	150	-	-	-	-
Blaby LPA	Land off Oak Road	LIT023	C3	150	-	-	150	-	-	-	-
Blaby LPA	Kingstand Farm, Hinckley Road Leicester	LFE019	C3	150	-	-	150	-	-	-	-
Blaby LPA	London Leys Farm, Sharnford Road	SAP029	C3	140	-	-	140	-	-	-	-
Blaby LPA	Land off Gillam Butts, Countesthorpe	COU047	C3	128	-	-	128	-	-	-	-
Blaby LPA	Land west of Broughton Road, Cosby	COS009	C3	100	-	-	100	-	-	-	-
Blaby LPA	Land south of Warwick Road and east of Cosby Road	LIT022	C3	100	-	-	100	-	-	-	-
Blaby LPA	Western Park Golf Course	GLE031	C3	90	-	-	90	-	-	-	-
Blaby LPA	Land at Poplars Farm	CRO006	C3	85	-	-	85	-	-	-	-
Blaby LPA	Croft Lodge Farm	CRO009	C3	85	-	-	85	-	-	-	-
Blaby LPA	Land south of Abbott Way	WHE026	C3	70	-	-	70	-	-	-	-
Blaby LPA	Land west of Huncote Road	STO009	C3	37	-	-	37	-	-	-	-
Blaby LPA	Land south of Little Glen Road	GPA0XX	C3	31	-	-	31	-	-	-	-
Blaby LPA	Land east of Croft Road	THU005	C3	25	-	-	25	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Blaby LPA	Church Farm Station Road	ELM011	C3	25	-	-	25	-	-	-	-
Blaby LPA	Steeple Chase Farm, Main Street, Kilby	KIL002	C3	25	-	-	25	-	-	-	-
Blaby LPA	Land west of Coventry Road	SHA008	C3	20	-	-	20	-	-	-	-
Blaby LPA	Nursery, Hill View Nurseries	THU004	C3	15	-	-	15	-	-	-	-
Blaby LPA	Land West of Junction 2, M69	AST001	B1/2/8	-	-	-	-	346.50	577.50	2,541.00	3,465.00
Blaby LPA	Land at Glebe Farm, Blaby	EBLA004	B1/2/8	-	-	-	-	886.67	-	-	886.67
Blaby LPA	Land at Desford Road / Beggar's Lane	ELUB002	B1/2/8	-	-	-	-	665.00	-	-	665.00
Blaby LPA	Land at Cosby Hill, Cosby	COS010	B1/2/8	-	-	-	-	-	447.81	-	447.81
Blaby LPA	Land off Lutterworth Road	BLA002	B1/2/8	-	-	-	-	354.67	-	-	354.67
Blaby LPA	Land off Enderby Road	WHE001	B1/2/8	-	-	-	-	177.33	-	-	177.33
Harborough LPA	Land South of Gartree Road & East of Oadby	24/8631	C3 & B1/2/8	450	750	1,800	3,000	442.00	-	-	442.00
Harborough LPA	Land between Scraptoft and Bushby	21/8227	C3	500	450	-	950	-	-	-	-
Harborough LPA	Land south of Gallow Field Road	21/8234	C3	500	100	-	600	-	-	-	-
Harborough LPA	East of Market Harborough Road	21/8122	C3	250	250	-	500	-	-	-	-
Harborough LPA	Land off Frolesworth Road, Broughton Astley	21/8154	C3	475	-	-	475	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Harborough LPA	Land west of Warwick Road and south of Priory business park	21/8247	C3	475	-	-	475	-	-	-	-
Harborough LPA	Land to the North of London Road and east of Leicester Grammar School, Great Glen	21/8230	C3	400	-	-	400	-	-	-	-
Harborough LPA	Land east of Leicester Road and south of Grand Union canal	21/8143	C3	250	-	-	250	-	-	-	-
Harborough LPA	Land off Leicester Road	21/8167	C3	230	-	-	230	-	-	-	-
Harborough LPA	Land to the east of Beeby Road	21/8090	C3	175	-	-	175	-	-	-	-
Harborough LPA	Land north of Kilby Road	21/8087	C3	150	-	-	150	-	-	-	-
Harborough LPA	Land north of the A47, east of Zouche Way	21/8241	C3	125	-	-	125	-	-	-	-
Harborough LPA	Land at M1 Junction 20/Swinford Road	21/8104	C3	90	-	-	90	-	-	-	-
Harborough LPA	Magna Park	MP2	B8	-	-	-	-	2,087.00	1,043.00	-	3,130.00
Harborough LPA	Land South of George House, Coventry Road	21/8201	B8	-	-	-	-	550.00	-	-	550.00
Harborough LPA	Compass Point Business Park	MH6	Employment	-	-	-	-	-	-	-	-
Harborough LPA	Land south of Lutterworth Road / Coventry Road	L3	Employment	-	-	-	-	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Hinckley and Bosworth LPA	Lindley Meadows New Settlement	LPR235 A	C3 & Leisure	-	1,000	3,000	4,000	-	360.00	1,090.80	1,450.80
Hinckley and Bosworth LPA	Land south of A47 at Earl Shilton	LPR200	C3	300	600	1,581	2,481	-	-	-	-
Hinckley and Bosworth LPA	North of Normandy Way, 'Hinckley North', Hinckley	AS1029, AS1031 A, AS1031 B, LPR199	C3	420	200	710	1,330	-	-	-	-
Hinckley and Bosworth LPA	Land South of Markfield Road, West of Ratby	LPR107	C3	460	-	-	460	-	-	-	-
Hinckley and Bosworth LPA	Land at Woodman Hill, Desford Lane, Ratby	AS474	C3	225	-	-	225	-	-	-	-
Hinckley and Bosworth LPA	Former Cadent Site, North of Coventry Road, Hinckley	LPR138	C3	195	-	-	195	-	-	-	-
Hinckley and Bosworth LPA	Land North of Barton Road, Barlestone	AS455	C3	183	-	-	183	-	-	-	-
Hinckley and Bosworth LPA	Land South of London Road, Markfield	LPR94 A	C3	-	170	-	170	-	-	-	-
Hinckley and Bosworth LPA	Land East of Ratby Lane and South of Jacqueline Road, Markfield	LPR70	C3	130	-	-	130	-	-	-	-
Hinckley and Bosworth LPA	Land North of Kirkby Road, Ashfield Farm, Desford	LPR35	C3	120	-	-	120	-	-	-	-
Hinckley and Bosworth LPA	Land North of Glenfield	LPR134	C3	-	-	120	120	-	-	-	-
Hinckley and Bosworth LPA	Land South of Hunts Lane, Desford	LPR83P1	C3	100	-	-	100	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Hinckley and Bosworth LPA	Land off Spinney Drive & South of Brookside, Barlestone	AS4241	C3	49	-	50	99	-	-	-	-
Hinckley and Bosworth LPA	Land at New Barn Farm, Kirkby Road, Barwell	AS1017	C3	46	46	-	92	-	-	-	-
Hinckley and Bosworth LPA	Land North of Wood Lane and West of Spring Hill, Higham on the Hill	LPR192	C3	34	55	-	89	-	-	-	-
Hinckley and Bosworth LPA	South of Newbold Road Part 2, Barlestone	LPR232	C3	-	60	20	80	-	-	-	-
Hinckley and Bosworth LPA	Land west of Lutterworth Road, Burbage	LPR131 (Part)	C3	80	-	-	80	-	-	-	-
Hinckley and Bosworth LPA	Land west of Windmill Rise/north of Shaw Lane Close and Far Wood Close	LPR196	C3	-	50	25	75	-	-	-	-
Hinckley and Bosworth LPA	South of Newbold Road, Barlestone	LPR126	C3	64	-	-	64	-	-	-	-
Hinckley and Bosworth LPA	Land to the rear of Alexander Avenue, Earl Shilton	AS235	C3	41	20	-	61	-	-	-	-
Hinckley and Bosworth LPA	Land north of Northfields Carlton	AS189	C3	51	-	-	51	-	-	-	-
Hinckley and Bosworth LPA	Land to the West of Stoke Road, Stoke Golding	LPR189	C3	50	-	-	50	-	-	-	-
Hinckley and Bosworth LPA	Land off Bagworth Road, Barlestone	AS969 B	C3	44	-	-	44	-	-	-	-
Hinckley and Bosworth LPA	Land at Springhill Farm, Station Road, Higham on the Hill	LPR168	C3	-	42	-	42	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Hinckley and Bosworth LPA	Land North & West of Chapel Lane, Congerstone	LPR79	C3	18	-	-	18	-	-	-	-
Hinckley and Bosworth LPA	Land at Windover House, Main Street, Carlton	AS183	C3	18	-	-	18	-	-	-	-
Hinckley and Bosworth LPA	Land South of Cedar Drive, Market Bosworth	LPR153	C3	16	-	-	16	-	-	-	-
Hinckley and Bosworth LPA	Land at Willow Farm, Wykin Lane, Stoke Golding	LPR183	C3	-	14	-	14	-	-	-	-
Hinckley and Bosworth LPA	Highcross Building and adjoining land	AS173	C3	11	-	-	11	-	-	-	-
Hinckley and Bosworth LPA	Land at Wapping and Harrow Farm, Watling Street (West of Dodwells Industrial Estate)	LPR22	E, B2, B8	-	-	-	-	-	1,613.78	4,885.63	6,499.41
Hinckley and Bosworth LPA	Land at Hinckley Sewage Treatment Works, Brookfield Road, Burbage	LPR44	E, B2, B8	-	-	-	-	-	1,469.60	-	1,469.60
Hinckley and Bosworth LPA	Land at Cliffe Hill Farm (Junction 22, M1)	LPR95	E, B2, B8	-	-	-	-	-	1,090.97	-	1,090.97
Hinckley and Bosworth LPA	Land at Wiggs Farm, Bagworth	LPR180 A (Part)	B8	-	-	-	-	157.50	306.60	-	464.10
Oadby and Wigston LPA	Land North of Glen Gorse Golf Course, Wigston	WIG_008 + WIG_010	C3	580	600	620	1,800	-	-	-	-
Oadby and Wigston LPA	Land South of Gartree Road and North of the A6, Oadby	OAD_015	C3	358	535	107	1,000	-	-	-	-

Site Details				Residential Quantum (Dwellings)				Employment Quantum (Jobs)			
Local Authority	Location	Allocation Reference	Usage	2036	2041	2051	Cumulative	2036	2041	2051	Cumulative
Oadby and Wigston LPA	Land South of Gartree Road and East of Stoughton Road, Oadby	OAD_009	C3	408	192	-	600	-	-	-	-
Oadby and Wigston LPA	Wigston Meadows, Phase 3 Newton Lane	WIG_002	C3	385	115	-	500	-	-	-	-
Oadby and Wigston LPA	Land at Oadby Grange, Oadby	OAD_006	C3	330	-	-	330	-	-	-	-
Oadby and Wigston LPA	Land South of Sutton Close, Oadby	OAD_007	C3	170	-	-	170	-	-	-	-
Oadby and Wigston LPA	Land adjacent to Newton Lane, Wigston	WIG_011	C3	148	-	-	148	-	-	-	-
Oadby and Wigston LPA	Land to the West, South and East of Spire Hospital, Gartree Road, Oadby	OAD_003	C3	90	-	-	90	-	-	-	-
Oadby and Wigston LPA	Land West of Welford Road, Wigston	WIG_001	C3	75	-	-	75	-	-	-	-
Oadby and Wigston LPA	Land North of Manor Road, Oadby	OAD_004	C3	8	-	-	8	-	-	-	-
Oadby and Wigston LPA	The Old Surgery, No. 48 Bushloe End	SHELAA 2	C3	5	-	-	5	-	-	-	-

Table 1-1: Proposed Local Plan Site Allocations in South Leicestershire - All Sites

2. Mitigation Schemes

2.1 Introduction

2.1.1 To develop cost estimates for the mitigation measures identified in the JTE, further detail was required for the high-level strategic schemes that had been set out at Stage 2. These schemes were therefore developed to a level of detail sufficient to support cost estimation for the Local Plan evidence base, while remaining proportionate to this stage of the Local Plan process.

2.1.2 As the JTE Stage 2 mitigation measures comprised a multi-modal package, different approaches were taken to develop the schemes further. Road-based measures were defined in greater detail at the JTE Stage 2, as they needed to be explicitly coded within the SATURN model. Sustainable transport measures were represented through assumed modal shift, implemented in the model via reductions in trip rates, and therefore did not require the same level of scheme-specific detail at the JTE Stage 2.

2.1.3 The full mitigation measure list from the JTE Stage 2 can be found in Appendix A.

2.1.4 This section considers each mode in turn, summarising the mitigation measures identified at the JTE2 stage and explaining the process used to develop further detail for the purposes of scheme definition and cost estimation.

2.2 Active Modes

2.2.1 The active travel mitigation measures identified at JTE Stage 2 are based on the delivery of the proposed Local Cycling and Walking Infrastructure Plan (LCWIP) networks across South Leicestershire. These LCWIP networks have been developed by the four Boroughs and Districts covering the South Leicestershire area, and their current status is summarised in Table 2-1.

Table 2-1: JTE Stage 2 Mitigation Measure List - LCWIP Areas

LCWIP Area	Status
South of Leicester	Adopted
Blaby	Adopted
North of Leicester	Public Engagement on Draft Networks
Market Harborough	Public Engagement on Draft Networks
Hinckley	Work Started
Lutterworth	Proposed in JTE Stage 2

2.2.2 While maximising delivery of the LCWIP networks would provide the greatest benefits in terms of modal shift, public health and environmental outcomes, a proportionate approach was required to determine which elements of the LCWIPs could reasonably be expected to be funded through developer contributions.

2.2.3 To identify the LCWIP routes most directly related to Local Plan growth, a methodology was developed that took account of variations in the status and level of development of the LCWIP networks relevant to the JTE, as set out in Table 2-1 above. This approach had three overarching steps:

1. **Developing a network of potential active travel routes**
2. **Identifying the subset of routes most relevant to Local Plan growth**

3. Prioritising the routes for costing purposes

Developing a network of potential active travel routes

2.2.4 For each of the LCWIPs adopted or in development in South Leicestershire, a network of the proposed routes was shared by LCC or the partner district/boroughs. These networks are shown in Figure 2-1. This covered each area in Table 2-1, with the exception of Lutterworth which has no ongoing LCWIP process.

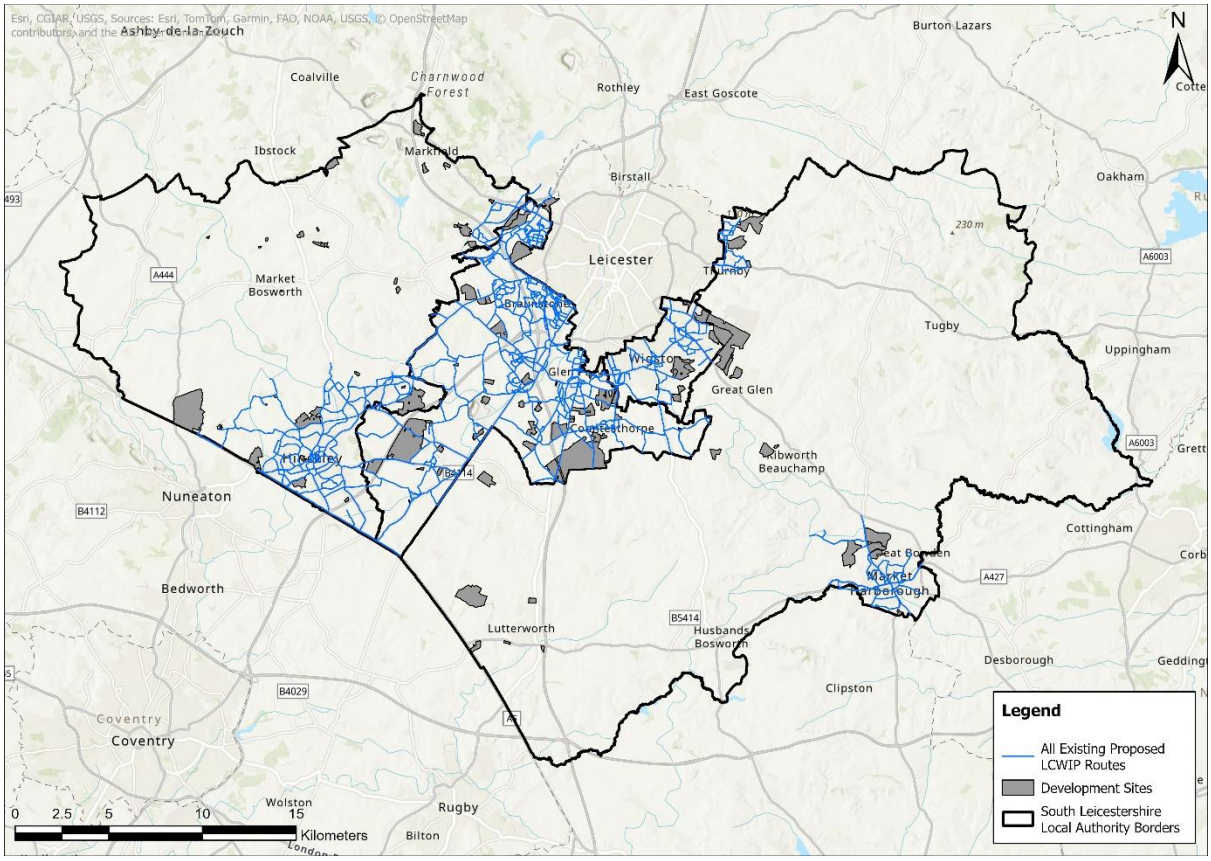

Figure 2-1: LCWIP Routes in Development Shared by LCC and/or Boroughs/Districts

2.2.5 Prior to identifying the routes for Local Plan costing purposes, potential active travel route improvement options were developed for Lutterworth. The process followed to identify routes in Lutterworth was based on a streamlined version of the Department for Transport's (DfT) LCWIP guidance. This involved the following steps:

- The potential extent of a Lutterworth LCWIP was defined by first identifying key trip origins and destinations, including areas of high population density, Local Plan development sites, schools, employment areas, rail stations, healthcare facilities and supermarkets. This was also informed by the JTE Stage 2 model zones with higher or lower propensity to shift modes.
- Future cycling demand was then assessed using the Propensity to Cycle Tool (PCT), drawing on the Go Dutch and e-bike scenarios to provide an indicative pattern of demand. As the PCT is based on commuting data, gaps were reviewed through an origin–destination assessment, with additional routes considered where large sites or key trip attractors were not represented.
- Routes were then identified in GIS using the PCT routeing, resulting in a network of potential active travel routes across Lutterworth.

