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CHARNWOOD LOCAL PLAN 2021-2037

Statement of Common Ground between:

- Charnwood Borough Council ▪
- North West Leicestershire District Council ▪

NOVEMBER 2021

**CHARNWOOD LOCAL PLAN
STATEMENT OF COMMON GROUND BETWEEN NORTH WEST
LEICESTERSHIRE DISTRICT COUNCIL and CHARNWOOD BOROUGH
COUNCIL**

1. INTRODUCTION

- 1.1. This statement identifies the areas of common ground between North West Leicestershire District Council and Charnwood Borough Council, in respect of those policies contained in the Pre-Submission Draft Charnwood Local Plan. It also identifies those matters remaining that are still the subject to continued discussions.
- 1.2. The statement should be read alongside the representations made by North West Leicestershire District Council and it is made without prejudice to the participation in the formal examination of any participant and the views that may then be expressed. Nevertheless, this Statement of Common Ground reflects the agreed position between Charnwood Borough Council and North West Leicestershire District Council for submission to the Inspector for the Local Plan Examination of the Draft Local Plan based on cooperation and joint working.

2. PURPOSE

- 2.1. The Statement of Common Ground addresses strategic matters and shared issues between the parties. It provides a framework for the delivery of the Duty to Co-operate duties and obligations arising from Section 110 of the Localism Act 2011 and paragraphs 24 to 27 of the National Planning Policy Framework (2019). The NPPF places a duty on local planning authorities and other bodies to cooperate with each other to address strategic issues relevant to their areas. The duty requires ongoing constructive engagement on the preparation of the local plan and other activities related to the sustainable development of land.
- 2.2. A Statement of Common Ground is an agreed written record which demonstrates how the duty to cooperate has been fulfilled. It sets out that matters where there is agreement, and if appropriate those matters, where work is ongoing to resolve differences.
- 2.3. North West Leicestershire District Council is a specific consultee under the Town and Country Planning (Local Development) (England) Regulations 2012.
- 2.4. Charnwood Borough Council is a public body which is the Local Planning Authority for its administrative area. North West Leicestershire District Council is a public body which is the Local Planning Authority for its administrative area. Both are 'Prescribed Bodies' for the purposes of the Duty to Cooperate.

3. JOINT WORKING

- 3.1. The Borough Council and North West Leicestershire District Council have been engaged at the wider Housing Market Area and Functional Economic Market Area level in the production of joint evidence, the Strategic Growth Plan for Leicester and Leicestershire and in joint work to produce a statement of common ground for meeting unmet housing and employment needs. This is covered by a separate statement.
- 3.2. The Borough Council has co-operated with North West Leicestershire District Council throughout the plan preparation process to inform our policy development and the approach to strategic cross-border issues. This includes the housing allocations Charnwood is proposing in close proximity to the North West Leicestershire boundary around Shepshed. Charnwood has also consulted with North West Leicestershire on number of draft policies prior to finalising the publication version of the Plan including those relating to Shepshed and the Charnwood Forest.
- 3.3. Charnwood has also had detailed discussions with North West Leicestershire to finalise our understanding of the Leicestershire International Gateway as identified in the Strategic Growth Plan.
- 3.4. Charnwood will continue to engage in relation to these matters, and with ongoing work with partners in Leicester and Leicestershire to inform a Statement of Common Ground with respect to any objectively assessed needs that cannot be met.

4. KEY ISSUES OF AGREEMENT

Duty to Cooperate

- 4.1. There has been ongoing constructive engagement between Charnwood Borough Council and North West Leicestershire District Council on the preparation of the local plan. The Duty to Cooperate has been complied with, as evidenced by the record of engagement for the Strategic Growth Plan, Statement of Common Ground and joint evidence based studies prepared with partners in Leicester and Leicestershire. In addition, a record of bilateral meetings between the two local planning authorities is set out in Appendix A.
- 4.2. Leicestershire International Gateway Discussion Paper set out in Appendix B has been jointly produced and represents a shared understanding of the purpose of the Leicestershire International Gateway as an influence on local plan policies and strategic planning decisions which has the potential to be positive driver of change in this area.

Test of soundness

- 4.3. The need for further work identified at the time of the consultation of the Draft Local Plan in 2019 regarding the Leicestershire International Gateway has been undertaken and a shared understanding of the LIG has been agreed, attached as Appendix B.

5. MATTERS WHERE BOTH PARTIES ARE OPEN TO FURTHER COOPERATION

- 5.1. The following matters are where both parties are open to further cooperation and discussion:
- 5.2. With regard to policy HA35 Land north of Hallamford Road and West of Shepshed reference to landscape mitigation along the site's north and west boundaries,
- 5.3. With regard to policies HA32, HA33, HA34 and HA35 reference to requirement to address any impacts upon both the local and strategic road network including 'the provision of necessary offsite mitigation measures.
- 5.4. With regard to Policy DS2 Leicester and Leicestershire Unmet Needs and specific reference to strategic distribution within this policy

6. GOVERNANCE

6. In terms of governance arrangements, the two parties agree to:
- keep a dialogue open on matters arising which are likely to have significant impacts and implications for the delivery of local plan policy on housing allocations and unmet housing and employment need from Leicester city;
 - to work together to achieve identified outcomes in relation to strategic matters;
 - to review and update this Statement in light of any material change in circumstance such as: major changes to legislation or guidance; material changes to policy and strategy in the emerging plans; and
 - to adopt positive principles of cooperation.

7. SIGNATORIES TO THE STATEMENT

Signed on behalf of: North West Leicestershire District Council	Signed on behalf of: Charnwood Borough Council
Name:	Name: Richard Bennett
Position:	Position: Head of Planning and Regeneration
Date:	Date:

APPENDIX A - JOINT WORKING

The following list is summary of meetings and exchanges of information between Charnwood Borough Council and North West Leicestershire District Council. These meetings will continue to take place on a regular basis.

Event	Date	Outcomes
Leicestershire International Gateway Duty to Co-operate Meeting	28-30 th September 2021	An email exchange between both Council's agreed the content of the discussion paper and this has been shared with the Joint Strategic Growth Manager.
Leicestershire International Gateway Duty to Co-operate Meeting	22 nd September 2021	<p>The vision for the LIG was agreed.</p> <p>A written description of LIG recognising that the A42/ M1 is the epicentre and that other settlements on the periphery have an influence on the area including Ashby, Coalville and Loughborough was agreed.</p> <p>It was agreed that the discussion paper should be added to the next SPG agenda.</p>
Leicestershire International Gateway Duty to Co-operate Meeting	17 th December 2020	<p>A draft vision and boundary for the Leicestershire International Gateway were discussed.</p> <p>The impact of local plan housing allocations north west of Shepshed were discussed and the concerns about the impact of development in this area on Rempstone Road. It was noted that transport modelling is underway to inform the local plan which will provide an understanding of how significant the transport issues will be in this location.</p> <p>Charnwood Forest draft policy was discussed, and it was agreed that the aim is to create a consistent policy approach across the three local authorities.</p> <p>It was agreed that the Development Company and Free Port will need to be sensitivity tested through the new</p>

Event	Date	Outcomes
		<p>Housing and Employment Needs Assessment.</p> <p>It was agreed that a discussion with the Joint Strategic Growth Manager will be important once the vision and diagram are agreed with a presentation to Strategic Planning Group potentially needed.</p>
Leicestershire International Gateway Duty to Co-operate Meeting	30 th July 2020	It was agreed the development of a vision and boundary should be the next steps for the Leicestershire International Gateway followed by a meeting with the Joint Strategic Growth Manager.
Leicestershire International Gateway Duty to Co-operate Meeting	20 th February 2020	It was agreed that unmet housing and employment need is a strategic matter. It was agreed that the Local Highway Authority should consider through the transport evidence the implications of growth in Charnwood on Belton Road and Rempstone Road in North West Leicestershire. It was agreed that CBC would undertake some work around the opportunities and constraints of the LIG.

APPENDIX B - LEICESTERSHIRE INTERNATIONAL GATEWAY DISCUSSION PAPER

Introduction

The purpose of this paper is to discuss the Leicestershire International Gateway (LIG) concept which is described in the Leicester and Leicestershire Strategic Growth Plan (SGP) Spatial Strategy.

This paper has been prepared jointly by Charnwood Borough Council and North West Leicestershire District Council to consider the LIG concept introduced through the SGP in more detail. The aim of this paper is to describe and define the LIG and to provide an explanation of its purpose and relationship to the emerging local plan policies for Charnwood and North West Leicestershire (NWL).

This paper will:

- set out the context and background to the LIG;
- explain the geography of the LIG;
- review current and emerging policies relevant to the LIG area;
- discuss key drivers of change in the area;
- analyse the available social, economic, and environmental data for the area;
- identify key themes and issues; and
- set out our agreed understanding of the LIG and consider the relationship to local planning policies.

Context & Background

The Leicester & Leicestershire Strategic Growth Plan (SGP) sets out a long-term vision for the future of the region. The SGP has been developed by a partnership made up of Leicester City and Leicestershire County Councils, the seven local borough and district authorities and the Leicester and Leicestershire Enterprise Partnership (LLEP). The SGP was approved by all partners in December 2018. It is a non-statutory plan which sets out an agreed strategy for the period to 2050 and is clear that delivery of the strategy will be through each respective local authority's development plans.

The SGP documents the scale of housing and employment growth needed to 2050 to meet challenges and realise opportunities in the sub-region. The SGP defines a spatial strategy, which aims to reconcile competing aims and objectives, and identifies strategic development locations and infrastructure that will facilitate the overall vision for Leicester and Leicestershire. There are a number of components to its spatial strategy, including the LIG. The SGP description of the LIG in the spatial strategy is set out below.

Extract from the Leicester and Leicestershire Strategic Growth Plan

The Leicestershire International Gateway

The Leicestershire International Gateway is focused on the northern parts of the A42 and the M1, where there are major employment opportunities notably East Midlands

Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby. The authorities have already made provision for strategic new housing developments in Ashby, Coalville, and Loughborough and these need to be completed as a matter of priority to provide the opportunity for people to live close to their places of work. At the same time, some parts of the area (e.g. the centres of Coalville and Shepshed) are in need of regeneration and the physical fabric needs to be improved. In our Local Plans we intend to explore the theme of ‘forest towns’ suggested in the National Forest Strategy. This could be a way of enhancing the physical fabric of the towns and villages in this area and making the most of our environmental assets. It would also support investment in tourism and leisure facilities and the health and wellbeing agenda.

Loughborough, with a world class university, has also made provision for a science and enterprise park and this needs to be delivered in conjunction with improved access from J23 on the M1, now funded.

Overall, we estimate that the area has the potential to accommodate about 11,000 new homes. Improvements to the A42, the M1, railway lines and services – all set out in the Midlands Connect Strategy – support this opportunity.

Geographical Extent

Figure 7 of the SGP (Appendix 1) identifies the approximate extent of the LIG. From this and the wording above, it is clear that the LIG straddles both the borough of Charnwood and the district of NWL. However, the SGP does not define a specific boundary for the LIG. Instead, Figure 7 deliberately uses different tones of colour, with the darkest colour at its centre in the vicinity of East Midlands Airport and the junction of the M1 and A42 (Junction 23a) reflecting the wording of the SGP as set out above. This recognises the area of influence of the key economic generating centres of the airport and the East Midlands Gateway including the Strategic Rail Freight Interchange (SRFI).

In addition to these economic uses, within the area depicted in Figure 7 are:

- Castle Donington and Kegworth along with a number of smaller villages in the north of North West Leicestershire district.
- On the periphery are the settlements of Hathern, Shepshed and the western extent of Loughborough within Charnwood borough and the northern part of the Coalville Urban Area and just beyond Ashby de la Zouch, both in North West Leicestershire.
- The ‘north-west’ section of the Charnwood Forest Regional Park.
- Donington Park international racing circuit.

Current and emerging policies relevant to the LIG area

North West Leicestershire Local Plan

The North West Leicestershire Local Plan (2011-2031) was adopted in March 2021, following a partial review. The local plan defines a strategy to help transform the district

from its coal-mining and industrial roots, by delivering 9,620 new homes, and 66 hectares of employment land.

Within the area described earlier, the local plan identifies Coalville as a Principal Town, with Ashby de la Zouch and Castle Donington as Key Service Centres and Kegworth as a Local Service Centre.

The adopted plan does not make direct provision for growth, infrastructure or sites in the LIG area but does note that the Substantive Review will have regard to the Leicester and Leicestershire Strategic Growth Plan which sets out a long-term vision and strategy for growth in Leicestershire.

The Local Housing Need figure for NWL is 368 homes per annum based on the 2021 affordability ratios. However, as part of the Substantive Review, further work is underway to assess whether a higher figure would be appropriate having regard to the issue of unmet need in Leicester City and potential job growth in the district as a result of proposals for a Freeport associated with East Midlands Airport and also a potential Development Corporation, again including the area around the airport. The substantive review will also consider the provision of employment, including consideration of sub-regional work on strategic storage and distribution employment uses

Ashby de la Zouch Neighbourhood Plan

Ashby de la Zouch Neighbourhood Plan was adopted in November 2018 and provides a local policy perspective on the future of the settlement, setting out a policy approach that supports the development of 2,050 dwellings on the land north of Ashby de la Zouch, in accordance with the Local Plan), and appropriate windfall sites.

Charnwood Local Plan Core Strategy

The Charnwood Local Plan Core Strategy (2011 – 2028) was adopted in November 2015. The Core Strategy sets out to deliver at least 820 homes a year, a total of 13,940 new homes over the plan period. The Core Strategy makes no direct reference to LIG but sets out a strategy for urban concentration and regeneration with growth focused at the edge of Leicester, Loughborough and Shepshed. In Loughborough and Shepshed provision is made for 5,000 homes and 22 ha of employment, this includes the West of Loughborough Sustainable Urban Extension (SUE) which will deliver 3,000 homes and in Shepshed, 1,200 new homes alongside wider regeneration plans for the town. Hathern is identified as one of 12 'Other Settlements' suitable for some small scale infill development to meet local needs.

The plan provides specific policies for the regeneration of both Loughborough and Shepshed. The regeneration plans are predominantly linked to improving the town centres of each settlement, but the delivery of the West of Loughborough SUE and development in Shepshed are also identified as having a role in stimulating the regeneration of both towns.

The SGP notes that Loughborough University is a world class university and references the Loughborough Science and Enterprise Park (LSEP). The Core Strategy

includes an allocation for a 77-hectare expansion of the Science and Enterprise Park to the west of Loughborough University and supports the continued success of the University.

Charnwood Local Plan 2021-2037 Pre-Submission Draft

Charnwood has prepared a Pre-Submission Draft Local Plan which was consulted on during July and August 2021. The plan sets out a housing requirement figure of 1,111 homes per annum reflecting the Local Housing Need figure for the Borough. The draft local plan makes provision for a total of 19,461 homes over the plan period to 2037.

The proposed development strategy is urban concentration and intensification with some growth spread to larger settlements. The draft local plan distributes the majority of growth to Leicester Urban Area, Loughborough and Shepshed, carrying forward the Sustainable Urban Extensions identified in the Core Strategy. Of relevance to the LIG is the planned growth at Loughborough and Shepshed totalling 6,073 in Loughborough and 2,331 in Shepshed including committed development and new development sites totalling approximately 2,242 new homes in Loughborough and approximately 1,878 in Shepshed. Hathern continues to be identified as an Other Settlement with two allocations proposed totalling 56 homes.