2.2.6 The outputs of this process for Lutterworth are shown in Figure 2-2.

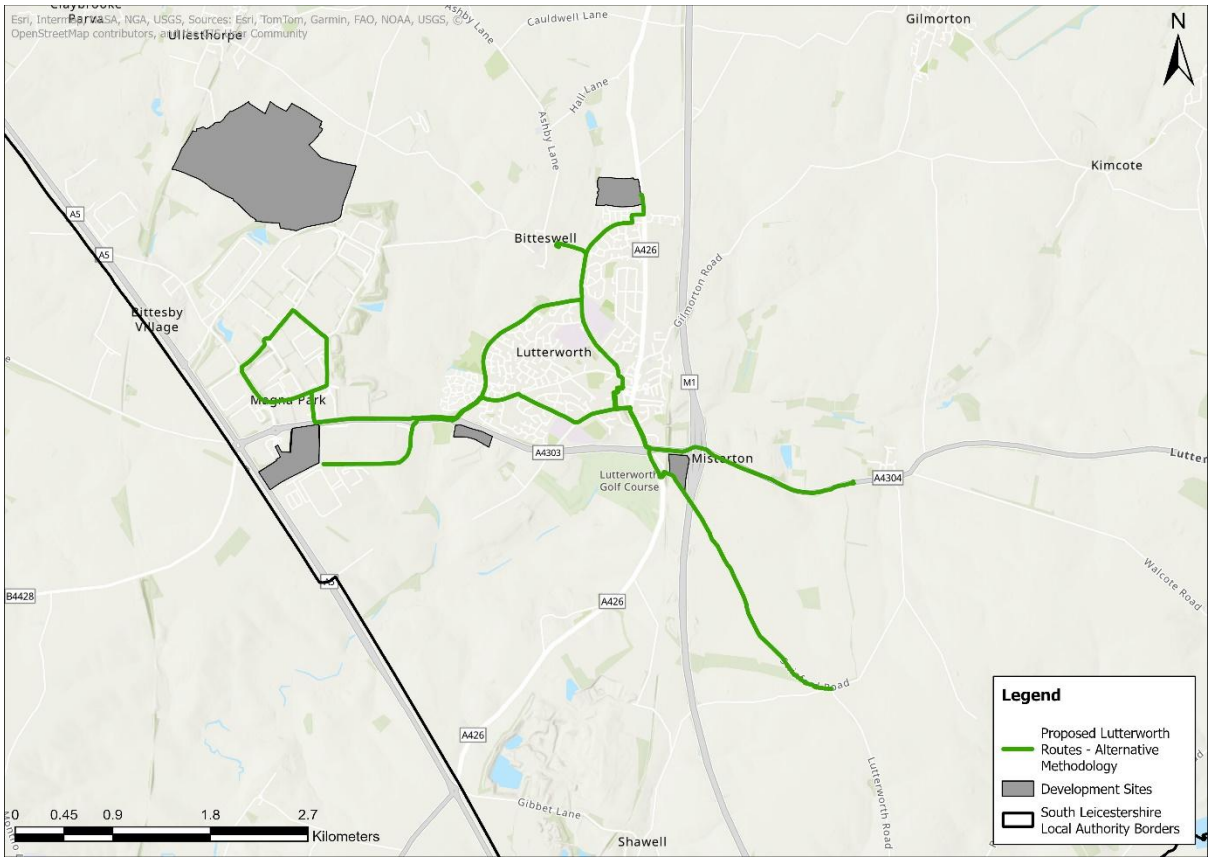

Figure 2-2: Potential Active Travel Routes in Lutterworth

2.2.7 Following the development of a network of potential active travel routes, through collating existing LCWIP measures, and proposing routes in Lutterworth, the routes which are most relevant to Local Plan growth could be identified.

Identifying the subset of routes most relevant to Local Plan growth

2.2.8 As noted in 2.2.2, a proportionate approach was required to determine which elements of the LCWIPs could reasonably be expected to be funded through developer contributions.

2.2.9 To identify the routes most relevant to Local Plan growth, the ArcGIS Pro 'Network Analyst' tool was used to find optimal paths between site allocations and their nearest significant trip attractors along the identified active travel network shown in Figure 2-1.

2.2.10 The trips attractors considered included education institutions, hospitals, GP surgeries, supermarkets, and rail stations. Additional proxy attractors were added on routes leading into the City of Leicester, representing potential cross-border trips, however trip attractors within the city were not specifically considered in this exercise. The locations of these trip attractors are shown on Figure 2-3, in relation to the site allocations and active travel routes.

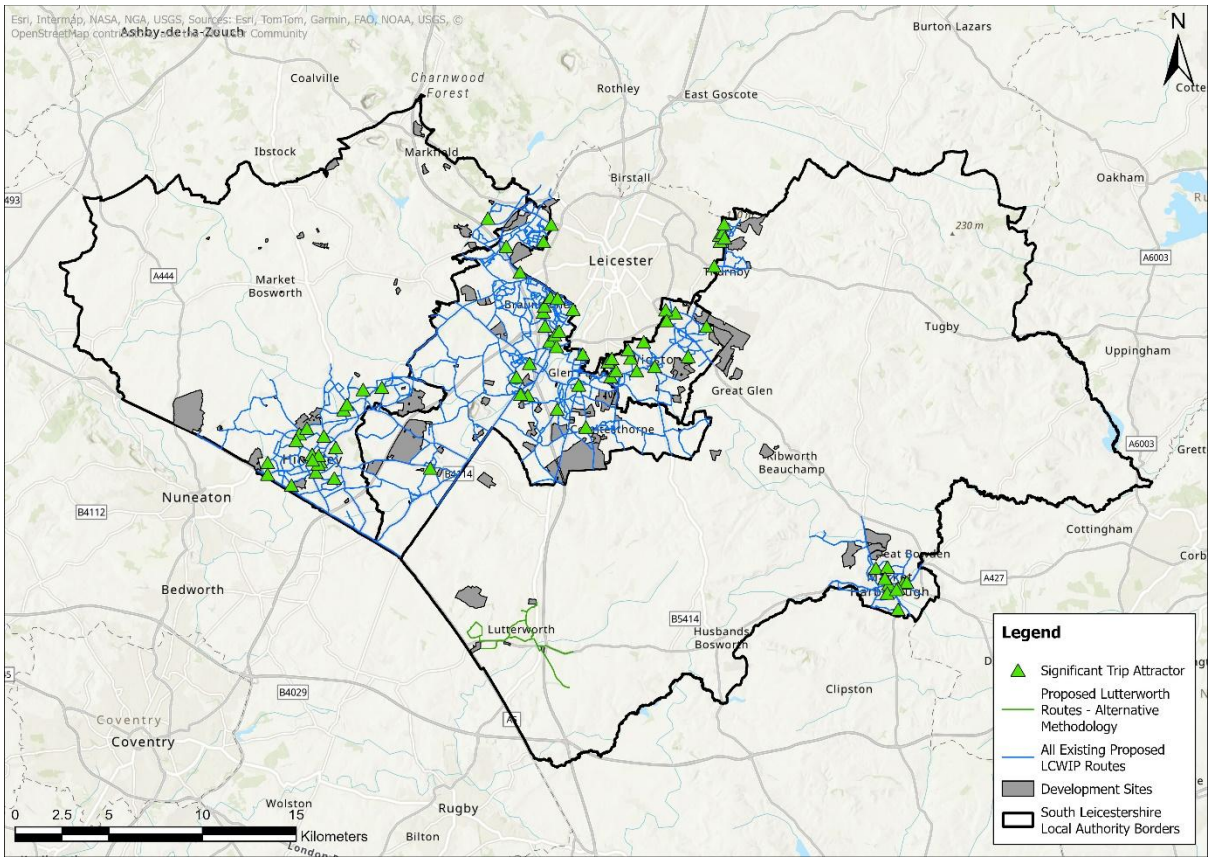

Figure 2-3: Location of Significant Trip Attractors and Active Travel Routes

2.2.11 The ArcGIS Network Analyst Closest Facilities tool works by analysing the defined network to calculate the shortest paths between sets of the development sites and trip attractors. Site allocations are loaded as incident points and significant trip attractors as facilities. Using network rules, such as permitted links and impedance (e.g. distance), the tool computes optimal routes along connected network segments.

2.2.12 From the network analysis, 35 routes were identified between site allocations and trip attractors. These were subject to further refinement after being shared with the district/borough authorities. The final identified routes from this analysis are shown in Figure 2-4.

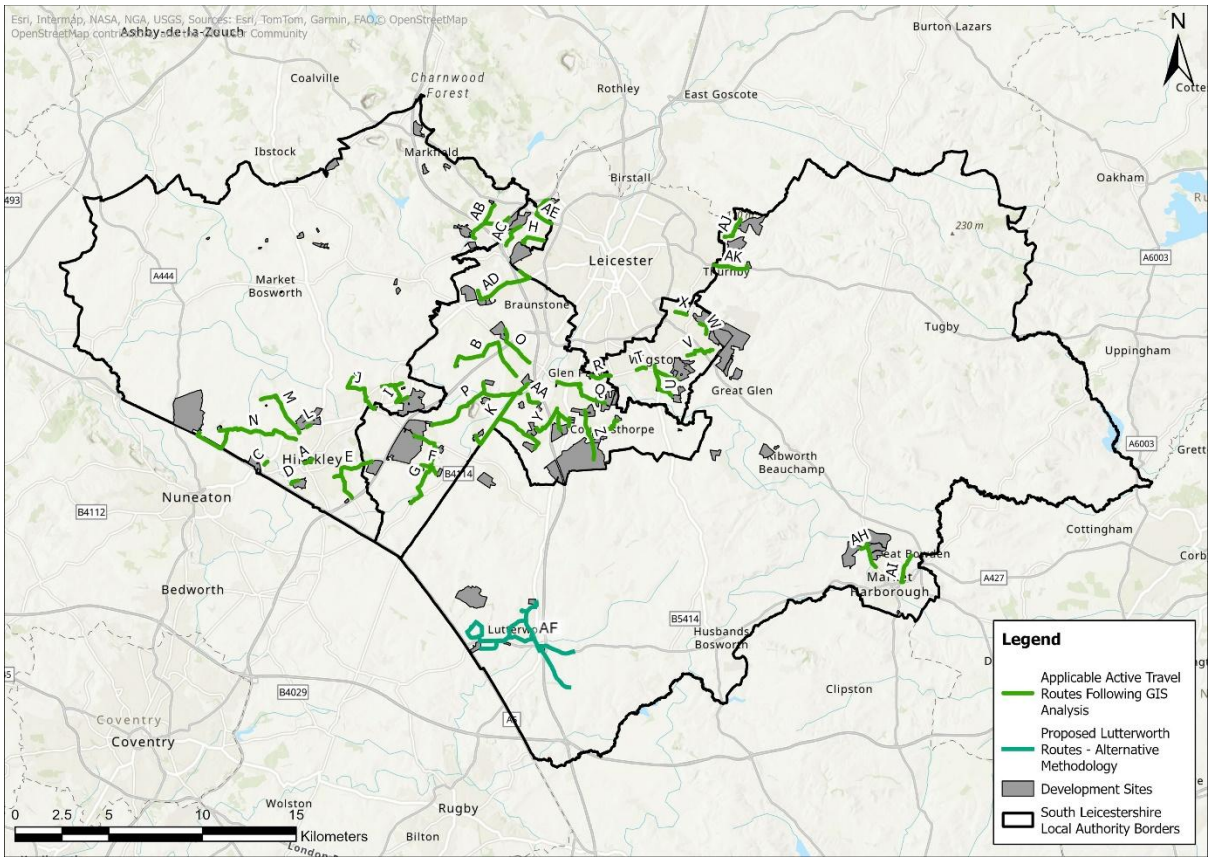

Figure 2-4: Active Travel GIS Network Analysis Outputs

Prioritising the routes for costing purposes

2.2.13 The approach to costing the routes agreed with LCC and the partner districts/boroughs involved establishing a set of five 'exemplar routes'. These exemplar routes underwent a detailed costing process led by AECOM's cost consulting team. The costs developed for the exemplar routes were then used as a benchmark to cost the remaining 30 routes.

2.2.14 To determine the 'exemplar routes', a prioritisation process was conducted, following a similar approach to the prioritisation stage of the DfT's LCWIP guidance. The routes were assessed against a set of criteria including future demand (based on PCT data), population and employment density, and the size of residential and employment site allocations. This scoring process helped to inform the 'exemplar routes' alongside other considerations such as the spatial distribution of routes, the length of routes and avoiding duplication of estimated costs in the adopted LCWIPs[1].

2.2.15 Table 2-2 shows the ‘exemplar routes’ used to provide benchmark costs for the remaining routes and the criteria which were considered in the prioritisation process.

[1] In the adopted LCWIPs some costing work has been completed for a limited selection of routes. Where possible, this exercise sought to avoid duplicating these existing costs. As the delivery of mitigation measures associated with Local Plan development is progressed, the measures and costs identified in the adopted LCWIPs should be taken into consideration alongside the evidence presented in this document.

Table 2-2: Exemplar Active Travel Routes and Prioritisation Scoring Criteria

Route	Distance (km)	Urban/ Rural	PCT Value	Population Density	Employment Density	Employment Site Allocation	Residential Site Allocation
I	2.9	Mixed	2	3	1	0	1
O	2.4	Urban	3	1	2	1	0
AD	4.1	Urban	3	2	1	0	1
AE	2.0	Urban	2	2	3	0	1
AH	1.8	Rural	1	1	1	0	2

2.2.16 The detailed cost breakdown of the identified routes, and the application of benchmarked costs to the remaining routes, can be found in Section 3. The attribution and apportionment of these costs to sites and local authorities follows in Section 4.

2.3 Public Transport

2.3.1 In the JTE Stage 2, the mitigation measure list included bus and rail public transport measures. For the purpose of this report, only bus schemes have been costed. Future rail improvements would form part of a wider case for investment by Network Rail.

2.3.2 The bus measures presented in the JTE Stage 2 mitigation list were strategic area-wide enhancements, with indicative priority corridors and measure locations identified, subject to further development and refinement. This report sets out the process followed to expand on the high-level thinking in the previous stage of work, determining specific junctions which could be enhanced through bus-related measures, thereby helping to enhance the attractiveness of bus services and therefore alleviate the impact of Local Plan growth.

2.3.3 The approach to developing bus measures drew upon analysis of existing infrastructure, services frequencies, the modelling outputs from JTE Stage 2, and the evidence base from the Bus Service Improvement Plan (BSIP) for Leicestershire. Although the approach was iterative, and was shaped by discussions with LCC and the partner districts/boroughs, the key steps can be summarised as follows:

1. **Identifying key bus corridors**
2. **Determining the junctions which require mitigation**
3. **Developing bus measures at the specified junction**

Identifying Key Bus Corridors

2.3.4 The first step in developing bus measures is to identify the key bus corridors currently used by operators, assess service frequencies along each corridor to understand where mitigation measures would have the greatest impact, and review the relationship between site allocations and existing service provision, considering how services may need to evolve as development sites comes forward.