The proposed development strategy makes provision for approximately 81 hectares of employment land, primarily through the three Sustainable Urban Extensions (carried forward from the Core Strategy). Of relevance to the LIG, this includes 16 ha at the West of Loughborough Sustainable Urban Extension, a further 9 ha north of Loughborough and a new proposal for 5 ha in Shepshed. The proposed development strategy also continues to support the delivery of the 73 hectares of employment land at the Loughborough Science and Enterprise Park.

The draft local plan notes that the Council's vision and objectives for Shepshed are to support the Leicestershire International Gateway, through the provision of new homes and jobs, to secure its regeneration and to make the most of its location on the edge of the Charnwood Forest. This is also supported by the policy for the Shepshed Urban Area which notes that the Council will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration.

Summary

The adopted North West Leicestershire and Charnwood Local Plan were prepared before the Strategic Growth Plan was finalised and published and therefore the LIG concept is not been formally identified in these plans.

The Charnwood Pre-Submission Draft Local Plan has been prepared in the context of the SGP and informed by the work set out in this paper. The draft local plan makes specific reference to growth in Shepshed supporting the SGP's proposals for the LIG and carries forward allocations at Loughborough and Shepshed which are important to the LIG concept. NWL's partial review notes that the substantive review will also take account of the SPG.

Key Drivers of Change

As well as the growth planned in the LIG area, there are also other key drivers of change that are important to understand. The SGP notes that the LIG includes a series of employers, major planned development, and infrastructure investment which will serve as a driver of change in the area. There are also other drivers of change in the sub-region, including corporate commitments to carbon neutrality and regeneration. The key drivers of change are discussed in turn below.

East Midlands Airport

East Midlands Airport (EMA) is the largest employment site outside of the city of Leicester, with 6,730 employees employed by 90 companies. The airport contributes £239 million of Gross Value Added (GVA) income to the region. The airport also functions as a cargo and logistics hub both regionally and nationally. Logistics companies including TNT, DHL, FedEx and Amazon are all located at the airport or the East Midlands Gateway hub.

Discussions with EMA highlight that access to the airport dictates where their employees reside. The latest census of employees indicates that 1,000 employees reside in NWL, just over 650 in Charnwood, and 1,100 in Erewash in Derbyshire. The largest cohort of employees (2,100) live in Derby, with good access via the A6 and the A50. It is noted that over half of the workers at the airport are associated with cargo, which is primarily night-time work. As such, there is a greater reliance on the private car, and a reduced level of public transport usage although the airport is well served by public transport with regular services to Loughborough and Coalville, as well as Derby, Leicester and Nottingham.

The airport is in the process of updating its sustainable development plan and preparing a new on-site masterplan. These documents will set the platform for how the airport develops and responds to the pending national aviation policy. Both the sustainable development plan and masterplan are expected to reference the airport's role in supporting aspirations of the LIG.

East Midlands Development Corporation

The East Midlands Development Corporation (EMDC) is one of the key projects of the Midlands Engine, a partnership of private and public sector organisations which work to promote investment and growth across the region. The EMDC is a collaboration between five councils – Leicestershire, Nottinghamshire, North West Leicestershire, Rushcliffe and Broxtowe, which have committed to funding the initiative and is centred around three major projects:

- Redevelopment of the Chetwynd Barracks for 4,500 homes following its scheduled closure in 2024 and development of the HS2 Hub at Toton.
- Supporting growth in the East Midlands Airport area.
- Redevelopment of the Ratcliffe-on-Soar into a technology, advanced manufacturing and energy hub.

The EMDC, if approved, will look to build on the existing strengths of the region whilst simultaneously addressing challenges. It will aim to create a national centre for decarbonisation, a new 'garden of innovation' and the UK's biggest trade and freight gateway. By 2045, the EMDC aims to have created 84,000 new jobs and contributed £4.8bn GVA to the East Midlands economy.

East Midlands Freeport

The government has announced that the East Midlands will be host to one of eight new Freeports in England, creating an estimated 60,000 new direct and indirect jobs for the region. Freeports are part of plans to ensure compliance with new customs procedures and controls now that the UK has left the EU. Government is proposing to spend £700m on building new infrastructure, hiring staff and developing technology to ensure Britain's border systems are fully operational. Securing freeport status will mean that UK taxes and tariffs will not apply at the site, providing tax incentives for business.

The Freeport will be based around the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire, Unipers Ratcliffe-on-Soar power station site in Rushcliffe in Nottinghamshire and the East Midlands Intermodal Park (EMIP) in South Derbyshire. It will bring significant investment to develop and drive innovation, alternative energy sources and green technology supporting SME's and large regional employers.

East Midlands Gateway / Strategic Rail Freight Interchange / SERGO Logistics Park

The East Midlands Gateway (EMG) is an approximate 300-hectare development with consent for up to 6,000,000 sq ft of logistics accommodation. The development incorporates the Strategic Rail Freight Interchange (SRFI), which includes a rail freight terminal capable of handling up to sixteen 775-metre-long freight trains per day, container storage, and HGV parking.

The latest position is that about half of the warehousing accommodation has already been built, and the development as a whole is on track to create 7,250 jobs, as well as 900 construction jobs, and 3,000 indirect jobs.

The EMG has sought to capitalise on of its strategic position alongside the M1, in proximity to the EMA, and the newly realised SRFI. These locational advantages and relationship to existing assets and employment hubs means it is well-placed to support the concept of the LIG. Equally, the EMG takes advantage of being in a location that has approximately 1 million people within a 30-minute drive time; 440,000 people who are economically active within a 30 minute drive time; and 90,000 people are economically active but unemployed within a 45 minute drive time.

HS2 – Railway Infrastructure and Proposed Station at Toton

The HS2 East Midlands Hub at Toton would represent a major enhancement to connectivity across the region. Once operational, 14 high speed trains an hour are scheduled to leave Toton and the station will be within 20 minutes of Birmingham, half an hour of Leeds, and less than hour from London.

The East Midlands HS2 Growth Strategy estimates that the arrival of HS2 could help provide 74,000 new jobs and add an extra £4bn a year to the regional economy. East Midlands Councils in collaboration with Midlands Connect are working to maximise the economic potential of a new HS2 hub station at Toton and the integrated high-speed station at Chesterfield.

At the time of preparing this statement there remained uncertainty as to whether the eastern leg of HS2 would go ahead or where the East Midlands station would be located.

Carbon Pledge 2020

At a strategic level, the seven district and borough councils in Leicestershire have declared a collective ambition of being carbon neutral by 2030. The councils have agreed to identify where they can work together on carbon reduction measures, which could include electric car charging hubs, transport and buildings, as well as how they work with other organisations and communities to help reduce the impact of climate change.

At a local level, NWL is committed to the carbon neutral target, building upon their previous ambitions to be carbon neutral by 2050. Charnwood has, since 2015, been delivering on its Carbon Pledge 2020. In June 2019, it approved a motion setting out the Council's aspiration to achieve carbon neutrality from its own operations by 2030.

Economic, social and environmental data for the LIG area

To better understand how the LIG concept may influence the future of the sub-region, and that of the settlements in this location, it is helpful to understand the current social, economic and environmental context of the area. A summary of key datasets for the area are set out in Appendix 2.

Key Themes and Issues

Looking across the policy documents, datasets, and information it is possible to identify a number of themes and issues facing the LIG area:

- **Diverse Area:** The LIG spans two local authority administrative areas, each with a different history and context. The authorities include a range of settlements, with contrasting characteristics between the different towns, smaller settlements and hinterlands. Whilst there is a geographical relationship between the authorities, the data highlights there are significant differences between them. This means a one-size fits all approach to growth and regeneration in the LIG area would be challenging.
- **Growth:** The LIG is identified in the SPG spatial strategy for growth. The LIG is focused around the northern parts of the A42 and the M1, where there are major employment opportunities notably East Midlands Airport (EMA), East Midlands Gateway (EMG) (strategic rail freight terminal) and HS2 station at Toton nearby (just outside of the LIG area). The adopted and emerging development plans focus

growth towards urban areas and there is an opportunity to support the role and function of main urban settlements of Loughborough, Coalville and Shepshed. Future household and employment growth in the LIG area is projected to be substantial including 5,500 dwellings and 30 ha of employment for Loughborough and Shepshed; and 2,250 dwellings and 66 ha of employment in Ashby de la Zouch, Castle Donington, Coalville, and Kegworth. This forecast growth provides an opportunity for new infrastructure and more sustainable travel options as residents are closer to their places of work.

- **Connectivity:** The LIG area is well connected by the strategic highway and main road network, with excellent connectivity via the M1, A1, M42, A42, A6, A453, A50. Connectivity via public transport is less comprehensive, albeit notable exceptions exist with the bus service provision associated with EMA providing a successful network of public transport corridors. There is an opportunity for improvements to overall connectivity in the LIG area, with a particular focus on improving public transport infrastructure.
- **Economy:** Data on the economy and jobs highlights substantial economic growth in the area over the last ten years and this is set to continue. The travel to work data confirms that North West Leicestershire is a centre of economic activity in the sub-region and is a net importer of workers, whilst Charnwood is a net exporter of workers. North West Leicestershire is the home of key economic hubs (EMA and EMG) which draw commuters into the local authority area from a wide geography, including Charnwood. This presents a significant opportunity but the report by the Centre for Progressive Policy (CPP) indicates that both Charnwood and North West Leicestershire are two of the areas where the impact of the Coronavirus on the economy is likely to be hardest felt, which is a challenge.
- **Drivers of Change:** EMA, EMG, East Midlands HS2 Hub and East Midlands Development Corporation represent significant drivers of change in the sub-region. EMA is already the largest employer in the sub-region outside of the city of Leicester which is a major opportunity, and the relationship between the EMA and the developing EMG means this area will be an important component of the LIG area. An East Midlands Development Corporation has been established and this represents an opportunity to influence growth and investment in the wider area but has the potential to shift the functional economic geography northward towards Nottingham, which presents a challenge.
- **Regeneration:** There is a policy focus on regenerating Loughborough, Shepshed, and Coalville within the general LIG area. There is a focus on delivering physical regeneration at Shepshed and Coalville in particular, with the aim of improving the physical and natural environment and enhancing overall quality of life for residents, businesses, and visitors. Whilst interventions in the two settlements should be locationally-specific, there is an opportunity to join-up on certain strategic issues for example sourcing external funding, project management, resources, and analysis.
- **Carbon Economy:** Each local authority has committed to being carbon neutral by 2030. The carbon-agenda presents an opportunity to become a focus for the LIG.

- **Forest:** Charnwood Forest and the National Forest represent an opportunity to use the environmental assets of the Charnwood Forest to support sustainable development including supporting investment in tourism and leisure and the wider health and wellbeing agenda.

Our Understanding of the Leicestershire International Gateway

Geographically, the LIG draws together a part of the sub-region which prior to the SGP had not been analysed or identified as an area of focus.

The evidence presented in this paper shows that this is a diverse area in terms of its characteristics, but they share key road links (M1, A6, A51) as well as public transport routes within and beyond the LIG and the Charnwood Forest Regional park. Whilst this does not suggest there is a requirement for a bespoke policy approach, the LIG concept has and will continue to influence local plan policies and strategic planning decisions and has the potential to be positive driver of change in this area. To this end, the following sets out our shared understanding of the LIG and the principles that underpin the LIG concept:

Leicestershire International Gateway

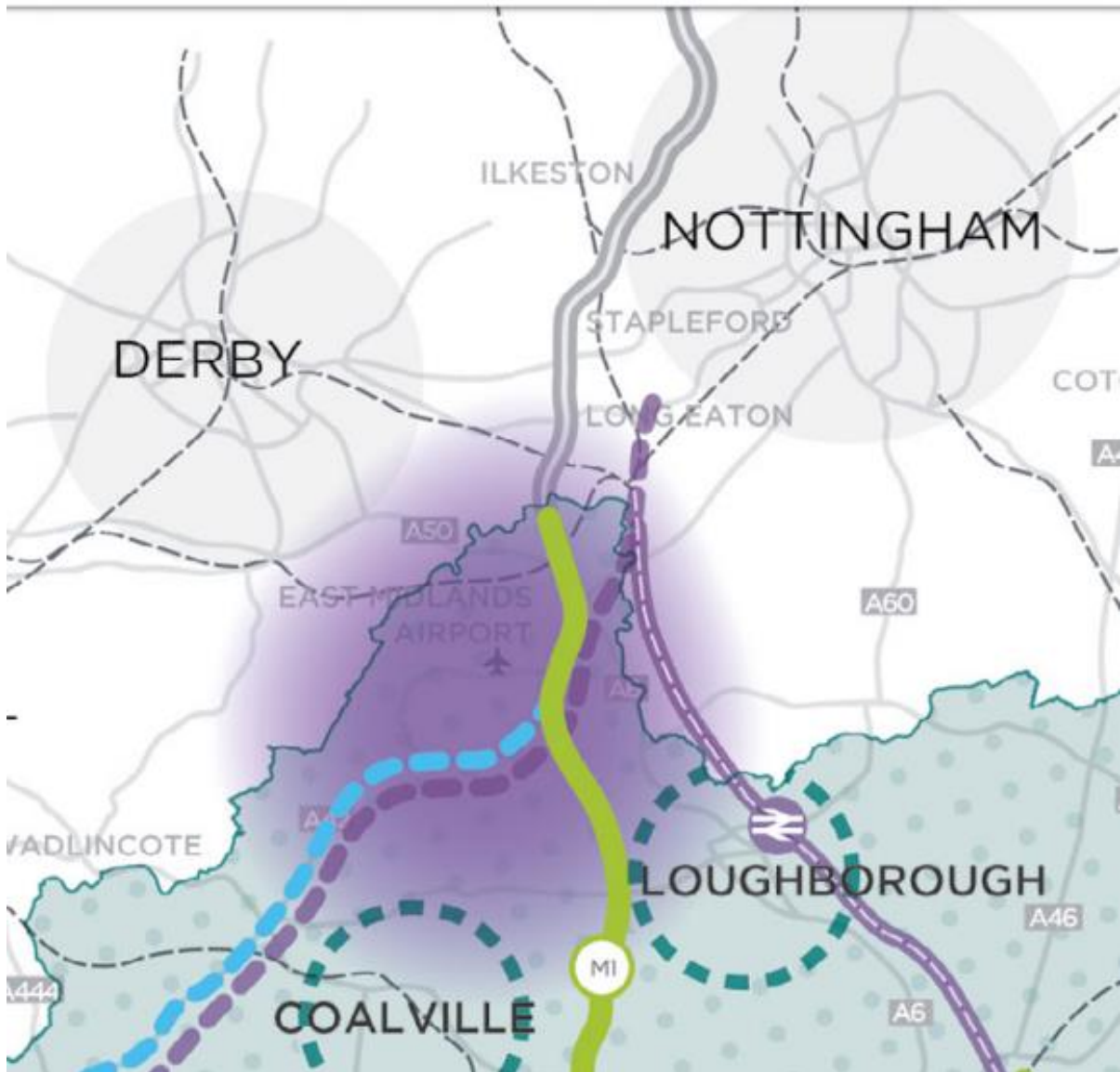
The Leicestershire International Gateway is an area located at the centre of a communications network with links to the rest of the country and beyond and which will be an economic powerhouse and focus for sustainable growth, not just for north Leicestershire but also the wider area.