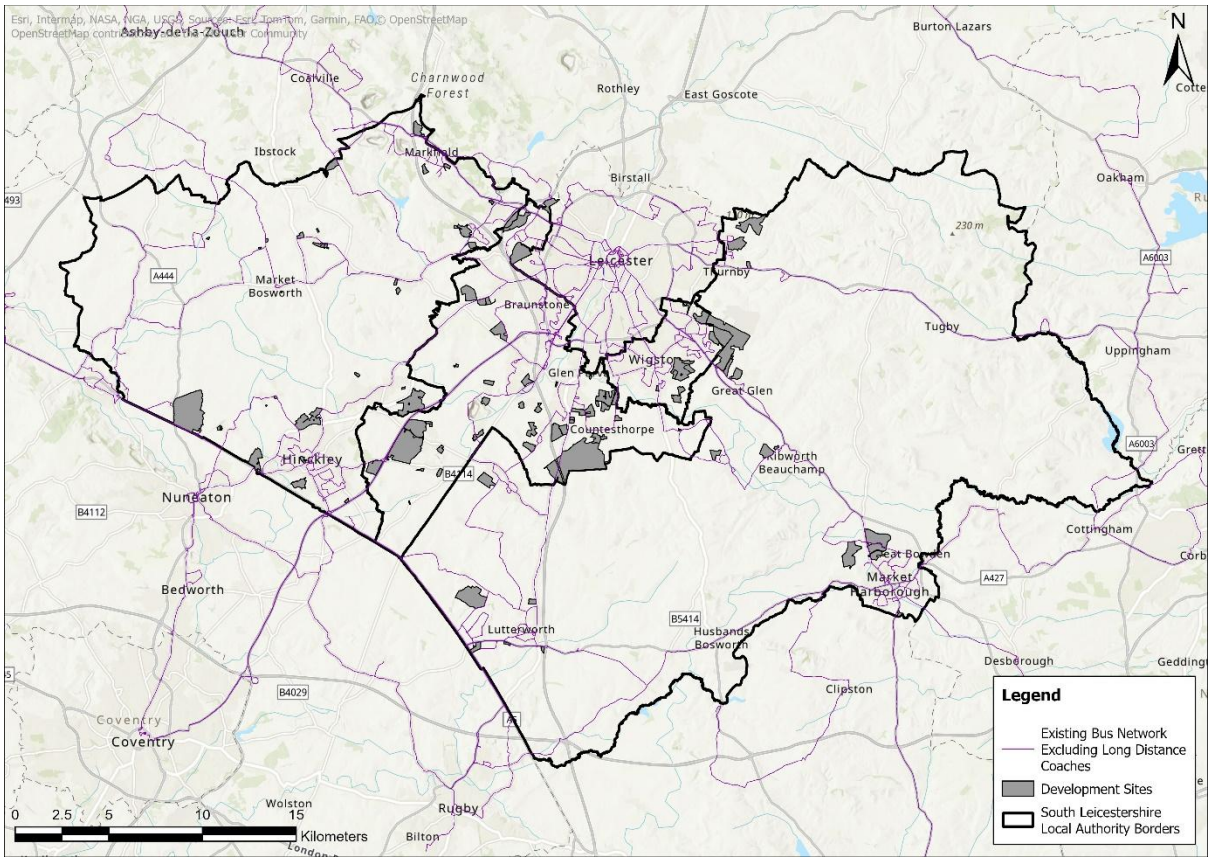

Figure 2-5: Existing Bus Network in South Leicestershire

2.3.5 Figure 2-5 shows the existing[2] network of bus service provision in South Leicestershire. Services are structured in a 'hub and spoke' model, with the majority of routes originating or ending in the City of Leicester, branching outwards along the key radial links through the local authority areas in South Leicestershire. Some routes serve the shorter local trips around Market Harborough, Hinckley, Blaby, Lutterworth, and other urban areas.

[2] The analysis was undertaken in early Autumn 2025. Bus services are subject to frequent changes including changes to frequency of services, alteration of routes, creation of new routes and services being removed. At time of publication of this report, the bus service network is likely to have undergone further changes which have not been accounted for.

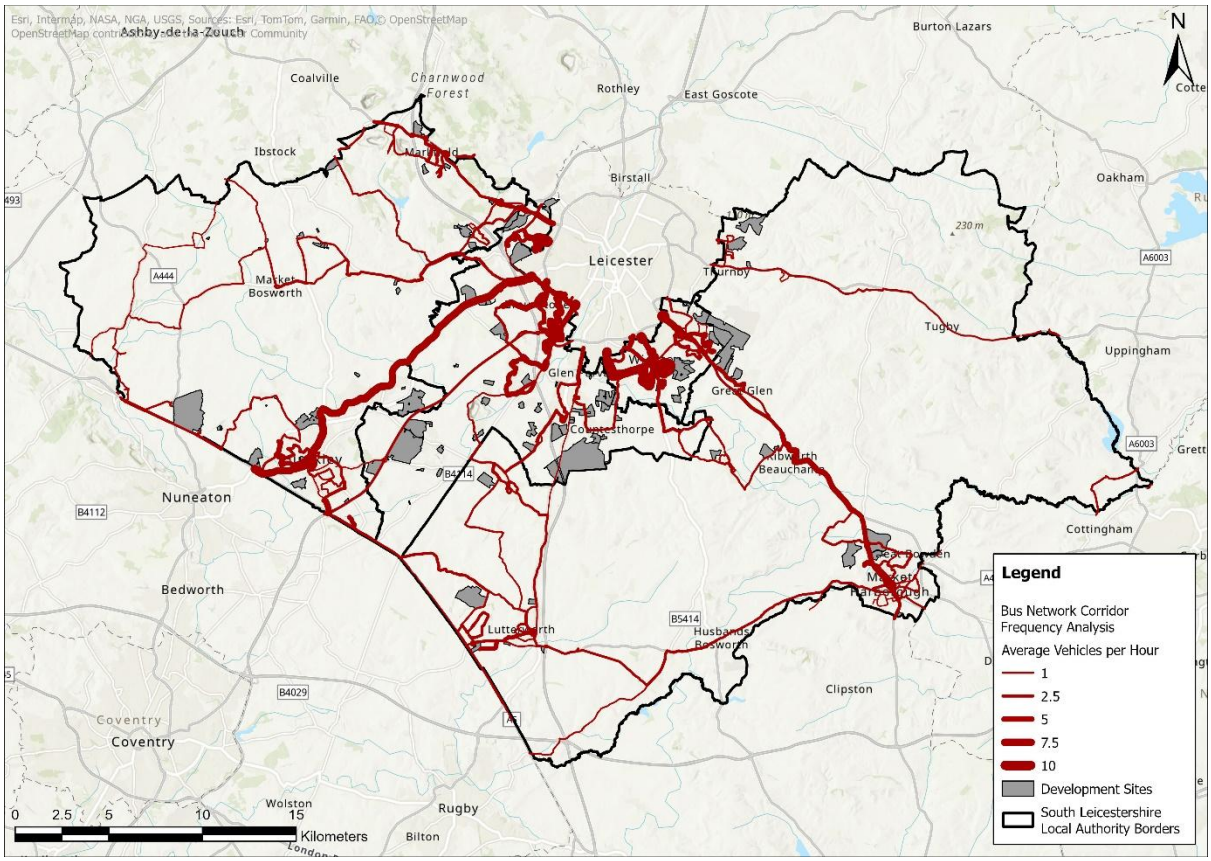

Figure 2-6: Service Frequency Data for Bus Routes in South Leicestershire

2.3.6 Service frequency data for routes in South Leicestershire (Figure 2-6) show that the A6 and A47 radial corridors carry the highest frequency of inter-urban bus services. In addition, there are notable bus movements on lower-classified roads around the edge of Leicester, including services to Blaby via the B4114 and to Oadby and Wigston via the B5366 and B532.

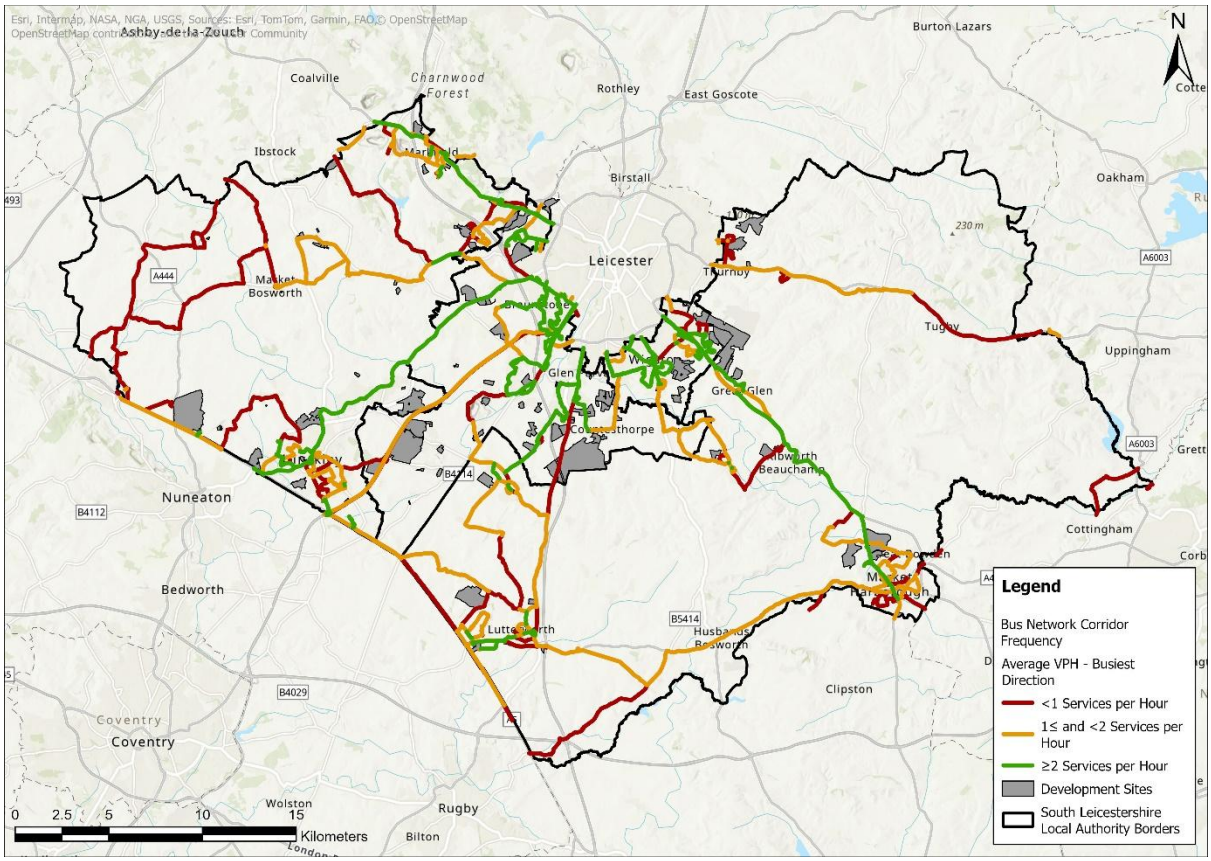

Figure 2-7: Bus Service Frequency Classification and Development Sites

2.3.7 Figure 2-7 shows the locations of site allocations in relation to existing high-frequency bus corridors, defined as those with at least at least 1 service per hour. This illustrates that the majority of sites, including the largest sites, are located on or nearby existing bus corridors (400m / 5-minute walk). Based on this evidence, it has been assumed that, although minor services alterations and re-routeing may be required, the spatial distribution of bus services is unlikely to markedly shift following the delivery of development in South Leicestershire.

2.3.8 Following the identification of the key patterns and corridors which define the bus network in South Leicestershire, further review of the potential junctions requiring bus mitigation was undertaken.

Determining the junctions which require mitigation

2.3.9 Given the strategic nature of this work, the identification of junctions requiring mitigation was informed by existing evidence, including outputs from the Leicestershire BSIP, JTE Stage 2 modelling, and the corridor analysis described above, rather than detailed junction-level assessment.

2.3.10 As part of the JTE Stage 2 modelling work, junctions which had Volume-over-Capacity (VoC) and delay issues in the Local Plan scenarios were highlighted. Figure 2-8 shows the locations of the junctions that were flagged as issues in the 2041 forecast year.

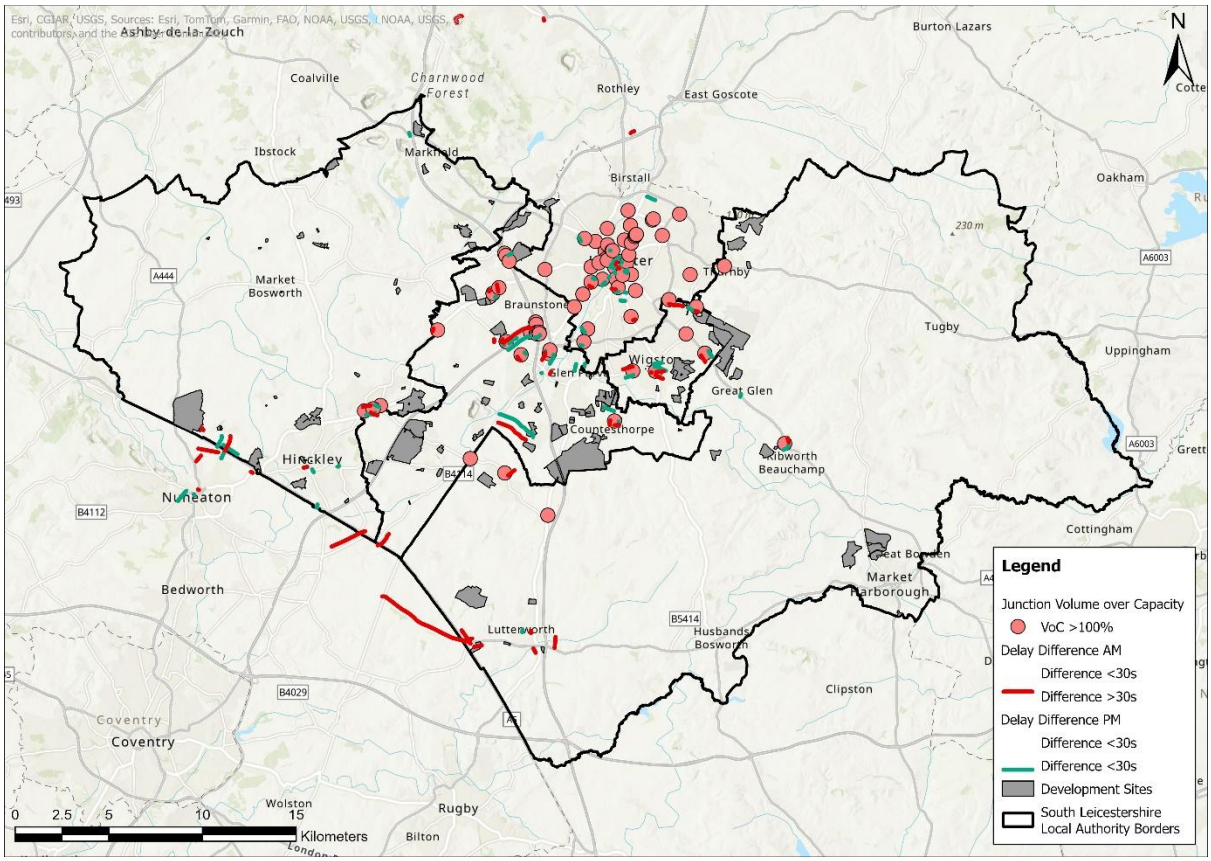

Figure 2-8: JTE Stage 2 VoC and Delay Issues (2041)

2.3.11 While the road measures discussed in Section 2.5 are intended to address congestion at many of the locations identified in Figure 2-8, and would also benefit buses given their use of the general road network, the JTE Stage 2 report emphasises the need for additional bus specific infrastructure to improve public transport provision in areas predicted to experience traffic delays and highway capacity issues.

2.3.12 In addition to the transport modelling outputs, numerous junctions were identified in discussions with LCC's BSIP team as presenting issues for bus operators. Although the Local Plan period is much longer than the timeframe of the BSIP, many of the locations identified as potentially requiring bus measures fall at or nearby the junctions which are highlighted in Figure 2-8. As the delivery of the BSIP is progressed, further details regarding feasibility studies and the evidence informing them will be published.