Growth will deliver new jobs and affordable homes in close proximity to each other, but also the infrastructure to support both existing and new residents. This growth will support regeneration in Shepshed and Coalville and will be supported by sustainable means of travel to create a network of linked settlements benefitting from not only employment opportunities but an extensive range of services and facilities.

New development will be high quality and locally distinctive, making the most of its setting in the National Forest, and reflecting the character of the Trent Valley Washlands, Melbourne Parklands and Charnwood Forest Landscape Character Areas. They will incorporate low carbon living and support healthy, active lifestyles to provide a high quality of life for local residents.

APPENDIX 1: Strategic Growth Plan Figure 7 Strategy Plan

Extract from the Strategic Growth Plan showing the Geographical extent of the Leicestershire International Gateway



APPENDIX 2: Economic, Social and Environmental Data for the Leicestershire International Gateway Area

Population & Population Growth

A comparison of the current population figures for Charnwood and North West Leicestershire is set out below.

Table 1: Population by Local Authority in the Leicester International Gateway (2019)

Local Authority	Population (2019)
North West Leicestershire	103,600
Charnwood	185,900

Source: ONS Population estimates [2019]

The data shows that Charnwood has the largest population, with just over one-third of the population living in Loughborough, the largest urban population in Leicestershire outside of Leicester. Shepshed and Syston are the next largest towns, with the remainder of the population dispersed across smaller villages and hamlets in the area. For NWL, the residents of Coalville and Ashby de la Zouch accounts for more than half of the district's population.

A summary of the resident population for the main settlements within the LIG area is set out in Table 2 below. This data is based on the 'built up area' definition as provided by ONS / NOMIS and as such requires a 'best-fit' approach for matching the built-up areas to settlements. As such, data based on other parameters, from other sources, may vary.

Looking at the LIG area – Loughborough and Coalville, are the largest centres of population.

Table 2: Population of Built Up Areas inside the LIG Area (2018)

Local Authority	Settlement / Built Up Area	Population (2018)
North West Leicestershire	Ashby de la Zouch	14,157
	Coalville	40,685
	Castle Donington	7,285
	Kegworth	4,049
Charnwood	Hathern	2,202
	Loughborough	66,611
	Shepshed	13,863

Source: ONS – Population Estimates – small area based

Table 3: Population Growth by Built Up Area in the LIG area (2011 to 2018)

Local Authority	Built Up Area	2011	2012	2013	2014	2015	2016	2017	2018	Change (2011 – 2018)	% Change (2011 – 2018)
North West Leicestershire	Ashby-de-la-Zouch	12,389	12,425	12,648	12,806	13,096	13,435	13,803	14,157	1,768	14
	Castle Donington	6,424	6,436	6,577	6,770	6,930	7,128	7,243	7,285	861	13
	Coalville	38,363	38,642	38,781	39,019	39,424	39,622	40,110	40,685	2,322	6
	Kegworth	3,600	3,601	3,611	3,738	3,920	3,931	3,916	4,049	449	12
Charnwood	Hathern	1,873	1,913	2,026	2,090	2,094	2,107	2,184	2,202	329	18
	Loughborough	59,702	60,883	61,147	62,325	63,375	64,313	65,635	66,611	6,909	12
	Shepshed	13,497	13,560	13,526	13,601	13,671	13,773	13,969	13,863	366	3

Source: ONS – Population Estimates – small area based, by year

In the context of the LIG, Loughborough and Coalville have seen the greatest population increase which reflects their role and functions as principal centres and key towns within their local authority areas. Population growth in Loughborough was more than double that recorded in Coalville. This highlights Loughborough's primary role in the sub-region.

Future Population Forecasts

Table 4 sets out the 2018-based population projections issued by ONS on behalf of Government. The projections show that Charnwood will experience the largest population growth, and at a comparable rate with that seen across the whole of Leicestershire. NWL is also expected to experience strong population growth, and proportionally, greater than that seen in Charnwood.

Table 4: 2018-based Population Projections – by local authority in the LIG area.

Local Authority	2018	2025	2030	2035	2040	2043	Change	% Change
North West Leicestershire	102,126	113,874	121,257	127,864	133,897	137,240	35,114	34
Charnwood	182,643	197,771	207,655	215,256	221,161	224,710	42,067	23
Leicestershire	698,268	753,710	788,591	818,246	845,028	860,618	162,350	23

Source: ONS – Sub-National Population Projections (2018-based)

Economy, Employment and Economic Activity Rates

Providing an exact account of the size and scale of local economies can be difficult. There is no single dataset that can express all the component parts of a local economy in terms of scale, value, quality, productivity, and resilience. The following tables set out a portfolio of datasets in an attempt to portray the nature of the local economy for the local authorities in the LIG area. Where possible, data is also shown at the settlement-specific level.

Gross Value Added

Table 5 shows the Gross Value Added (GVA) by local authority. GVA per local authority (calculated using the income approach) is created by allocating regional GVA to the local authority level. It shows that NWL is the largest economy in the area, closely followed by Charnwood. NWL's economy has steadily grown over time, whereas Charnwood's economy has fluctuated and experienced periods of contraction, before a return to growth.

NWL's economy has experienced the greatest rate of change, growing by nearly 72% since 2010. Rates of growth in the area are broadly comparable with the Leicester and Leicestershire Local Enterprise Partnership area (LLEP) and national averages, although Charnwood is slightly below trend, and NWL is significantly above trend.

Table 5: GVA – by local authority (£million)

Local Authority	2010	2015	2016	2017	2018	Change	% Change
NWL	2,544	3,195	3,302	3,310	3,636	1,521	72
Charnwood	3,052	3,216	3,517	3,494	3,581	875	32
L&L LLEP	20,058	23,476	24,401	24,843	25,910	9,167	55
UK	1,442,377	1,709,325	1,778,134	1,846,694	1,908,608	651,177	52
England	1,225,644	1,471,567	1,534,076	1,593,315	1,643,271	579,170	54

Source: ONS, Nominal and real regional gross value added (balanced) by industry

Table 6 below indicates GVA per head across the local authority areas, the LLEP area, and the national and UK average. It shows how GVA per head has changed over time from 2010 through to 2018. The data shows that NWL has the highest level of GVA per head in the area. NWL's figure is also significantly above the LLEP average, and the national averages. This may demonstrate a more productive workforce, and is an indicator of a higher value economy.

GVA per head in Charnwood is below the LEP average and the UK average, indicating a less productive workforce in this location. GVA per head has increased across all areas. The rate of growth in Charnwood is the lowest in the LIG area and is substantially below the rate of change seen at a LLEP-level and at the national-level.

Table 6: GVA per head (£)

Local Authority	2010	2015	2016	2017	2018	Change	% Change
North West Leicestershire	£27,424	£33,111	£34,012	£35,741	£35,603	£8,179	30
Charnwood	£17,311	£18,040	£18,931	£19,392	£19,607	£2,296	13
Leicester and Leicestershire LLEP	£20,653	£23,073	£23,691	£23,802	£24,595	£3,942	19
UK	£22,983	£26,253	£27,086	£27,963	£28,729	£5,746	25
England	£23,282	£26,860	£27,757	£28,647	£29,356	£6,074	26

Source: ONS, Nominal and real regional gross value added (balanced) by industry, and Mid-year population estimates

Table 7 sets out the GVA per employee. Considered alongside GVA per head, this dataset can help give an indication of the productivity of the local workforce and can highlight the productivity of a local economy.

Table 7: GVA per employee (£)

Local Authority	2010	2015	2016	2017	2018	Change	% Change
North West Leicestershire	£51,918	£57,054	£58,964	£53,387	£59,607	£7,688	15
Charnwood	£49,226	£49,477	£52,493	£52,939	£54,258	£5,032	10
Leicester and Leicestershire LLEP	£47,085	£50,814	£51,371	£51,973	£54,662	£7,578	16
England	£53,093	£58,759	£60,214	£61,687	£63,261	£10,168	19

Source: ONS, Nominal and real regional gross value added (balanced) by industry and Business Register and Employment Survey

Jobs and Employment

Table 8 shows the jobs density in each local authority area. Job density relates to the level of jobs per resident aged 16-64. For example, a job density of 1.0 would mean that there is one job for every resident aged 16-64. The total is a workplace-based measure and so comprises employee jobs (including self-employed, government-supported trainees and HM Forces).

Table 8: Job Density (2018)

Local Authority	Jobs	Job Density
North West Leicestershire	69,000	1.09
Charnwood	74,000	0.63

Source: ONS, and Business Register and Employment Survey

The data indicates that Charnwood has the largest number of jobs in the LIG area, although the figures are comparable with those in NWL. However, the job density ratios for Charnwood and NWL are significantly different, with NWL's density ratio

demonstrating that there is more than one job available per economically active resident. Charnwood's job density ratio is lower meaning generally that the number of available jobs is smaller than the overall population.

Table 9 and Table 10 complement the job density figures and shows the total number of employee jobs in each local authority area, the LEP area, and nationally. Table 10 also provides a breakdown of the ratio of jobs that are full-time and part-time. The data on employee jobs differs from the figures above as it excludes self-employed, government-supported trainees and HM Forces, so this count will be smaller than the total jobs figure shown in the jobs density table. The information comes from the Business Register and Employment Survey (BRES) - an employer survey conducted in September of each year.

The proportion of full-time employees in NWL is significantly above the regional and GB average, and similarly the proportion of part-time employees is significantly below the East Midlands average. The percentage of Charnwood's employees who are full-time is marginally lower than both the regional and GB average. As a result, and as suggested when analysing the job density figures, the number of part-time employees is greater than the average trends.

Table 9: Total Employee Jobs (2010 – 2018)

Local Authority	2010	2015	2016	2017	2018	Change	% Change
North West Leicestershire	49,000	56,000	56,000	62,000	61,000	12,000	24.49
Charnwood	62,000	65,000	67,000	66,000	66,000	4,000	6.45
Leicester and Leicestershire	426,000	462,000	475,000	478,000	474,000	48,000	11.27
England	23,085,000	25,044,000	25,477,000	25,829,000	25,976,000	2,891,000	12.52

Source: Business Register and Employment Survey

Table 10: Employee jobs (2018)

	NWL		Charnwood		East Midlands	Great Britain
	(Employee Jobs)	(%)	(Employee Jobs)	(%)	(%)	(%)
Total	61,000	-	65,000	-	-	-
Full-Time	46,000	75.4	43,000	66.2	68	68
Part-Time	15,000	24.6	22,000	33.8	32	32

Source: Business Register and Employment Survey

The proportion of full-time employees in NWL is significantly above the regional and GB average, and similarly the proportion of part-time employees is significantly below the East Midlands average. The percentage of Charnwood's employees who are full-time is marginally lower than both the regional and GB average. As a result, and as suggested when analysing the job density figures, the number of part-time employees is greater than the average trends.

Table 11 set out the number and proportion of economically active residents in each of the local authority areas. It also accounts for those who are economically inactive and unemployed.

Table 11: Employment and unemployment (Apr 2019-Mar 2020)

	NWL		Charnwood		East Midlands	Great Britain
	(Numbers)	(%)	(Numbers)	(%)	(%)	(%)
Economically Active	53,700	77.6	101,700	82.6	79.7	79.1
In Employment	50,500	72.6	98,600	80.3	76.8	76
Employees	42,200	62.2	86,000	71.3	66.6	64.9
Self Employed	8,300	10.4	12,600	9.00	10.00	10.8
Unemployed	1,600	3.1	2,600	2.6	3.7	3.9

Source: ONS, and Business Register and Employment Survey

The proportion of those who are economically activity in NWL is lower than the regional and GB average, whereas the proportion in Charnwood is substantially greater than the regional and GB average. Unemployment figures across both local authority areas are lower than both the regional and GB average.

To provide some more local level detail, it is possible to look at the claimant count data for each of the main settlements in the LIG area. Claimant count data is a helpful proxy for assessing the strength of the local economy, and for gaining an understanding of employment and unemployment rates. Table 12 and Table 13 set out the claimant count data for those age 16+, and as a percentage of those aged 16-64 (and therefore potentially economically active). The data shows progression over time, from June 2013 to June 2020.

Table 12: Claimant Count Data, by Settlement (2013 – 2020)

Date	Jun-13	Jun-14	Jun-15	Jun-16	Jun-17	Jun-18	Jun-19	Jun-20
Ashby-de-la-Zouch	145	95	75	65	55	85	90	310
Castle Donington	70	40	40	40	30	30	60	160
Coalville	745	515	385	310	250	370	495	1,215
Hathern	20	10	10	5	10	15	20	50
Kegworth	30	25	25	15	20	20	30	95
Loughborough	960	500	425	470	470	475	895	1,900
Shepshed	145	80	70	85	65	60	125	330

Source: ONS Claimant Count Data

Table 13: Claimant Count Data, Percentage of 16-64 Year Olds, by Settlement (2013 – 2020)

Date	Jun-13	Jun-14	Jun-15	Jun-16	Jun-17	Jun-18	Jun-19	Jun-20
Ashby-de-la-Zouch	1.9	1.2	1	0.8	0.7	1	1.1	3.7
Castle Donington	1.7	0.9	0.9	0.9	0.6	0.6	1.4	3.5
Coalville	3.1	2.1	1.6	1.2	1	1.4	2	4.8
Hathern	1.7	0.9	0.6	0.5	0.9	1	1.3	3.8
Kegworth	1.2	1	0.9	0.6	0.7	0.7	1	3.4
Loughborough	2.2	1.1	0.9	1	1	1	1.9	4
Shepshed	1.7	0.9	0.8	1	0.7	0.7	1.5	3.9

Source: ONS Claimant Count Data

Fluctuations in claimant count data is expected and reflects the cycles that can exist in the economy, which are affected by seasonality and the unique characteristics of certain local economies. However, the overall trend across each of the settlements in the area is for claimant counts, both in terms of number and percentage to increase. For some locations the claimant count rate has doubled (Loughborough) and there appears to be a large uplift in the number of claimants in more urban areas (Coalville and Loughborough).

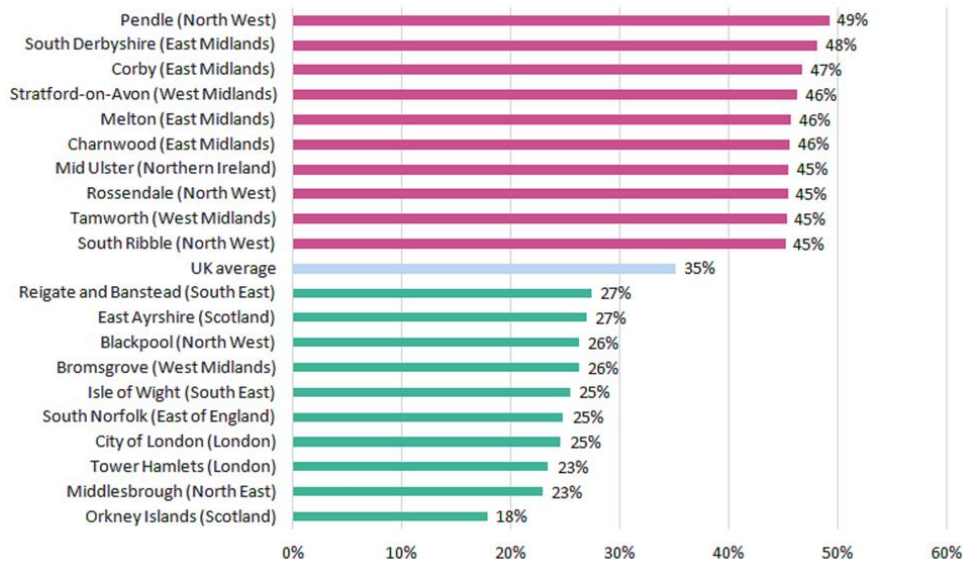
Future Economic Impacts – Coronavirus

The claimant count data shown above hints at the immediate effect of the Coronavirus pandemic. It is too early to draw long term conclusions about the impact on the economy, but there is analysis that seeks to predict local level effects.