2.3.13 A longlist of junctions where bus measures were likely to be most effective was developed, recording the relevant corridor, service frequency along each corridor section, and any capacity issues identified through the JTE Stage 2 modelling. This longlist was subsequently refined to a shortlist of seven junctions for which measures were designed and costed. The shortlisting process considered junction type, the spatial distribution of measures, input from LCC's BSIP team, and the extent to which road-based mitigation had already been identified through the JTE Stage 2 modelling. The shortlisted junctions are shown in Figure 2-9.

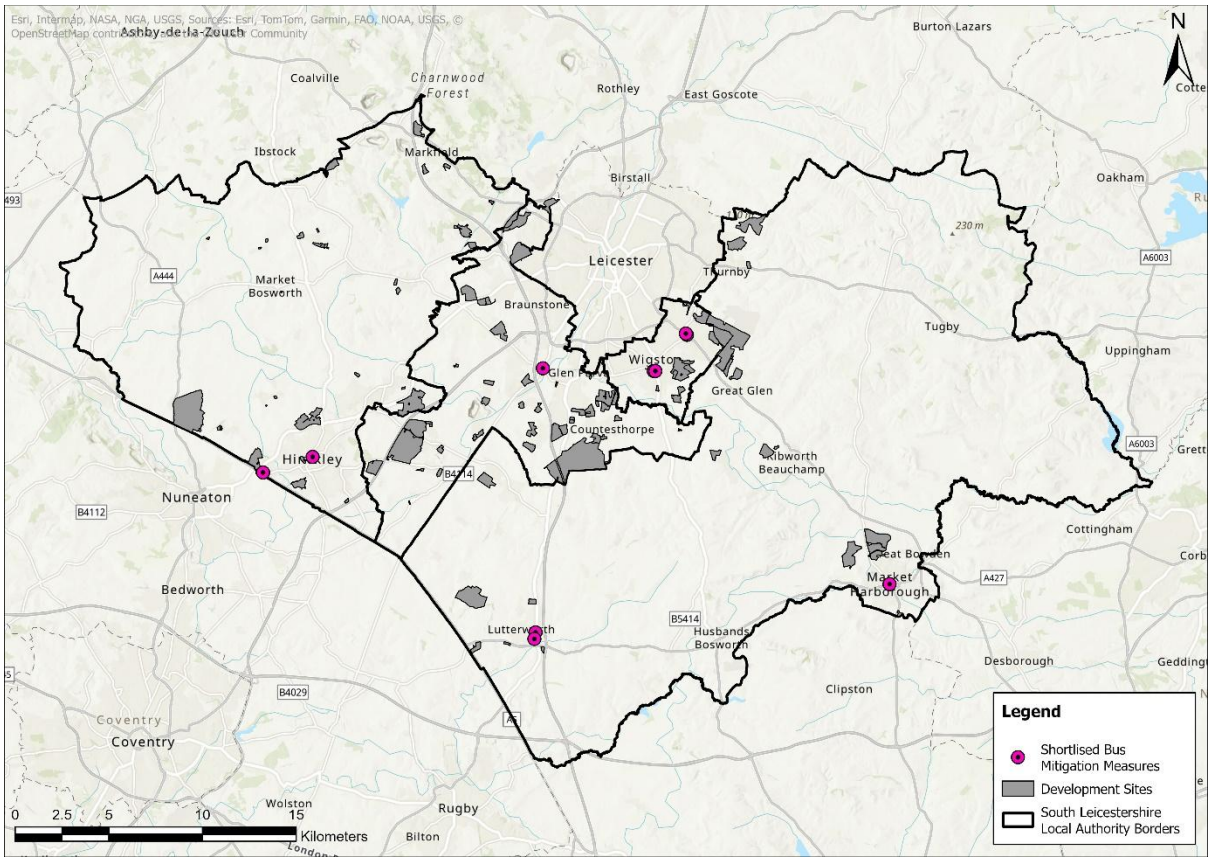

Figure 2-9: Location of Shortlisted Bus Mitigation Measures

2.3.14 The measures shown in Figure 2-9 are listed in Table 2-3 below.

Table 2-3: Locations Shortlisted for Bus Measures

ID	Junction	Type	Location	Service Frequency
A	Dodwells Roundabout (A5)	Four-arm signalised roundabout	Hinckley/A5	High (at least 1 vph)
B	Regent Street/The Borough	Signalised T-junction	Hinckley	High (at least 1 vph)
C	High Street/The Square	Signalised T-junction	Market Harborough	Very High (at least 2 vph)
D	Leicester Road and High Street from Bill Crane Way down to Woodmarket	T-junction	Lutterworth	High (at least 1 vph)
E	A6 Harborough Road / New Street and A6 Harborough Road / Uplands Road	Staggered T-junction	Oadby	Very High (at least 2 vph)
F	A5199/B582 and B582/Horsewell Ln	Crossroads	Wigston	Very High (at least 2 vph)
G	B582/B4114	Four-arm signalised roundabout	Blaby	Very High (at least 2 vph)

2.3.15 Potential bus measures were then identified at each of the shortlisted locations.

Developing bus measures at the identified junctions

2.3.16 To identify the most appropriate measures at each of the shortlisted junctions, evidence from LCC's BSIP process was used, scheme details were developed with AECOM's traffic signal engineering team, and further discussions were held with district and borough partners to address any concerns and agree amendments. The final agreed measures were then sketched and costed.

2.3.17 The agreed measures are shown in Table 2-4. The costings can be found in Section 3.3. The attribution and apportionment of these costs to sites and local authorities follows in Section 4.

Table 2-4: Agreed Public Transport Mitigation Measures

Junction	Measure
Dodwells Roundabout (A5)	Additional Lane on Dodwells Road
Regent Street/The Borough	Remove some parking on The Borough to make room for an additional northbound approach on The Borough
High Street/The Square	Provide widening for right turn traffic into Coventry Road
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Signalise High Street/Stoney Hollow Junction
A6 Harborough Road / New Street and A6 Harborough Road / Uplands Road	Bus detection measures at the signalised CYCLOPS junction to facilitate priority movements.
A5199/B582 and B582/Horsewell Ln	Signalisation scheme to align timing between the two junctions. Yellow box to be extended further to the east.
B582/B4114	Bus gate could be provided at bus stop on the B4114 that will stop traffic when a bus is waiting to exit the bus stop and allow time for the bus to get to the right-hand lane before traffic is released.

2.4 Mobility Hubs / Multi-Modal Interchanges

2.4.1 Locations that facilitate modal interchange, referred to as Mobility Hubs, were put forward as mitigation measures at 11 locations in South Leicestershire. The proposed locations, shown in Figure 2-10, were classified as one of four typologies:

- Key Existing Rail Stations Near Major Developments;
- Key Trip Attractors;
- Park & Rider Hubs on the Edge of the Leicester Urban Area; and
- Rural Areas and Large Developments.

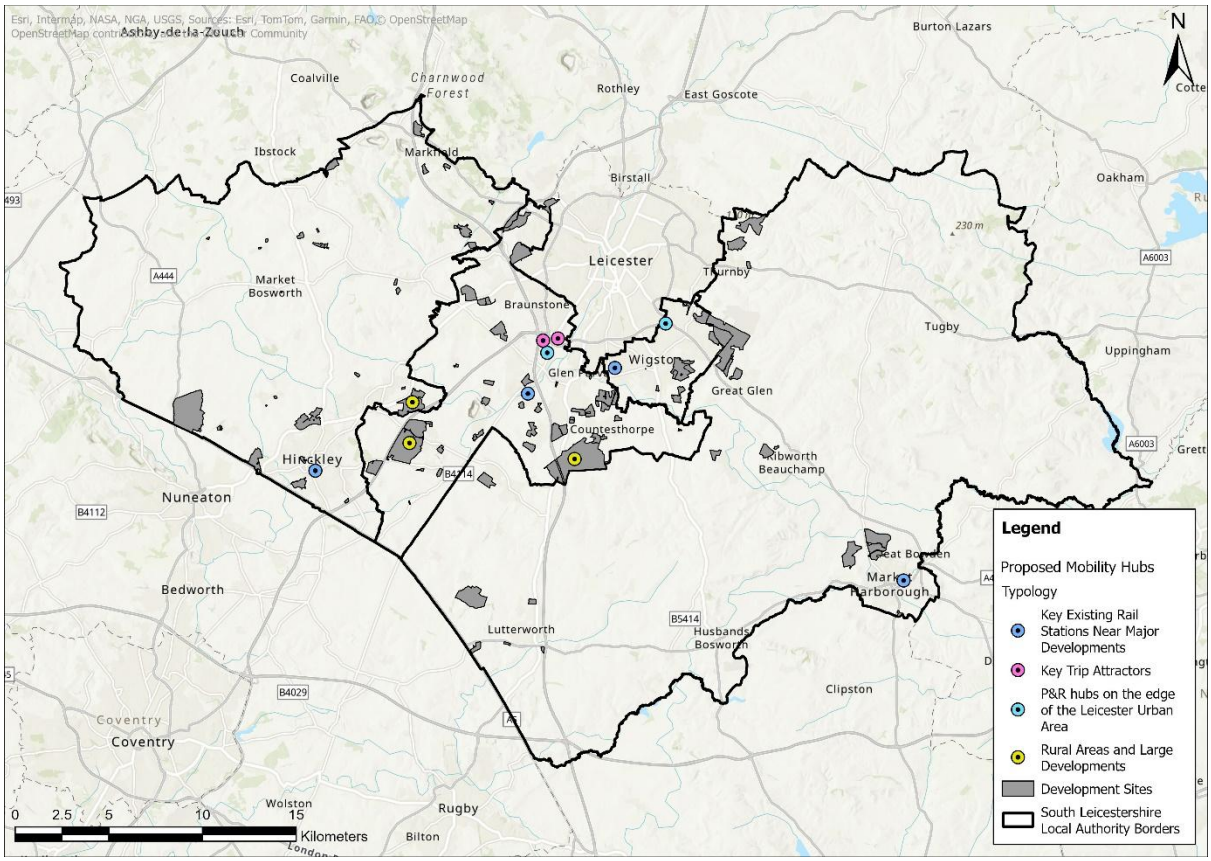

Figure 2-10: Mobility Hub Typologies Identified in JTE Stage 2

2.4.2 The estimated construction costs were derived from CoMoUK's publication 'The design process - mobility hubs realised Process, illustrations, and costings for five mobility hub types' (2022[3]) which specifies estimated costs for typologies of mobility hubs.

2.4.3 The typologies identified in the JTE Stage 2 were aligned with the mobility hub typologies identified in the CoMoUK guidance. Table 2-5 illustrates this alignment.

Table 2-5: Mobility Hub Typology Alignment

Mobility Hub	JTE Typology	Corresponding CoMoUK Typologies
Hinckley Station	Key Existing Rail Stations Near Major Developments	Large Interchange or city centre hub
Narborough Station		
South Wigston Station		
Market Harborough Station		
Leicester Racecourse P&R	P&R Hubs on the Edge of the Leicester Urban Area	Transport corridor hub
Enderby P&R		
Fosse Park	Key Trip Attractors	Business park or new housing development hub
Grove Park		
Whetstone Pastures	Rural Areas and Large Developments	
Stoney Stanton		
Earl Shilton		

[3] https://www.como.org.uk/guidance?mode=Mobility+hubs

2.4.4 Section 3.4 details the estimated costs associated with each of the CoMoUK typologies. The attribution and apportionment of these costs to sites and local authorities follows in Section 4.

2.5 Local Road Network

2.5.1 The local road network measures identified in the JTE Stage 2 for delivery by 2036 and 2041 were sketched and costed. The locations of these measures are shown in Figure 2-11.

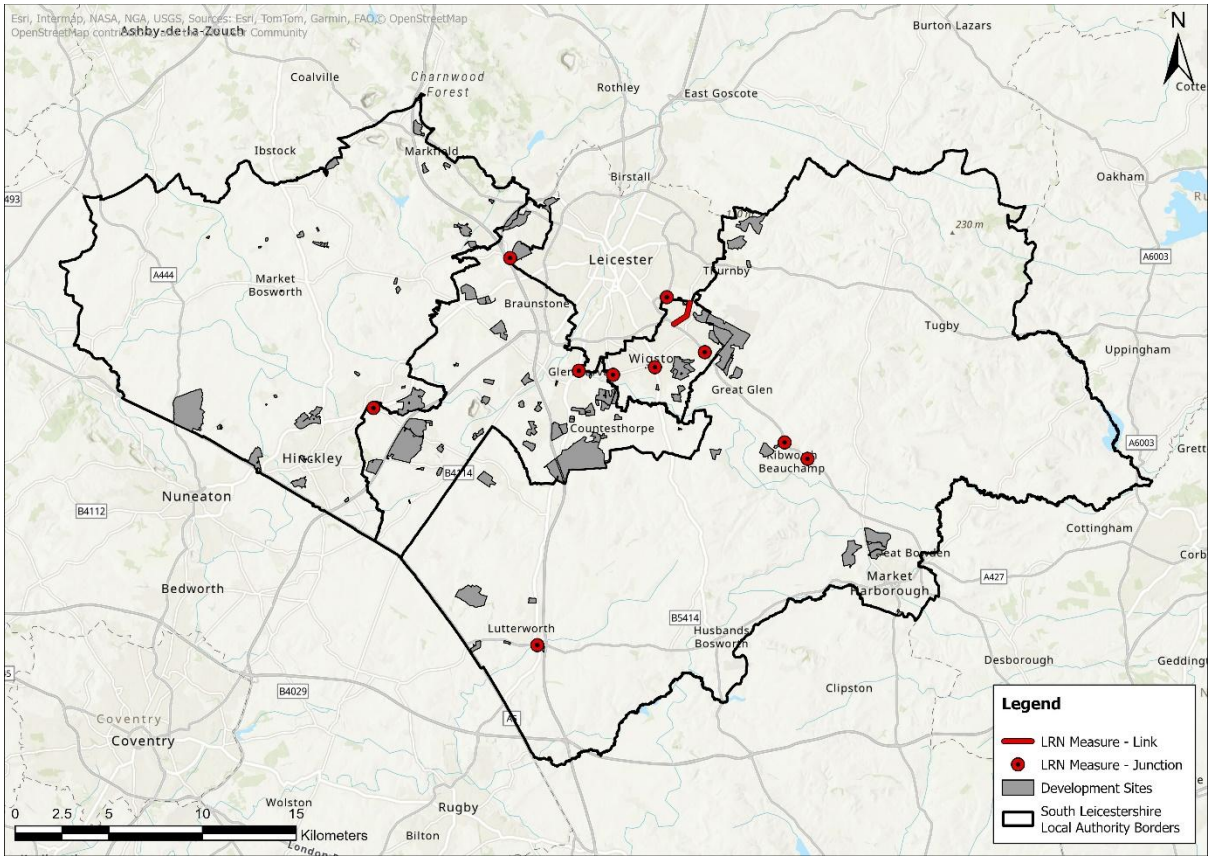

Figure 2-11: Location of Local Road Network Measures

2.5.2 The assumptions regarding the nature of measures were carried across from the modelling assumptions detailed in Stage 2. In some instances, the assumptions were updated based on discussions with the partner districts and boroughs. Details of the LRN measures and assumptions are specified in Table 2-6.

Table 2-6: Costed Local Road Network Measures

Measure	Description
Ratby Lane / Kirby Lane	Lane Widening on Northern Arm
A47 / Station Road	Lane widening along A47 to create 2 dedicated lanes
A6 Harborough Road / New Road	Full signalised junction with lane widening on all arms
A6 Leicester Road / Wistow Road	Lane widening on all arms
A4303 Lutterworth Road / A426 Rugby Road	Lane widening on all arms
A6 Glen Road / Florence Wragg Way	Lane widening on all arms
A5199 Bull Head Street / Kelmarsh Avenue	Lane widening on all arms
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	Lane widening on all arms
B582 St Thomas Road / B5366 Saffron Road	Removal of on street parking along B5366

Measure	Description
A6 Leicester Road / B582 Gartree Road	New link road between A6 Leicester Road and B582 Gartree Road

2.5.3 Section 3.5 details the estimated costs associated with each of measures. The attribution and apportionment of these costs to sites and local authorities follows in Section 4. Although this study has assumed that mitigation such as lane widening or the creation of new lanes is possible, it is noted that many of these junctions are significantly constrained, for example by a lack of highways land, particularly in more urban locations. Therefore, the potential for delivering the Local Road Network mitigation measures outlined in Table 2.6 (above) would require further consideration.

2.6 Strategic Road Network

2.6.1 Only one measure on the Strategic Road Network has been costed: a new M1 Junction 20a where the M1 is crossed by the A426 south of Whetstone.

2.6.2 The JTE Stage 2 report states that mitigation measures on the Strategic Road Network (SRN) are within the scope of Stage 2 only as part of the post-2041 package. The measure at M1 Junction 20a falls within this category as it is considered unlikely it would be delivered before 2041 given the scale and complexity of the scheme, and dependence upon funding from Government and third parties

2.6.3 The assumptions regarding the layout of the M1 J20a Scheme were taken from a Strategic Transport Presentation 'Infrastructure delivery to support Strategic Growth Plan' prepared by LCC. This is shown in Figure **2-12**.

2.6.4 Section 3.6 of this report details the estimated costs of the proposed scheme.

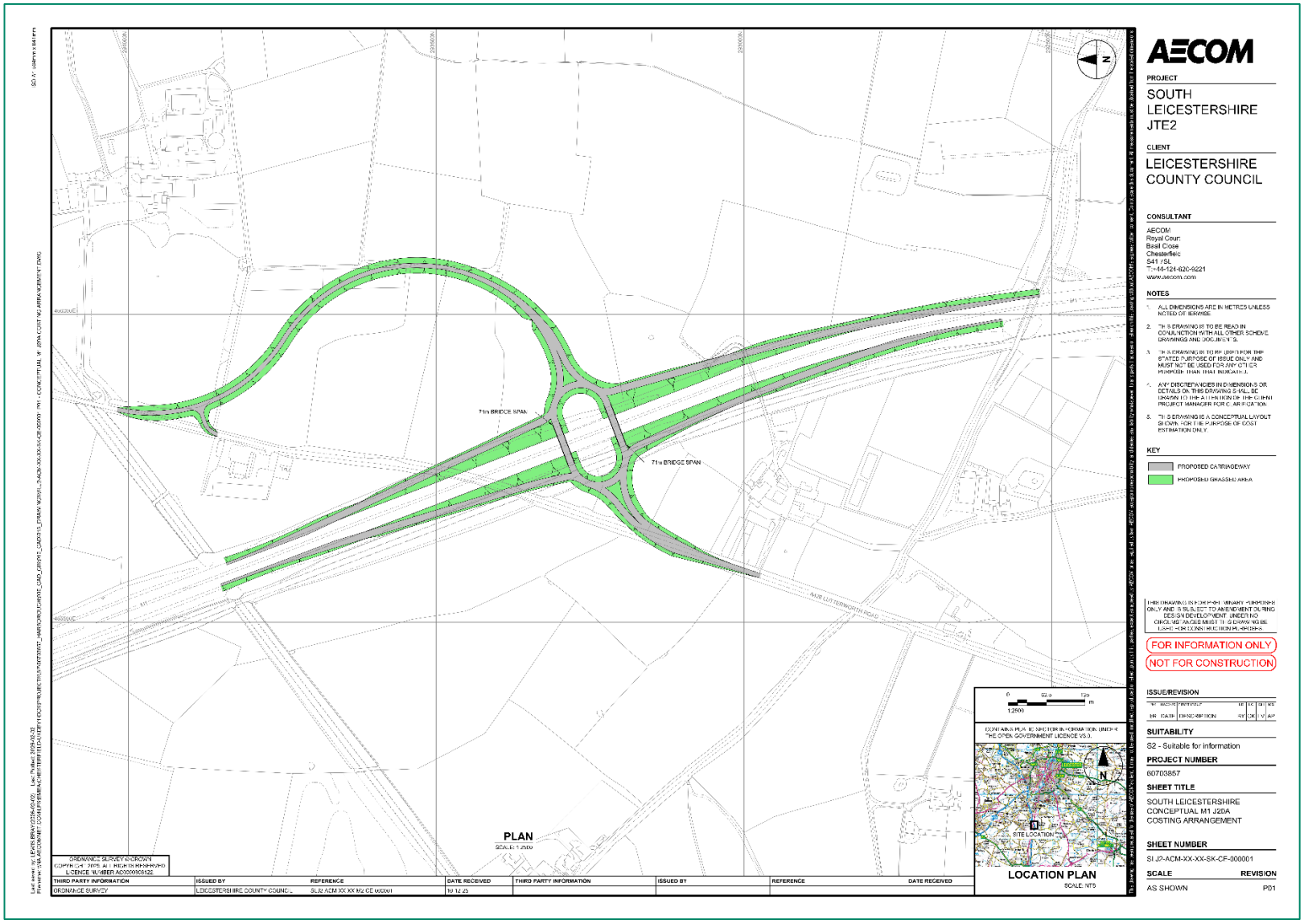

Figure 2-12: Proposed Layout for New M1 Junction 20a

3. Mitigation Measures Costs

3.1 Methodology

3.1.1 Base costs for measures have been estimated based on a range of sources, including schemes which AECOM has previously costed, previous cost estimates collated by AECOM to inform other similar Local Plan costing exercises, and Spon's Civil Engineering and Highway Works Price Book (which AECOM compiles).

3.1.2 It should be recognised that most of the measures identified in this report are defined at a high level, therefore there is a high degree of uncertainty around their composition that would only be determined if the measures were to be developed further including preliminary and detailed designs, on-site surveys and information compiled from statutory undertakers.

3.1.3 In recognition of these uncertainties, the base costs have been factored up based on the following percentages (applied as a compound calculation). This approach has been adopted by AECOM on numerous Local Plan and Infrastructure Delivery Plan projects:

Construction Cost plus

- Traffic Management and Closures – £12,500 per month
- Preliminaries – 15% of construction and traffic management costs
- Contingency – 20%
- Optimism Bias – 44%

= Total Cost

3.1.4 No allowance has been made for the following items:

- Professional fees
- Ground investigation, or other surveys
- Ground remediation, or removal of unsuitable material
- Demolition of buildings/structures
- Utility supplies and diversions
- Statutory authority fees/approvals
- Street lighting connections/reinforcement
- Land ownership costs
- Earthworks
- Temporary works
- Retaining structures
- Diversion or upgrade of any drainage
- Surface water attenuation or flow control devices
- Repair/reinstatement of the existing highway outside of the proposed mitigation
- Landscaping
- Vehicle restraint systems

- Land drainage

3.2 Active Modes

3.2.1 Cost estimates for the thirty-four active mode measures introduced in section 2 of the report are presented in the following table. The schemes highlighted in below – routes I, O, AD, AE and AH – have formed the basis of a calculation to determine an average per-metre estimated construction costs which has been applied to derive the estimated construction costs for all other active mode routes.

Table 3-1: Active Mode Measures Cost Breakdown

Routes	Base Construction Cost	Traffic Management and Closures	Preliminaries	Contingency	Optimism Bias	TOTAL
		£12,500 pm (assumed 6-months for all schemes)	15% construction and traffic management	20%	44%	
Route A	£889,155	£75,000	£144,623	£221,756	£585,435	£1,915,969
Route B	£8,613,275	£75,000	£1,303,241	£1,998,303	£5,275,521	£17,265,341
Route C	£390,860	£75,000	£69,879	£107,148	£282,870	£925,757
Route D	£774,611	£75,000	£127,442	£195,411	£515,884	£1,688,347
Route E	£6,584,124	£75,000	£998,869	£1,531,598	£4,043,420	£13,233,011
Route F	£1,689,876	£75,000	£264,731	£405,922	£1,071,633	£3,507,162
Route G	£8,822,224	£75,000	£1,334,584	£2,046,361	£5,402,394	£17,680,563
Route H	£2,275,246	£75,000	£352,537	£540,557	£1,427,069	£4,670,409
Route I	£1,305,000	£75,000	£207,000	£317,400	£837,936	£2,742,336
Route J	£4,949,123	£75,000	£753,618	£1,155,548	£3,050,647	£9,983,937
Route K	£12,874,997	£75,000	£1,942,500	£2,978,499	£7,863,238	£25,734,235
Route L	£392,247	£75,000	£70,087	£107,467	£283,712	£928,512
Route M	£5,391,933	£75,000	£820,040	£1,257,395	£3,319,522	£10,863,889
Route N	£12,096,507	£75,000	£1,825,726	£2,799,447	£7,390,539	£24,187,219
Route O	£2,492,000	£75,000	£385,050	£590,410	£1,558,682	£5,101,142
Route P	£9,768,094	£75,000	£1,476,464	£2,263,912	£5,976,726	£19,560,196
Route Q	£5,484,003	£75,000	£833,851	£1,278,571	£3,375,427	£11,046,852
Route R	£1,900,437	£75,000	£296,316	£454,351	£1,199,486	£3,925,589
Route T	£878,656	£75,000	£143,048	£219,341	£579,060	£1,895,105
Route U	£5,687,825	£75,000	£864,424	£1,325,450	£3,499,187	£11,451,885
Route V	£2,916,677	£75,000	£448,751	£688,086	£1,816,546	£5,945,060
Route W	£1,447,133	£75,000	£228,320	£350,091	£924,239	£3,024,783
Route X	£1,037,565	£75,000	£166,885	£255,890	£675,550	£2,210,889

Routes	Base Construction Cost	Traffic Management and Closures	Preliminaries	Contingency	Optimism Bias	TOTAL
		£12,500 pm (assumed 6-months for all schemes)	15% construction and traffic management	20%	44%	
Route Y	£6,933,551	£75,000	£1,051,283	£1,611,967	£4,255,592	£13,927,393
Route Z	£7,798,676	£75,000	£1,181,051	£1,810,945	£4,780,896	£15,646,569
Route AA	£1,476,432	£75,000	£232,715	£356,829	£942,029	£3,083,005
Route AB	£6,160,643	£75,000	£935,347	£1,434,198	£3,786,283	£12,391,471
Route AC	£2,461,976	£75,000	£380,546	£583,504	£1,540,452	£5,041,478
Route AD	£3,850,000	£75,000	£588,750	£902,750	£2,383,260	£7,799,760
Route AE	£942,000	£75,000	£152,550	£233,910	£617,522	£2,020,982
Route AF	£28,109,479	£75,000	£4,227,672	£6,482,430	£17,113,616	£56,008,197
Route AH	£2,127,000	£75,000	£330,300	£506,460	£1,337,054	£4,375,814
Route AI	£2,766,234	£75,000	£426,185	£653,484	£1,725,197	£5,646,101
Route AJ	£2,378,552	£75,000	£368,033	£564,317	£1,489,797	£4,875,699
Route AK	£3,214,564	£75,000	£493,435	£756,600	£1,997,423	£6,537,022
Total	**£166,880,676**	**£2,625,000**	**£25,425,851**	**£38,986,305**	**£102,923,846**	**£336,841,679**

3.3 Public Transport

3.3.1 Cost estimates for the seven bus-related measures, introduced in section 2 of the report, are presented in the following table.

Table 3-2: Public Transport Measures Cost Breakdown

	Base Construction Cost	Traffic Management and Closures	Preliminaries	Contingency	Optimism Bias	TOTAL
		£12,500 pm	15% construction and traffic management	20%	44%	
Dodwells Roundabout (A5)	£807,000	£150,000	£143,550	£220,110	£581,090	£1,901,750
Regent Street/The Borough	£9,000	£37,500	£6,975	£10,695	£28,235	£92,405
High Street/The Square	£183,000	£75,000	£38,700	£59,340	£156,658	£512,698

	Base Construction Cost	Traffic Management and Closures	Preliminaries	Contingency	Optimism Bias	TOTAL
		£12,500 pm	15% construction and traffic management	20%	44%	
Leicester Road and High Street from Bill Crane Way down to Woodmarket	£319,000	£37,500	£53,475	£81,995	£216,467	£708,437
A6 Harborough Road / New Street and A6 Harborough Road / Uplands Road	£25,000	£12,500	£5,625	£8,625	£22,770	£74,520
A5199/B582 and B582/ Horsewell Ln	£1,000	£12,500	£2,025	£3,105	£8,197	£26,827
B582/B4114	£76,000	£37,500	£17,025	£26,105	£68,917	£225,547
Total	**£1,420,000**	**£362,500**	**£267,375**	**£409,975**	**£1,082,334**	**£3,542,184**

3.4 Mobility Hubs / Multi-Modal Interchanges

3.4.1 Cost estimates for the eleven mobility hubs/multi-modal interchanges introduced in section 2 of the report are presented in the following table.

3.4.2 The estimated construction costs have been derived from CoMoUK's publication 'The design process - mobility hubs realised Process, illustrations, and costings for five mobility hub types' (2022[4]) which specifies estimated costs for typologies of mobility hubs. A 15% uplift has been applied to the base works costs quoted in CoMoUK's report to broadly take into account inflation since the report's publication in 2022:

- (1) Large interchange or city centre hub = £427,000 works cost (2022) + 15% = £491,050
- (2) Transport corridor hub = £338,000 works cost (2022) + 15% = £388,700

[4] https://www.como.org.uk/guidance?mode=Mobility+hubs

- (3) Business park or new housing development hub = £185,000 works cost (2022) + 15% = £212,750
- (4) Suburbs or mini hub = £225,000 works cost (2022) + 15% = £258,750
- (5) Small market town or village/tourism hub works cost (2022) = £180,300 = £207,345

3.4.3 None of the mobility hub locations considered in this report have been aligned with types 4 or 5 listed above.

Table 3-3: Mobility Hub Measures Cost Breakdown

	Base Construction Cost	Traffic Management and Closures	Preliminaries	Contingency	Optimism Bias	TOTAL
		£12,500 pm (assumed 6-months for all schemes)	15% construction and traffic management	20%	44%	
Hinckley Station (1)	£491,050	£75,000	£84,908	£130,192	£343,706	£1,124,855
Narborough Station (1)	£491,050	£75,000	£84,908	£130,192	£343,706	£1,124,855
South Wigston Station (1)	£491,050	£75,000	£84,908	£130,192	£343,706	£1,124,855
Market Harborough Station (1)	£491,050	£75,000	£84,908	£130,192	£343,706	£1,124,855
Leicester Racecourse P&R (2)	£388,700	£75,000	£69,555	£106,651	£281,559	£921,465
Fosse Park (3)	£212,750	£75,000	£43,163	£66,183	£174,722	£571,817
Grove Park (3)	£212,750	£75,000	£43,163	£66,183	£174,722	£571,817
Enderby P&R (2)	£388,700	£75,000	£69,555	£106,651	£281,559	£921,465
Whetstone Pastures (3)	£212,750	£75,000	£43,163	£66,183	£174,722	£571,817
Stoney Stanton (3)	£212,750	£75,000	£43,163	£66,183	£174,722	£571,817
Earl Shilton (3)	£212,750	£75,000	£43,163	£66,183	£174,722	£571,817
Total	**£3,805,350**	**£825,000**	**£694,557**	**£1,064,985**	**£2,811,552**	**£9,201,435**

3.5 Local Road Network

3.5.1 Cost estimates for the ten local road network measures introduced in section 2 of the report are presented in the following table.

3.5.2 Additional assumptions have been made by AECOM when estimating cost of Local Road Network measures. Proposed carriageway construction has been based on a total thickness of bituminous layers of 300mm, 150mm type 1 sub-base and 250mm capping. It is assumed that all existing drainage has sufficient capacity to accept any additional run-off from the proposed highway mitigation.

Table 3-4: Local Road Network Measures Cost Breakdown

	Base Construction Cost	Traffic Management and Closures	Preliminaries	Contingency	Optimism Bias	TOTAL
		£12,500 pm	15% construction and traffic management	20%	44%	
Ratby Lane / Kirby Lane	£641,000	£12,500	£98,025	£150,305	£396,805	£1,298,635
A47 / Station Road	£380,000	£75,000	£68,250	£104,650	£276,276	£904,176
A6 Harborough Road / New Road	£1,401,500	£150,000	£232,725	£356,845	£942,071	£3,083,141
A6 Leicester Road / Wistow Road	£165,500	£75,000	£36,075	£55,315	£146,032	£477,922
A4303 Lutterworth Road / A426 Rugby Road	£331,500	£150,000	£72,225	£110,745	£292,367	£956,837
A6 Glen Road / Florence Wragg Way	£390,000	£75,000	£69,750	£106,950	£282,348	£924,048
A5199 Bull Head Street / Kelmarsh Avenue	£707,000	£75,000	£117,300	£179,860	£474,830	£1,553,990
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	£452,000	£50,000	£67,800	£113,960	£300,854	£984,614
B582 St Thomas Road / B5366 Saffron Road	£2,500	£37,500	£375	£8,075	£21,318	£69,768
A6 Leicester Road / B582 Gartree Road	£5,208,000	£75,000	£781,200	£1,212,840	£3,201,898	£10,478,938
Total	**£9,679,000**	**£775,000**	**£1,543,725**	**£2,399,545**	**£6,334,799**	**£20,732,069**

3.6 Strategic Road Network

3.6.1 The cost estimate for M1 Junction 20a is presented below. It must be emphasised, this is expected to be a highly complex scheme, and very broad assumptions have been made to generate an indicative cost estimate.