Using Office for Budget Responsibility (OBR) data, the Centre for Progressive Policy (CPP) has analysed the economic impact of coronavirus. The OBR themselves published its analysis of the likely impact on the UK economy, with the OBR expecting real GDP to fall by 35% in the second quarter of 2020. This 35% decrease is calculated as an average of the likely impact on different sectors, weighted according to the size of each sector in the national economy.

CPP has utilised this data and methodology to map impacts to each local authority district in the UK, weighting the average sectoral hit by the distribution of each local authority's GVA by sector. CPP's report shows that the impacts will vary significantly across the country, but that the decline in economic output is estimated to reach close to 50% in parts of the Midlands in the second quarter of 2020. Figure 3 shows those local authorities that are expected to experience the greatest impact.

Figure 3: Impact on GVA for the top 10, bottom 10, and median performing local authorities



The report shows a clear regional dimension to the results. Nine of the ten worst affected local authorities are in the Midlands or the North West including Charnwood.

Figure 4 shows the 20 worst affected local authorities.

Figure 4: 20 worst affected local authorities in the UK

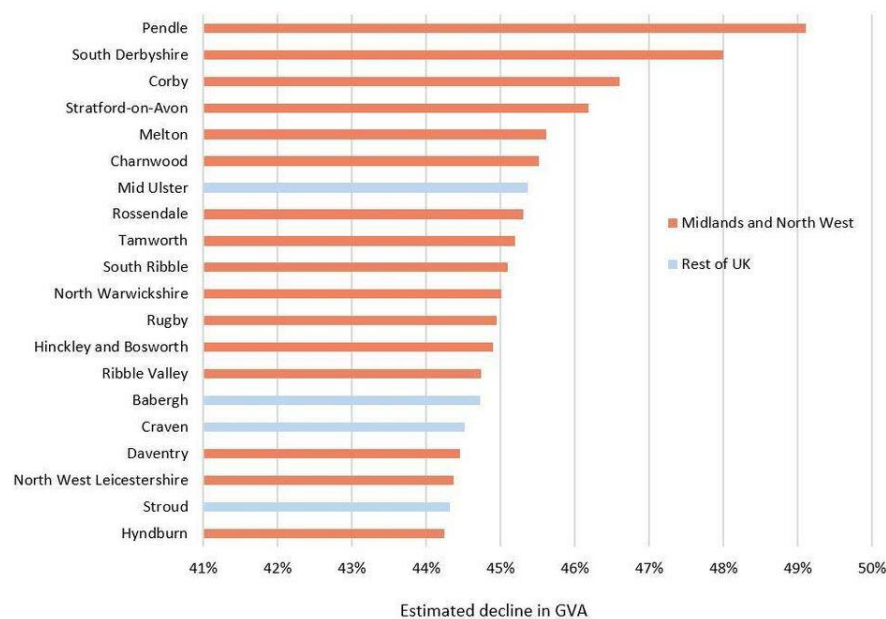


Table 14 summarises the analysis carried out by CPP and shows the resulting impact on GVA and the overall rank (ranked by worst affected) for the two local authorities in the LIG area.

Table 14: Impact of Coronavirus on GVA in LIG Area

Region	LA name	Decline in GVA	Rank
East Midlands	Charnwood	46%	6
East Midlands	North West Leicestershire	44%	18

The analysis by CPP shows that both local authorities are within the top 50 for worst affected economies.

Housing Delivery

North West Leicestershire

Table 18 shows the location of housing completions recorded from the start of the plan period. The Gateway area approximates to the area of the LIG shown at Appendix 1, but excludes those other settlements listed in the table.

Table 18: Housing Delivery in NWL (2011-2020)

Year	Coalville Urban Area	Ashby de la Zouch	Castle Donington	Kegworth	Gateway area	NWL Total
2011/12	121	-27	3	4	9	233
2012/13	93	17	74	50	8	365
2013/14	33	122	76	77	15	428
2014/15	97	220	88	40	17	686
2015/16	122	162	59	14	18	628
2016/17	297	99	23	4	15	727
2017/18	315	226	11	26	34	978
2018/19	264	202	18	8	14	682
2019/20	245	124	94	0	15	763
2020/21	212	187	73	33	23	
TOTAL	1,799	1,332	519	256	162	5,490

Policy S2 of the adopted Local Plan identifies the CUA as the Principal Town of the district and where the largest amount of development in a single settlement will take place. This is reflected in the completion figures to date. The most amount of new development outside of the Coalville Urban Area has been in Ashby de la Zouch (1,332 dwellings), followed by Ibstock (679 dwellings), Castle Donington (519 dwellings) and Kegworth (256 dwellings). With the exception of Ibstock, these settlements are all located within or on the periphery of the LIG. Elsewhere within the general LIG area development is more limited, reflecting the smaller nature of the most settlements.

Charnwood

Table 16 shows housing delivery in Charnwood between 2011-2020, with a specific breakdown for Loughborough, Shepshed, and Hathern. The data shows that annual housing delivery has steadily built over time.

The data shows consistent delivery in Loughborough, but only relatively modest delivery in Shepshed. In overall terms, the total housing delivery was behind target up to and included 2014/2015, but since then there has been an uplift, with annual delivery figures since 2015/2016 being ahead of the development plan target.

Housing delivery is expected to remain strong as the three SUEs have all received planning permission, and reserved matters have been approved. The emerging local plan re-emphasises the objective to deliver large-scale housing growth and regeneration in Shepshed, as such, the housing delivery figures are expected to increase in the medium term.

Table 16: Housing Delivery in Charnwood (2011-2020)

Settlement	Loughborough	Shepshed	Hathern	CBC Total
2011/2012	208	21	50	697
2012/2013	91	7	38	503
2013/2014	82	3	38	602
2014/2015	199	36	5	723
2015/2016	186	56	2	831
2016/2017	222	73	51	943
2017/2018	404	31	20	1107
2018/2019	382	88	3	1117
2019/2020	336	156	3	993
TOTAL	2110	471	210	7516

Future Household Growth

Table 19 and Table 20 show the two most recent Government household projections. It should be noted that household growth does not immediately translate to a requirement to deliver houses/dwellings. Other factors affect the final number of houses/dwellings needed in a local area.

Table 19: 2016-Household Projections (All Households)

Area	2016	2020	2025	2030	2035	2041	Change	% Change
NWL	41,355	43,208	45,447	47,439	49,224	51,239	9,884	24
Charnwood	70,640	73,639	77,378	81,249	84,772	88,531	17,891	25
Leics	280,929	261,581	304,470	316,839	328,293	340,991	60,062	21
East Midlands	1,967,539	2,026,083	2,098,648	2,170,363	2,237,850	2,312,085	344,546	18

The 2016-based projections indicate that Charnwood will experience a significant increase in households – growing by over a quarter from the 2016 base date, with a rate of change that exceeds the county and regional average.

Table 20: 2018-Household Projections (All Households)

Area	2018	2020	2025	2030	2035	2043	Change	% Change
NWL	43,008	44,728	48,728	52,339	55,645	60,531	17,523	41
Charnwood	72,713	74,733	79,371	83,930	88,128	93,903	21,190	29
Leics	288,792	296,814	315,263	332,572	348,673	372,146	83,354	29

East Midlands	2,001,987	2,038,798	2,125,887	2,209,018	2,287,284	2,399,739	397,752	20
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The 2018-based projections also indicate that NWL will experience a significant increase in households – growing by over 40% from 2018 base date, with a rate of change that significantly exceeds the county and regional average.