3.6.2 The costs are built-up sequentially. The percentage uplifts for contractor's overheads and profit, design fees, and project management are applied on a common base.

Table 3-5: M1 Junction 20a Cost Breakdown

Item	Detail	Cost
Construction Cost	-	£41,588,426
Utilities	5%	£2,079,421
Traffic Management	10%	£4,366,785
Preliminaries	15%	£7,205,195
Contractor's Overheads and Profit	10%	£5,523,983
Design Fees	15%	£8,285,974
Project Management	15%	£8,285,974
Contingency	20%	£15,467,151
Optimism Bias	44%	£40,833,280
Inflation	2.5% compound over 10 years	£37,329,431
Total	**-**	**£171,100,000**

3.7 Summary of Costs

3.7.1 Table 3-6 summarises the total costs presented in Table 3-1 to Table 3-5. The total cost of all mitigation measures is **£541,417,367**, including the cost of M1 Junction 20a. Excluding M1 Junction 20a, the total cost is £ £370,317,367.

Table 3-6: Total Cost of Mitigation Measures

Mode	Cost
Active Modes	£336,841,679
Public Transport	£3,542,184
Mobility Hubs	£9,201,435
Local Road Network	£20,732,069
Strategic Road Network	£171,100,000
Total	**£541,417,367**

3.7.2 As part of the JTE Stage 2, the proposed mitigation measures were packaged for each of the three forecast years (2036, 2041 and 2051/Full Built-Out) to address the sequential nature of growth and the impacts of growth. The packaged year of each mitigation measure is shown in Appendix A. While the delivery year for each mitigation measure remains subject to further refinement, indicative costs for each package year are presented in Table 3-7.

Table 3-7: Total Cumulative Cost by Package Year

Package Year	Cumulative Cost
2036	£359,360,507
2041	£370,317,367
2051/Full Build Out	£541,417,367

4. Attribution and Apportionment

4.1 Methodology

4.2 AECOM has applied an approach to **attributing** each mitigation measure to a development or multiple development sites, and **apportioning** costs to those developments. This approach has been used by AECOM to inform transport evidence bases on other Local Plans and Infrastructure Delivery Plans, and is considered to be both robust and proportionate for a strategic assessment of this nature.

4.3 The apportionment provides an indication of how the cost of mitigation could be split by district/borough. However, this does not mean that developer contributions within each district/borough are expected to meet these costs in full. Further work, incorporating analysis of site-specific impacts, mitigation requirements, and associated costs, will be required to inform Local Plan viability assessments.

Attribution of mitigation measures to development sites

4.4 The transport modelling data which has underpinned the development of the JTE has resulted in the identification of locations where mitigation could be required to address the cumulative impacts of development across the study area.

4.5 A stepped approach has been used to determine attribution, as summarised in the following table.

Table 4-1: Stepped-methodology for attributing mitigation measures to development sites

Step	Criteria
Step 1	Identify measures located within development sites This category comprises 3 Mobility Hubs/Multi Modal Interchanges which sit within development sites: - Whetstone Pastures (ID 500) - Stoney Stanton (ID 494) - Earl Shilton (ID 353)
Step 2	Of the remaining measures, identify those which are expected to be strategic-level measures which will have a wide area of influence, e.g. across a whole planning authority area, the South Leicestershire area, the whole of Leicestershire or regionally. This category comprises: - The remaining 8 Mobility Hubs/Multi-Modal Interchanges that sit outside of specific development sites - M1 Junction 20a
Step 3	Of the remaining measures, identify those within 'Primary' distance threshold of 0.5km from the edge of one or more development site (this demonstrates very strong level of attribution) This category comprises 46 measures, of which: - 7 are Local Road Network measures - 5 are Bus measures - 34 are Active Mode measures

Step	Criteria
Step 4	Of the remaining measures, identify those within 'Secondary' distance threshold of 1km from the edge of one or more development site (this demonstrates a moderate to strong level of attribution) This category comprises 6 measures, of which: - 3 are Local Road Network measures - 3 are Bus measures

4.6 To robustly demonstrate attribution, it has been imperative to use as short as is practical distance threshold. For this assessment, 0.5km (0.3 miles) has been used as the Primary distance threshold, which is equivalent to a 7-minute walk or a 1-2 minute cycle ride from the edge of a development. This is considered to be sufficiently robust for evidencing attribution in a strategic assessment, and journey lengths such as these would likely encompass a wide range of local trips generated to/from a development, including those to local shops and schools.

4.7 A Secondary distance threshold of 1km has been used for measures which lie 0.5km-1km from a development site. This is still considered to demonstrate a moderate to strong level of attribution and is equivalent to up to a 15-minute walk or 3-5 minute cycle ride from the edge of a development site. Only one measure - A6 Harborough Road / New Road (Local Road Network) falls further than 1km from any development site at 1.7km. This may potentially pose a risk in justifying attribution from the nearest sites.

4.8 The following figure shows the locations of development sites with 0.5km and 1km buffer.

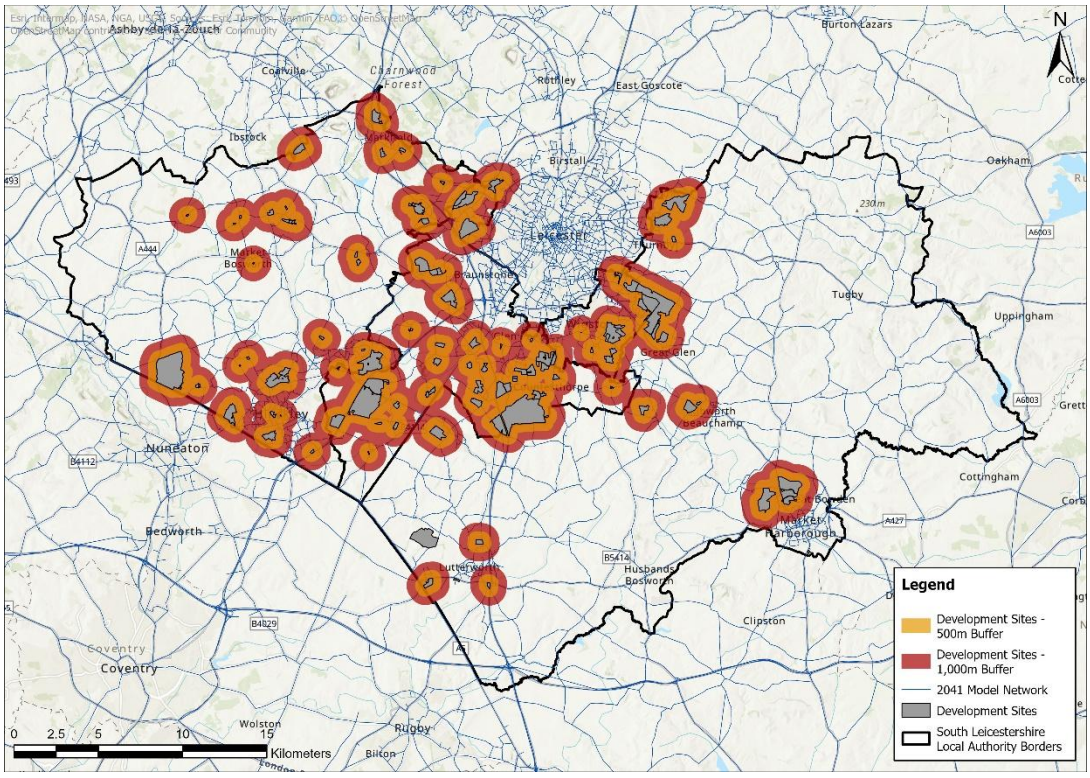

Figure 4-1: Locations of Development Sites with 0.5km and 1km Buffer.

4.8.1 Note that Figure 4-1 shows the updated site boundaries in Harborough (see 1.3.3). The attribution and apportionment process was carried out using the site boundaries of the JTE Stage 2 Preferred Spatial Growth Option. Across South

Leicestershire, as growth locations are finalised, changes to site boundaries will have implications for how costs are attributed and apportioned using the method described in this report. This will need to be reviewed as Local Plans progress.

Apportionment of costs

4.9 Where a measure has been attributed to a single development site, 100% of the costs has been apportioned to that site.

4.10 Where a measure has been attributed to multiple development sites, costs have been apportioned based on an estimate of trip generation. Trip generation has been estimated using trip rates derived from the TRICS database for a range of land use types. A single two-way trip rate for the AM peak hour 0800-0900 has been used. It should be noted that the same trip rates have been applied to sites based on their land use composition, i.e. no account has been taken for the unique location and compositional characteristics of sites. It should also be noted that the trip rates used for this assessment may differ to those used to underpin the assignment of development traffic in the PRTM model.

4.11 Where the quantum of employment is specified in hectares, this has been converted to square metres without any adjustment, e.g. hectares may relate to the full land area of the site as opposed to the developable area within the site.

4.12 The following assumptions have been made:

Table 4-2: Trip Rate Assumptions by Land Use Category

Land Use Category	AM peak two-way trip rate
(C3) Residential	0.545 – applied to number of dwellings
(B1) Office	2.359 – applied to total square metres / 100
(B2) Industrial Unit	0.483 – applied to total square metres / 100
(B8) Warehousing	0.32 – applied to total square metres / 100
Mixed Employment/Leisure	1.054 – applied to total square metres / 100

4.13 Costs apportioned to measures have then been rolled-up to planning authority level. Where a measure spans two planning authority areas, the cost for that measure has been split equally between the two authorities.

4.14 Results

4.15 The following table lists the measures and attribution methodological step that has been assumed. For measures attributed to development sites under steps 3 and 4 of the methodology, the number of development sites attributed is specified. The vast majority of measures have been attributed to one or two development sites, however there are examples of measures being attributed to up to five development sites. M1 Junction 20a will be a large-scale scheme and likely to require substantial external funding. It is noted in the table below that contributions could be sought cumulatively from developments across the area, however it is unlikely that developer contributions will cover the entire costs.

Table 4-3: Attribution Method by Measure

Costed Mitigation Measure	Mode	Local Authority	Attribution Step	Step 3 / 4 - no. of sites attributed
M1 J20a	SRN	Blaby LPA / Harborough LPA	Step 2	n/a
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA	Step 3	3
Ratby Lane / Kirby Lane	LRN	Blaby LPA	Step 3	1
A47 / Station Road	LRN	Blaby LPA	Step 3	1
A6 Harborough Road / New Road	LRN	Harborough LPA	Step 4	1
A6 Leicester Road / Wistow Road	LRN	Harborough LPA	Step 3	1
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA	Step 3	2
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA	Step 4	1
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA	Step 3	1
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA	Step 3	2
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA	Step 4	1
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA	Step 3	1
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA	Step 3	1
High Street and The Square	Bus	Harborough LPA	Step 3	1
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA	Step 3	1
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA	Step 4	1
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA	Step 4	1
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA	Step 4	1
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA	Step 2	n/a
Narborough Station	Mobility Hub	Blaby LPA	Step 2	n/a
South Wigston Station	Mobility Hub	Oadby and Wigston LPA	Step 2	n/a
Market Harborough Station	Mobility Hub	Harborough LPA	Step 2	n/a
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA	Step 2	n/a
Fosse Park	Mobility Hub	Blaby LPA	Step 2	n/a
Grove Park	Mobility Hub	Blaby LPA	Step 2	n/a
Enderby P&R	Mobility Hub	Blaby LPA	Step 2	n/a
Whetstone Pastures	Mobility Hub	Blaby LPA	Step 1	n/a
Stoney Stanton	Mobility Hub	Blaby LPA	Step 1	n/a
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA	Step 1	n/a
Route A	Active Modes	Hinckley and Bosworth LPA	Step 3	2
Route B	Active Modes	Blaby LPA	Step 3	2

Route C	Active Modes	Hinckley and Bosworth LPA	Step 3	1
Route D	Active Modes	Hinckley and Bosworth LPA	Step 3	1
Route E	Active Modes	Blaby LPA	Step 3	2
Route F	Active Modes	Blaby LPA	Step 3	1
Route G	Active Modes	Blaby LPA	Step 3	3
Route H	Active Modes	Blaby LPA	Step 3	1
Route I	Active Modes	Hinckley and Bosworth LPA	Step 3	1
Route J	Active Modes	Blaby LPA	Step 3	1
Route K	Active Modes	Blaby LPA	Step 3	4
Route L	Active Modes	Hinckley and Bosworth LPA	Step 3	1
Route M	Active Modes	Hinckley and Bosworth LPA	Step 3	2
Route N	Active Modes	Hinckley and Bosworth LPA	Step 3	3
Route O	Active Modes	Blaby LPA	Step 3	1
Route P	Active Modes	Blaby LPA	Step 3	3
Route Q	Active Modes	Blaby LPA	Step 3	2
Route R	Active Modes	Blaby LPA	Step 3	1
Route T	Active Modes	Oadby and Wigston LPA	Step 3	1
Route U	Active Modes	Oadby and Wigston LPA	Step 3	4
Route V	Active Modes	Oadby and Wigston LPA	Step 3	3
Route W	Active Modes	Oadby and Wigston LPA	Step 3	2
Route X	Active Modes	Oadby and Wigston LPA	Step 3	2
Route Y	Active Modes	Blaby LPA	Step 3	5
Route Z	Active Modes	Blaby LPA	Step 3	5
Route AA	Active Modes	Blaby LPA	Step 3	1
Route AB	Active Modes	Hinckley and Bosworth LPA	Step 3	3
Route AC	Active Modes	Blaby LPA	Step 3	1
Route AD	Active Modes	Blaby LPA	Step 3	3
Route AE	Active Modes	Blaby LPA	Step 3	1
Route AF	Active Modes	Harborough LPA	Step 3	5
Route AH	Active Modes	Harborough LPA	Step 3	3
Route AI	Active Modes	Harborough LPA	Step 3	1
Route AK	Active Modes	Harborough LPA	Step 3	2

4.15.1 The table below lists the development sites attributed to each measure. The sites are not listed in any order of priority.

Table 4-4: Site Attribution (Steps 3 and 4)

Costed Mitigation Measure	Mode	Local Authority	Site 1	Site 2	Site 3	Site 4	Site 5
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA	OAD_009	OAD_004	OAD_003		
Ratby Lane / Kirby Lane	LRN	Blaby LPA	GLE031				
A47 / Station Road	LRN	Blaby LPA	ELM011				
A6 Harborough Road / New Road	LRN	Harborough LPA	21/8247				
A6 Leicester Road / Wistow Road	LRN	Harborough LPA	21/8247				
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA	21/8104	L3			
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA	OAD_006				
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA	SHELAA 2				
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA	OAD_009	OAD_003			
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA	BLA034				
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA	LPR22				
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA	LPR138				
High Street and The Square	Bus	Harborough LPA	MH6				
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA	L3				
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA	OAD_009				
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA	SHELAA 2				
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA	NAR016				
Route A	Active Modes	Hinckley and Bosworth LPA	LPR138	AS173			
Route B	Active Modes	Blaby LPA	THU004	THU005			
Route C	Active Modes	Hinckley and Bosworth LPA	LPR22				
Route D	Active Modes	Hinckley and Bosworth LPA	LPR44				
Route E	Active Modes	Blaby LPA	AST001	LPR131 (Part)			
Route F	Active Modes	Blaby LPA	SAP029				
Route G	Active Modes	Blaby LPA	SHA008	STO025	STO026		
Route H	Active Modes	Blaby LPA	GLE031				
Route I	Active Modes	Hinckley and Bosworth LPA	LPR200				
Route J	Active Modes	Blaby LPA	ELM011				
Route K	Active Modes	Blaby LPA	COS009	CRO006	NAR016	CRO009	
Route L	Active Modes	Hinckley and Bosworth LPA	AS1029, AS1031 A, AS1031 B, LPR199				

Route M	Active Modes	Hinckley and Bosworth LPA	AS1029, AS1031 A, AS1031 B, LPR199	LPR189			
Route N	Active Modes	Hinckley and Bosworth LPA	LPR168	LPR235 A	LPR192		
Route O	Active Modes	Blaby LPA	ELUB002				
Route P	Active Modes	Blaby LPA	STO009	STO026	HUN019		
Route Q	Active Modes	Blaby LPA	BLA034	WHE001			
Route R	Active Modes	Blaby LPA	GPA0XX				
Route T	Active Modes	Oadby and Wigston LPA	SHELAA 2				
Route U	Active Modes	Oadby and Wigston LPA	WIG_011	WIG_002	WIG_001	WIG_008 + WIG_010	
Route V	Active Modes	Oadby and Wigston LPA	OAD_006	OAD_015	24/8631		
Route W	Active Modes	Oadby and Wigston LPA	OAD_009	OAD_006			
Route X	Active Modes	Oadby and Wigston LPA	OAD_004	OAD_003			
Route Y	Active Modes	Blaby LPA	COS013	WHE026	WHE031	BLA002	BLA038
Route Z	Active Modes	Blaby LPA	COU042	WHE027	COU038	BLA004	BLA033
Route AA	Active Modes	Blaby LPA	LIT022				
Route AB	Active Modes	Hinckley and Bosworth LPA	LPR196	LPR107	LPR134		
Route AC	Active Modes	Blaby LPA	GLE032				
Route AD	Active Modes	Blaby LPA	LFE020	LFE019	KMU025		
Route AE	Active Modes	Blaby LPA	GLE030				
Route AF	Active Modes	Harborough LPA	21/8104	21/8167	21/8201	MP2	L3
Route AH	Active Modes	Harborough LPA	21/8122	21/8143	21/8234		
Route AI	Active Modes	Harborough LPA	MH6				
Route AJ	Active Modes	Harborough LPA	21/8090	21/8227			
Route AK	Active Modes	Harborough LPA	21/8241				

4.16 A summary of apportioned costs attributed to planned developments in 2041 by planning authority is set out below. This table excludes the cost of M1 Junction 20a and the mobility hubs, attributed by Stages 1 or 2. A more detailed breakdown of apportioned costs by measure is set out in Appendix A.