Indices of Multiple Deprivation

Charnwood is considered to be relatively affluent and is ranked 244th out of 317 in the IMD. Levels of deprivation are therefore lower than the England average. However, there are pockets of deprivation where communities suffer from poor housing, reduced access to jobs, and a lack of facilities and services. These areas are primarily located in Loughborough, Syston and Thurmaston. Although deprivation is lower than the regional average, almost 14% of the children live in poverty. This is, however, significantly lower than the national average (19.2%). Four of Leicestershire’s 10 most deprived neighbourhoods are located within Charnwood.

NWL is ranked as the 216th most deprived local authority. Overall, NWL is the second most deprived local authority in Leicestershire. There are pockets of high-level deprivation within NWL particularly in the ward of Greenhill (east of Coalville) which has two areas which are within the top 10% of most deprived LSOAs in England. LSOA 013F in the ward of Ibstock and Heather and LSOA 008A in the ward of Moira are among the top 30% of most deprived LSOA in the country. Some of the least deprived areas are located around Ashby-de-la-Zouch, Long Whatton, Normanton le Heath and Appleby Magna.

Transport, Accessibility and Infrastructure

NWL benefits from good road transport links, strategically placed at the intersections of the M1 and A42 motorways, making it a leading location for the logistics and distribution industry. The A42/M42 provides a route to the South West, the M1 to the central North and the South East, whilst the A50 links the District with both Leicester and Burton Upon Trent. Despite a well-connected road network, there are no passenger rail services. The Leicester & Burton rail freight line runs north-west from Leicester to Burton upon Trent and is used to transport aggregates from Bardon Hill Quarry. The new East Midlands Parkway Station lies just outside the district, approximately 4km from Kegworth. This station provides regular services on the London to Nottingham mainline. However, there are currently no bus services to and from the station and very limited walking and cycling options.

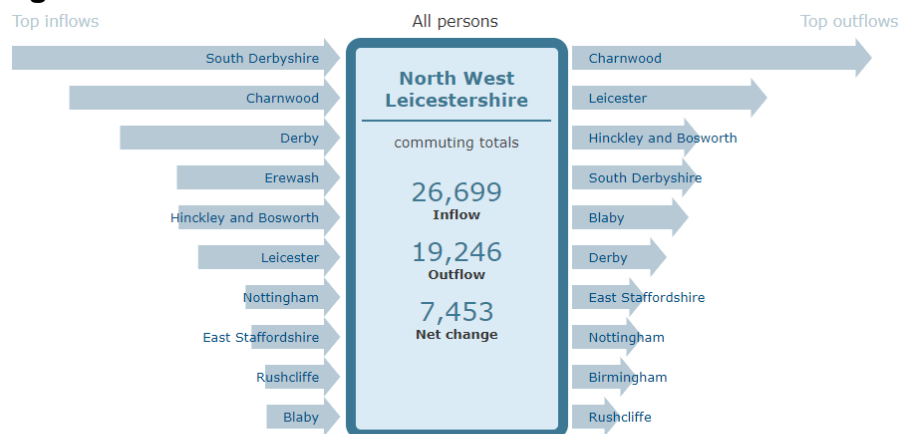
In 2016, 92% of all journeys to work in NWL were made using a private car or van, whilst just 7% were made on foot. This far exceeds the national average of 78%.

Charnwood is served primarily by the Midland Mainline and M1 motorway. The Borough is connected to the M1 via the A6 and A512 dual carriageways. The A6 represents the main arterial road and travels north to south, connecting Loughborough to Leicester. There are only a limited number of principal routes travelling from east to west, as the River Soar and Midland Main Line railway provide a series of physical barriers.

The majority (63.5%) of people in the Borough travel to work by private car. This has seen a small increase since 2001. This is particularly prevalent for people living in rural areas, which are poorly served by public transport leading to accessibility issues and a heavy reliance of private car.

Travel data for the two local authorities is shown in Figure 6 and 7 below. The figures detail the usual residence and place of work by local authority, highlighting the locations that residents are travelling to and travelling from.

Figure 6: NWL – Usual Residence and Place of Work



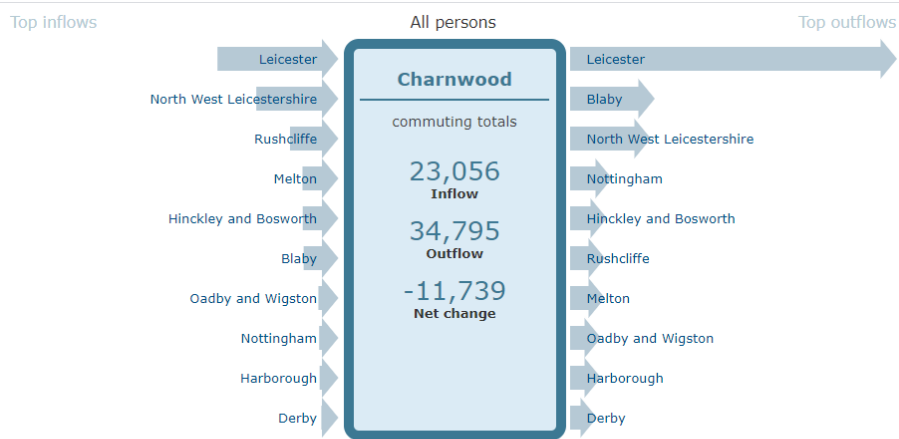
Commuting totals for North West Leicestershire:

- Inflow: 26,699 all persons commute into North West Leicestershire from other local authorities in the UK.
- Outflow: 19,246 all persons commute out of North West Leicestershire to other local authorities in the UK or abroad.
- Net change: Overall, commuting results in a population increase of 7,453 all persons in North West Leicestershire.

The data for NWL is very different to Charnwood as the commuting inflows exceed the outflows. NWL has a net inflow of approximately 7,500 commuters, highlighting its role as a centre of economic activity in the sub-region and the LIG area. Significant inflows are from South Derbyshire, Charnwood, and Derby which is likely to reflect proximity and access via the strategic road network.

The commuting patterns with Charnwood show a broadly even flow of commuters. Charnwood is the main commuting destination for residents from NWL, and there is a minor net outflow from NWL to Charnwood. This highlights the functional economic relationship between these two adjacent local authority areas.

Figure 7: Charnwood – Usual Residence and Place of Work



Commuting totals for Charnwood:

- Inflow: **23,056** all persons commute into Charnwood from other local authorities in the UK.
- Outflow: **34,795** all persons commute out of Charnwood to other local authorities in the UK or abroad.
- Net change: Overall, commuting results in a population decrease of **11,739** all persons in Charnwood.

The data for Charnwood shows that there is a substantial outflow to other locations with people commuting to other main centres. The dominant destination for commuting trips is Leicester, with over 15,000 residents commuting to Leicester. In terms of other destinations, the majority of movements are to other locations in Leicestershire, and adjacent local authority areas such as Blaby and NWL. Charnwood also receives a number of commuters from NWL, and the net flow is more or less neutral.

Links to East Midlands Airport

Co-ordinated infrastructure investment has sought to enhance surface access to and from EMA. Public transport connections are now reasonably comprehensive with bus services connecting the main centres of Nottingham, Leicester, Derby, Loughborough, Long Eaton, Coalville, Shepshed, and Ashby-de-la-Zouch. Of particularly importance to the LIG area is the recent Skylink service which connects between Derby, Leicester and Loughborough with services running every 20 minutes during the day, hourly at night, 24 hours a day, seven days a week. The my15 bus runs hourly from the airport to Ilkeston, via Castle Donington, and Long Eaton (including the train station). The Coalville Airlink provides a direct service to Coalville, running every 60 minutes during the day, Monday to Saturday.