Table 4-5: Step 3 and 4 measure cost apportionment by Local Authority (2041)

Local Authority	Apportioned Cost
Blaby	£180,485,510
Harborough	£86,982,129
Hinckley & Bosworth	£58,877,895

Local Authority	Apportioned Cost
Oadby & Wigston	£34,770,398

4.17 Assumptions, caveats and limitations

4.18 The JTE is a strategic assessment of cumulative infrastructure requirements. The methodology adopted is therefore proportionate to the geographical scope and level of detail of the JTE, and considered suitable to support Local Plans, with broad assumptions applied in relation to attribution between mitigation measure and individual or groups of development sites.

4.19 Beyond the Local Plan process, more detailed consideration and evidence will be required to support attribution of measures to development sites in relation to planning applications which should encompass detailed Transport Assessments. Such assessments will take into consideration the characteristics of specific sites, how they relate to and would be connected to surrounding land uses and trip attractors, and more detailed evidence regarding the distribution and assignment of development trips which can be based on PRTM and/or local modelling assumptions.

4.20 Furthermore, more detailed work will be required to develop measures beyond the high-level concepts outlined in this report. This work will then inform more accurate cost estimates.

4.21 The previous stage of the JTE had provided an indication of when measures would need to be implemented by, based on an assessment of impacts occurring in the main assessment years of 2036, 2041 and 2051. The attribution and apportionment process however provides evidence to establish a causal relationship between measures and development sites, and the build-out of development sites may differ from the year of implementation previously indicated.

4.22 The local authorities will need to determine the appropriate mechanism(s) for funding and delivering measures. Obtaining developer contributions through S106 agreements would mean that the local authorities would be responsible for bringing forward measures, and this may provide greater control on ensuring deliver at the most desirable time. This approach would also allow the local authorities to pool contributions from multiple development sites, which is applicable to 64 measures considered in this assessment.

4.23 A challenge or risk with this approach is that the developments come forward at different points in time, and their eventual build-out might differ to that assumed in this assessment. The attribution and apportionment methodology has only considered the geographical relationship and not sought to align current assumptions around development build-outs and delivery with the JTE's earlier assumptions around when measures need to be implemented.

4.24 An alternative approach, which would be more applicable to measures linked to a single development site, would be for the developer to fund and deliver the measure through S278 agreements. This would carry less risk for the local authorities as they would not be responsible for delivering measures, however it would pass more influence on the developer to implement the measure when they see fit, although conditions should be attached to planning permission specifying time limits.

Appendix A

Key assumptions - costings, attribution method, quantum and estimated trip generation for apportionment calculations

Intervention details							Total Trip Generation - all sites		
Costed Mitigation Measure	Mode	Local Authority	Package Year (JTE Stage 2)	Intervention Total Cost (£)	Attribution step	Step 3 / 4 - no. of sites attributed	2036	2041	2051
M1 J20a	SRN	Blaby LPA / Harborough LPA	2051	£171,100,000	Step 2	n/a			
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA	2041	£10,478,938	Step 3	3	276	380	380
Ratby Lane / Kirby Lane	LRN	Blaby LPA	2036	£1,298,635	Step 3	1	49	49	49
A47 / Station Road	LRN	Blaby LPA	2036	£904,176	Step 3	1	14	14	14
A6 Harborough Road / New Road	LRN	Harborough LPA	2036	£3,083,141	Step 4	1	259	259	259
A6 Leicester Road / Wistow Road	LRN	Harborough LPA	2041	£477,922	Step 3	1	259	259	259
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA	2036	£956,837	Step 3	2	576	576	576
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA	2036	£924,048	Step 4	1	180	180	180
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA	2036	£1,553,990	Step 3	1	3	3	3
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA	2036	£984,614	Step 3	2	271	376	376
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA	2036	£69,768	Step 4	1	33	223	545
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA	2036	£1,901,750	Step 3	1	0	399	1609
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA	2036	£92,405	Step 3	1	106	106	106
High Street and The Square	Bus	Harborough LPA	2036	£512,698	Step 3	1	527	527	527
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA	2036	£708,437	Step 3	1	527	527	527
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA	2036	£74,520	Step 4	1	222	327	327
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA	2036	£26,827	Step 4	1	3	3	3
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA	2036	£225,547	Step 4	1	256	382	382
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA	2036	£1,124,855	Step 2	n/a			
Narborough Station	Mobility Hub	Blaby LPA	2036	£1,124,855	Step 2	n/a			
South Wigston Station	Mobility Hub	Oadby and Wigston LPA	2036	£1,124,855	Step 2	n/a			
Market Harborough Station	Mobility Hub	Harborough LPA	2036	£1,124,855	Step 2	n/a			
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA	2036	£921,465	Step 2	n/a			
Fosse Park	Mobility Hub	Blaby LPA	2036	£571,817	Step 2	n/a			
Grove Park	Mobility Hub	Blaby LPA	2036	£571,817	Step 2	n/a			
Enderby P&R	Mobility Hub	Blaby LPA	2036	£921,465	Step 2	n/a			
Whetstone Pastures	Mobility Hub	Blaby LPA	2036	£571,817	Step 1	n/a			
Stoney Stanton	Mobility Hub	Blaby LPA	2036	£571,817	Step 1	n/a			
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA	2036	£571,817	Step 1	n/a			
Route A	Active Modes	Hinckley and Bosworth LPA	2036	£1,915,969	Step 3	2	112	112	112
Route B	Active Modes	Blaby LPA	2036	£17,265,341	Step 3	2	22	22	22

Route C	Active Modes	Hinckley and Bosworth LPA	2036	£925,757	Step 3	1	0	399	1609
Route D	Active Modes	Hinckley and Bosworth LPA	2036	£1,688,347	Step 3	1	0	1121	1121
Route E	Active Modes	Blaby LPA	2036	£13,233,011	Step 3	2	202	465	1625
Route F	Active Modes	Blaby LPA	2036	£3,507,162	Step 3	1	76	76	76
Route G	Active Modes	Blaby LPA	2036	£17,680,563	Step 3	3	312	312	496
Route H	Active Modes	Blaby LPA	2036	£4,670,409	Step 3	1	49	49	49
Route I	Active Modes	Hinckley and Bosworth LPA	2036	£2,742,336	Step 3	1	164	491	1352
Route J	Active Modes	Blaby LPA	2036	£9,983,937	Step 3	1	14	14	14
Route K	Active Modes	Blaby LPA	2036	£25,734,235	Step 3	4	403	529	529
Route L	Active Modes	Hinckley and Bosworth LPA	2036	£928,512	Step 3	1	229	338	725
Route M	Active Modes	Hinckley and Bosworth LPA	2036	£10,863,889	Step 3	2	256	365	752
Route N	Active Modes	Hinckley and Bosworth LPA	2036	£24,187,219	Step 3	3	19	2179	8503
Route O	Active Modes	Blaby LPA	2036	£5,101,142	Step 3	1	158	158	158
Route P	Active Modes	Blaby LPA	2036	£19,560,196	Step 3	3	332	332	516
Route Q	Active Modes	Blaby LPA	2036	£11,046,852	Step 3	2	75	266	587
Route R	Active Modes	Blaby LPA	2036	£3,925,589	Step 3	1	17	17	17
Route T	Active Modes	Oadby and Wigston LPA	2036	£1,895,105	Step 3	1	3	3	3
Route U	Active Modes	Oadby and Wigston LPA	2036	£11,451,885	Step 3	4	647	1037	1375
Route V	Active Modes	Oadby and Wigston LPA	2036	£5,945,060	Step 3	3	902	1194	1252
Route W	Active Modes	Oadby and Wigston LPA	2036	£3,024,783	Step 3	2	402	507	507
Route X	Active Modes	Oadby and Wigston LPA	2036	£2,210,889	Step 3	2	53	53	53
Route Y	Active Modes	Blaby LPA	2036	£13,927,393	Step 3	5	446	446	446
Route Z	Active Modes	Blaby LPA	2036	£15,646,569	Step 3	5	549	963	2843
Route AA	Active Modes	Blaby LPA	2036	£3,083,005	Step 3	1	55	55	55
Route AB	Active Modes	Hinckley and Bosworth LPA	2036	£12,391,471	Step 3	3	251	278	343
Route AC	Active Modes	Blaby LPA	2036	£5,041,478	Step 3	1	33	223	223
Route AD	Active Modes	Blaby LPA	2036	£7,799,760	Step 3	3	226	477	477
Route AE	Active Modes	Blaby LPA	2036	£2,020,982	Step 3	1	82	82	82
Route AF	Active Modes	Harborough LPA	2036	£56,008,197	Step 3	5	1545	1879	1879
Route AH	Active Modes	Harborough LPA	2036	£4,375,814	Step 3	3	545	736	736
Route AI	Active Modes	Harborough LPA	2036	£5,646,101	Step 3	1	527	527	527
Route AJ	Active Modes	Harborough LPA	2036	£4,875,699	Step 3	2	368	613	613
Route AK	Active Modes	Harborough LPA	2036	£6,537,022	Step 3	1	68	68	68
Intervention Total Cost (£)				**£541,417,367**					

Site 1 apportionment

Intervention details			Site 1				
Costed Mitigation Measure	**Mode**	**Local Authority**	**Site 1 ID**	**LPA ref.**	**Local Authority**	**Trip generation**	Apportioned cost
M1 J20a	SRN	Blaby LPA / Harborough LPA					
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA	398	OAD_009	Oadby and Wigston LPA	327	£9,007,683.09
Ratby Lane / Kirby Lane	LRN	Blaby LPA	463	GLE031	Blaby LPA	49	£1,298,635.00
A47 / Station Road	LRN	Blaby LPA	539	ELM011	Blaby LPA	14	£904,176.00
A6 Harborough Road / New Road	LRN	Harborough LPA	755	21/8247	Harborough LPA	259	£3,083,141.00
A6 Leicester Road / Wistow Road	LRN	Harborough LPA	755	21/8247	Harborough LPA	259	£477,922.00
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA	657	21/8104	Harborough LPA	49	£115,331.14
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA	400	OAD_006	Oadby and Wigston LPA	180	£924,048.00
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA	821	SHELAA 2	Oadby and Wigston LPA	3	£1,553,990.00
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA	398	OAD_009	Oadby and Wigston LPA	327	£856,186.09
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA	447	BLA034	Blaby LPA	329	£69,768.00
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA	290	LPR22	Hinckley and Bosworth LPA	399	£1,901,750.00
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA	54	LPR138	Hinckley and Bosworth LPA	106	£92,405.00
High Street and The Square	Bus	Harborough LPA	829	MH6	Harborough LPA	459	£512,698.00
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA	828	L3	Harborough LPA	358	£708,437.00
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA	398	OAD_009	Oadby and Wigston LPA	327	£74,520.00
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA	821	SHELAA 2	Oadby and Wigston LPA	3	£26,827.00
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA	481	NAR016	Blaby LPA	382	£225,547.00
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA					
Narborough Station	Mobility Hub	Blaby LPA					
South Wigston Station	Mobility Hub	Oadby and Wigston LPA					
Market Harborough Station	Mobility Hub	Harborough LPA					
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA					
Fosse Park	Mobility Hub	Blaby LPA					
Grove Park	Mobility Hub	Blaby LPA					
Enderby P&R	Mobility Hub	Blaby LPA					
Whetstone Pastures	Mobility Hub	Blaby LPA					
Stoney Stanton	Mobility Hub	Blaby LPA					
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA					

Route A	Active Modes	Hinckley and Bosworth LPA	54	LPR138	Hinckley and Bosworth LPA	106	£1,813,660.09
Route B	Active Modes	Blaby LPA	491	THU004	Blaby LPA	8	£6,474,502.86
Route C	Active Modes	Hinckley and Bosworth LPA	290	LPR22	Hinckley and Bosworth LPA	399	£925,757.22
Route D	Active Modes	Hinckley and Bosworth LPA	32	LPR44	Hinckley and Bosworth LPA	1121	£1,688,347.41
Route E	Active Modes	Blaby LPA	559	AST001	Blaby LPA	422	£11,992,771.48
Route F	Active Modes	Blaby LPA	502	SAP029	Blaby LPA	76	£3,507,161.80
Route G	Active Modes	Blaby LPA	482	SHA008	Blaby LPA	11	£139,668.53
Route H	Active Modes	Blaby LPA	463	GLE031	Blaby LPA	49	£4,670,408.74
Route I	Active Modes	Hinckley and Bosworth LPA	353	LPR200	Hinckley and Bosworth LPA	491	£2,742,336.00
Route J	Active Modes	Blaby LPA	539	ELM011	Blaby LPA	14	£9,983,936.64
Route K	Active Modes	Blaby LPA	448	COS009	Blaby LPA	55	£2,653,013.92
Route L	Active Modes	Hinckley and Bosworth LPA	819	AS1029, AS1031 A, AS1031 B, LPR199	Hinckley and Bosworth LPA	338	£928,512.42
Route M	Active Modes	Hinckley and Bosworth LPA	819	AS1029, AS1031 A, AS1031 B, LPR199	Hinckley and Bosworth LPA	338	£10,053,151.15
Route N	Active Modes	Hinckley and Bosworth LPA	86	LPR168	Hinckley and Bosworth LPA	23	£203,217.76
Route O	Active Modes	Blaby LPA	479	ELUB002	Blaby LPA	158	£5,101,142.40
Route P	Active Modes	Blaby LPA	434	STO009	Blaby LPA	20	£281,738.69
Route Q	Active Modes	Blaby LPA	447	BLA034	Blaby LPA	329	£9,791,534.37
Route R	Active Modes	Blaby LPA	842	GPA0XX	Blaby LPA	17	£3,925,589.39
Route T	Active Modes	Oadby and Wigston LPA	821	SHELAA 2	Oadby and Wigston LPA	3	£1,895,104.70
Route U	Active Modes	Oadby and Wigston LPA	391	WIG_011	Oadby and Wigston LPA	81	£890,635.30
Route V	Active Modes	Oadby and Wigston LPA	400	OAD_006	Oadby and Wigston LPA	180	£578,727.34
Route W	Active Modes	Oadby and Wigston LPA	398	OAD_009	Oadby and Wigston LPA	327	£1,951,473.08
Route X	Active Modes	Oadby and Wigston LPA	402	OAD_004	Oadby and Wigston LPA	4	£180,480.76
Route Y	Active Modes	Blaby LPA	453	COS013	Blaby LPA	109	£1,897,322.68
Route Z	Active Modes	Blaby LPA	454	COU042	Blaby LPA	112	£1,702,320.48
Route AA	Active Modes	Blaby LPA	476	LIT022	Blaby LPA	55	£3,083,005.11
Route AB	Active Modes	Hinckley and Bosworth LPA	332	LPR196	Hinckley and Bosworth LPA	27	£1,214,850.07
Route AC	Active Modes	Blaby LPA	801	GLE032	Blaby LPA	223	£5,041,477.95
Route AD	Active Modes	Blaby LPA	473	LFE020	Blaby LPA	136	£2,228,502.86
Route AE	Active Modes	Blaby LPA	443	GLE030	Blaby LPA	82	£2,020,982.40
Route AF	Active Modes	Harborough LPA	657	21/8104	Harborough LPA	49	£1,606,654.25
Route AH	Active Modes	Harborough LPA	670	21/8122	Harborough LPA	273	£1,620,672.00
Route AI	Active Modes	Harborough LPA	829	MH6	Harborough LPA	459	£5,646,100.51
Route AJ	Active Modes	Harborough LPA	649	21/8090	Harborough LPA	95	£758,442.02
Route AK	Active Modes	Harborough LPA	823	21/8241	Harborough LPA	68	£6,537,022.29

Site 2 apportionment

Intervention details			Site 2				
Costed Mitigation Measure	**Mode**	**Local Authority**	**Site 2 ID**	**LPA ref.**	**Local Authority**	**Trip generation**	Apportioned cost
M1 J20a	SRN	Blaby LPA / Harborough LPA					
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA	402	OAD_004	Oadby and Wigston LPA	4	£120,102.44
Ratby Lane / Kirby Lane	LRN	Blaby LPA					
A47 / Station Road	LRN	Blaby LPA					
A6 Harborough Road / New Road	LRN	Harborough LPA					
A6 Leicester Road / Wistow Road	LRN	Harborough LPA					
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA	828	L3	Harborough LPA	358	£841,505.86
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA					
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA					
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA	403	OAD_003	Oadby and Wigston LPA	49	£128,427.91
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA					
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA					
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA					
High Street and The Square	Bus	Harborough LPA					
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA					
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA					
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA					
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA					
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA					
Narborough Station	Mobility Hub	Blaby LPA					
South Wigston Station	Mobility Hub	Oadby and Wigston LPA					
Market Harborough Station	Mobility Hub	Harborough LPA					
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA					
Fosse Park	Mobility Hub	Blaby LPA					
Grove Park	Mobility Hub	Blaby LPA					
Enderby P&R	Mobility Hub	Blaby LPA					
Whetstone Pastures	Mobility Hub	Blaby LPA					
Stoney Stanton	Mobility Hub	Blaby LPA					
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA					
Route A	Active Modes	Hinckley and Bosworth LPA	104	AS173	Hinckley and Bosworth LPA	6	£102,309.03

Route B	Active Modes	Blaby LPA	492	THU005	Blaby LPA	14	£10,790,838.10
Route C	Active Modes	Hinckley and Bosworth LPA					
Route D	Active Modes	Hinckley and Bosworth LPA					
Route E	Active Modes	Blaby LPA	835	LPR131 (Part)	Hinckley and Bosworth LPA	44	£1,240,239.18
Route F	Active Modes	Blaby LPA					
Route G	Active Modes	Blaby LPA	489	STO025	Blaby LPA	90	£1,152,265.41
Route H	Active Modes	Blaby LPA					
Route I	Active Modes	Hinckley and Bosworth LPA					
Route J	Active Modes	Blaby LPA					
Route K	Active Modes	Blaby LPA	458	CRO006	Blaby LPA	46	£2,255,061.83
Route L	Active Modes	Hinckley and Bosworth LPA					
Route M	Active Modes	Hinckley and Bosworth LPA	833	LPR189	Hinckley and Bosworth LPA	27	£810,738.00
Route N	Active Modes	Hinckley and Bosworth LPA	346	LPR235 A	Hinckley and Bosworth LPA	2653	£23,553,373.46
Route O	Active Modes	Blaby LPA					
Route P	Active Modes	Blaby LPA	494	STO026	Blaby LPA	1279	£17,869,763.41
Route Q	Active Modes	Blaby LPA	560	WHE001	Blaby LPA	42	£1,255,317.28
Route R	Active Modes	Blaby LPA					
Route T	Active Modes	Oadby and Wigston LPA					
Route U	Active Modes	Oadby and Wigston LPA	396	WIG_002	Oadby and Wigston LPA	273	£3,008,903.02
Route V	Active Modes	Oadby and Wigston LPA	816	OAD_015	Oadby and Wigston LPA	487	£1,566,071.25
Route W	Active Modes	Oadby and Wigston LPA	400	OAD_006	Oadby and Wigston LPA	180	£1,073,310.20
Route X	Active Modes	Oadby and Wigston LPA	403	OAD_003	Oadby and Wigston LPA	49	£2,030,408.55
Route Y	Active Modes	Blaby LPA	493	WHE026	Blaby LPA	38	£664,062.94
Route Z	Active Modes	Blaby LPA	500	WHE027	Blaby LPA	489	£7,452,270.71
Route AA	Active Modes	Blaby LPA					
Route AB	Active Modes	Hinckley and Bosworth LPA	841	LPR107	Hinckley and Bosworth LPA	251	£11,176,620.61
Route AC	Active Modes	Blaby LPA					
Route AD	Active Modes	Blaby LPA	547	LFE019	Blaby LPA	82	£1,337,101.71
Route AE	Active Modes	Blaby LPA					
Route AF	Active Modes	Harborough LPA	708	21/8167	Harborough LPA	125	£4,105,894.19
Route AH	Active Modes	Harborough LPA	687	21/8143	Harborough LPA	136	£810,336.00
Route AI	Active Modes	Harborough LPA					
Route AJ	Active Modes	Harborough LPA	743	21/8227	Harborough LPA	518	£4,117,256.68
Route AK	Active Modes	Harborough LPA					

Site 3 apportionment

Intervention details			Site 3				
Costed Mitigation Measure	**Mode**	**Local Authority**	**Site 3 ID**	**LPA ref.**	**Local Authority**	**Trip generation**	Apportioned cost
M1 J20a	SRN	Blaby LPA / Harborough LPA					
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA	403	OAD_003	Oadby and Wigston LPA	49	£1,351,152.46
Ratby Lane / Kirby Lane	LRN	Blaby LPA					
A47 / Station Road	LRN	Blaby LPA					
A6 Harborough Road / New Road	LRN	Harborough LPA					
A6 Leicester Road / Wistow Road	LRN	Harborough LPA					
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA					
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA					
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA					
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA					
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA					
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA					
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA					
High Street and The Square	Bus	Harborough LPA					
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA					
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA					
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA					
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA					
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA					
Narborough Station	Mobility Hub	Blaby LPA					
South Wigston Station	Mobility Hub	Oadby and Wigston LPA					
Market Harborough Station	Mobility Hub	Harborough LPA					
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA					
Fosse Park	Mobility Hub	Blaby LPA					
Grove Park	Mobility Hub	Blaby LPA					
Enderby P&R	Mobility Hub	Blaby LPA					
Whetstone Pastures	Mobility Hub	Blaby LPA					
Stoney Stanton	Mobility Hub	Blaby LPA					
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA					
Route A	Active Modes	Hinckley and Bosworth LPA					

Route B	Active Modes	Blaby LPA					
Route C	Active Modes	Hinckley and Bosworth LPA					
Route D	Active Modes	Hinckley and Bosworth LPA					
Route E	Active Modes	Blaby LPA					
Route F	Active Modes	Blaby LPA					
Route G	Active Modes	Blaby LPA	494	STO026	Blaby LPA	1279	£16,388,628.98
Route H	Active Modes	Blaby LPA					
Route I	Active Modes	Hinckley and Bosworth LPA					
Route J	Active Modes	Blaby LPA					
Route K	Active Modes	Blaby LPA	481	NAR016	Blaby LPA	382	£18,571,097.44
Route L	Active Modes	Hinckley and Bosworth LPA					
Route M	Active Modes	Hinckley and Bosworth LPA					
Route N	Active Modes	Hinckley and Bosworth LPA	834	LPR192	Hinckley and Bosworth LPA	49	£430,628.11
Route O	Active Modes	Blaby LPA					
Route P	Active Modes	Blaby LPA	522	HUN019	Blaby LPA	101	£1,408,693.43
Route Q	Active Modes	Blaby LPA					
Route R	Active Modes	Blaby LPA					
Route T	Active Modes	Oadby and Wigston LPA					
Route U	Active Modes	Oadby and Wigston LPA	397	WIG_001	Oadby and Wigston LPA	41	£451,335.45
Route V	Active Modes	Oadby and Wigston LPA	817	24/8631	Harborough LPA	1181	£3,800,261.25
Route W	Active Modes	Oadby and Wigston LPA					
Route X	Active Modes	Oadby and Wigston LPA					
Route Y	Active Modes	Blaby LPA	497	WHE031	Blaby LPA	460	£8,000,957.53
Route Z	Active Modes	Blaby LPA	442	COU038	Blaby LPA	93	£1,411,680.39
Route AA	Active Modes	Blaby LPA					
Route AB	Active Modes	Hinckley and Bosworth LPA	844	LPR134	Hinckley and Bosworth LPA	0	£-
Route AC	Active Modes	Blaby LPA					
Route AD	Active Modes	Blaby LPA	472	KMU025	Blaby LPA	259	£4,234,155.43
Route AE	Active Modes	Blaby LPA					
Route AF	Active Modes	Harborough LPA	730	21/8201	Harborough LPA	176	£5,764,957.14
Route AH	Active Modes	Harborough LPA	746	21/8234	Harborough LPA	327	£1,944,806.40
Route AI	Active Modes	Harborough LPA					
Route AJ	Active Modes	Harborough LPA					
Route AK	Active Modes	Harborough LPA					

Site 4 apportionment

Intervention details			Site 4				
Costed Mitigation Measure	**Mode**	**Local Authority**	**Site 4 ID**	**LPA ref.**	**Local Authority**	**Trip generation**	Apportioned cost
M1 J20a	SRN	Blaby LPA / Harborough LPA					
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA					
Ratby Lane / Kirby Lane	LRN	Blaby LPA					
A47 / Station Road	LRN	Blaby LPA					
A6 Harborough Road / New Road	LRN	Harborough LPA					
A6 Leicester Road / Wistow Road	LRN	Harborough LPA					
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA					
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA					
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA					
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA					
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA					
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA					
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA					
High Street and The Square	Bus	Harborough LPA					
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA					
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA					
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA					
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA					
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA					
Narborough Station	Mobility Hub	Blaby LPA					
South Wigston Station	Mobility Hub	Oadby and Wigston LPA					
Market Harborough Station	Mobility Hub	Harborough LPA					
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA					
Fosse Park	Mobility Hub	Blaby LPA					
Grove Park	Mobility Hub	Blaby LPA					
Enderby P&R	Mobility Hub	Blaby LPA					
Whetstone Pastures	Mobility Hub	Blaby LPA					
Stoney Stanton	Mobility Hub	Blaby LPA					
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA					
Route A	Active Modes	Hinckley and Bosworth LPA					
Route B	Active Modes	Blaby LPA					

Route C	Active Modes	Hinckley and Bosworth LPA					
Route D	Active Modes	Hinckley and Bosworth LPA					
Route E	Active Modes	Blaby LPA					
Route F	Active Modes	Blaby LPA					
Route G	Active Modes	Blaby LPA					
Route H	Active Modes	Blaby LPA					
Route I	Active Modes	Hinckley and Bosworth LPA					
Route J	Active Modes	Blaby LPA					
Route K	Active Modes	Blaby LPA	517	CRO009	Blaby LPA	46	£2,255,061.83
Route L	Active Modes	Hinckley and Bosworth LPA					
Route M	Active Modes	Hinckley and Bosworth LPA					
Route N	Active Modes	Hinckley and Bosworth LPA					
Route O	Active Modes	Blaby LPA					
Route P	Active Modes	Blaby LPA					
Route Q	Active Modes	Blaby LPA					
Route R	Active Modes	Blaby LPA					
Route T	Active Modes	Oadby and Wigston LPA					
Route U	Active Modes	Oadby and Wigston LPA	820	WIG_008 + WIG_010	Oadby and Wigston LPA	643	£7,101,011.14
Route V	Active Modes	Oadby and Wigston LPA					
Route W	Active Modes	Oadby and Wigston LPA					
Route X	Active Modes	Oadby and Wigston LPA					
Route Y	Active Modes	Blaby LPA	561	BLA002	Blaby LPA	84	£1,467,727.05
Route Z	Active Modes	Blaby LPA	444	BLA004	Blaby LPA	211	£3,211,896.68
Route AA	Active Modes	Blaby LPA					
Route AB	Active Modes	Hinckley and Bosworth LPA					
Route AC	Active Modes	Blaby LPA					
Route AD	Active Modes	Blaby LPA					
Route AE	Active Modes	Blaby LPA					
Route AF	Active Modes	Harborough LPA	815	MP2	Harborough LPA	1002	£32,807,847.02
Route AH	Active Modes	Harborough LPA					
Route AI	Active Modes	Harborough LPA					
Route AJ	Active Modes	Harborough LPA					
Route AK	Active Modes	Harborough LPA					

Site 5 apportionment

Intervention details			Site 5				
Costed Mitigation Measure	**Mode**	**Local Authority**	**Site 5 ID**	**LPA ref.**	**Local Authority**	**Trip generation**	Apportioned cost
M1 J20a	SRN	Blaby LPA / Harborough LPA					
A6 Gartree Road Link Road	LRN	Oadby and Wigston LPA					
Ratby Lane / Kirby Lane	LRN	Blaby LPA					
A47 / Station Road	LRN	Blaby LPA					
A6 Harborough Road / New Road	LRN	Harborough LPA					
A6 Leicester Road / Wistow Road	LRN	Harborough LPA					
A4303 Lutterworth Road / A426 Rugby Road	LRN	Harborough LPA					
A6 Glen Road / Florence Wragg Way	LRN	Oadby and Wigston LPA					
A5199 Bull Head Street / Kelmarsh Avenue	LRN	Oadby and Wigston LPA					
Gartree Roundabout (Gartree Road / Stoughton Drive / B582)	LRN	Oadby and Wigston LPA					
B582 St Thomas Road / B5366 Saffron Road	LRN	Oadby and Wigston LPA					
Hinckley - A5 Dodwell's Island to/from The Longshoot	Bus	Hinckley and Bosworth LPA					
Regent Street / The Borough	Bus	Hinckley and Bosworth LPA					
High Street and The Square	Bus	Harborough LPA					
Leicester Road and High Street from Bill Crane Way down to Woodmarket	Bus	Harborough LPA					
Glen Road/ Harborough Road	Bus	Oadby and Wigston LPA					
Moat Street/Bull Head Street, Wigston Magna	Bus	Oadby and Wigston LPA					
St John B4114/ Foxhunter Roundabout/B582 Blaby Road	Bus	Blaby LPA					
Hinckley Station	Mobility Hub	Hinckley and Bosworth LPA					
Narborough Station	Mobility Hub	Blaby LPA					
South Wigston Station	Mobility Hub	Oadby and Wigston LPA					
Market Harborough Station	Mobility Hub	Harborough LPA					
Leicester Racecourse P&R	Mobility Hub	Oadby and Wigston LPA					
Fosse Park	Mobility Hub	Blaby LPA					
Grove Park	Mobility Hub	Blaby LPA					
Enderby P&R	Mobility Hub	Blaby LPA					
Whetstone Pastures	Mobility Hub	Blaby LPA					
Stoney Stanton	Mobility Hub	Blaby LPA					
Earl Shilton	Mobility Hub	Hinckley and Bosworth LPA					
Route A	Active Modes	Hinckley and Bosworth LPA					
Route B	Active Modes	Blaby LPA					

Route C	Active Modes	Hinckley and Bosworth LPA					
Route D	Active Modes	Hinckley and Bosworth LPA					
Route E	Active Modes	Blaby LPA					
Route F	Active Modes	Blaby LPA					
Route G	Active Modes	Blaby LPA					
Route H	Active Modes	Blaby LPA					
Route I	Active Modes	Hinckley and Bosworth LPA					
Route J	Active Modes	Blaby LPA					
Route K	Active Modes	Blaby LPA					
Route L	Active Modes	Hinckley and Bosworth LPA					
Route M	Active Modes	Hinckley and Bosworth LPA					
Route N	Active Modes	Hinckley and Bosworth LPA					
Route O	Active Modes	Blaby LPA					
Route P	Active Modes	Blaby LPA					
Route Q	Active Modes	Blaby LPA					
Route R	Active Modes	Blaby LPA					
Route T	Active Modes	Oadby and Wigston LPA					
Route U	Active Modes	Oadby and Wigston LPA					
Route V	Active Modes	Oadby and Wigston LPA					
Route W	Active Modes	Oadby and Wigston LPA					
Route X	Active Modes	Oadby and Wigston LPA					
Route Y	Active Modes	Blaby LPA	818	BLA038	Blaby LPA	109	£1,897,322.68
Route Z	Active Modes	Blaby LPA	446	BLA033	Blaby LPA	123	£1,868,400.52
Route AA	Active Modes	Blaby LPA					
Route AB	Active Modes	Hinckley and Bosworth LPA					
Route AC	Active Modes	Blaby LPA					
Route AD	Active Modes	Blaby LPA					
Route AE	Active Modes	Blaby LPA					
Route AF	Active Modes	Harborough LPA	828	L3	Harborough LPA	358	£11,722,844.52
Route AH	Active Modes	Harborough LPA					
Route AI	Active Modes	Harborough LPA					
Route AJ	Active Modes	Harborough LPA					
Route AK	Active Modes	Harborough LPA					