

Melton Mowbray Distributor Road

Public consultation on recommended route
2 September until 15 October 2017

Don't miss your chance,
have your say.

A public consultation is being held on the recommended route for a distributor road around the outskirts of Melton Mowbray.

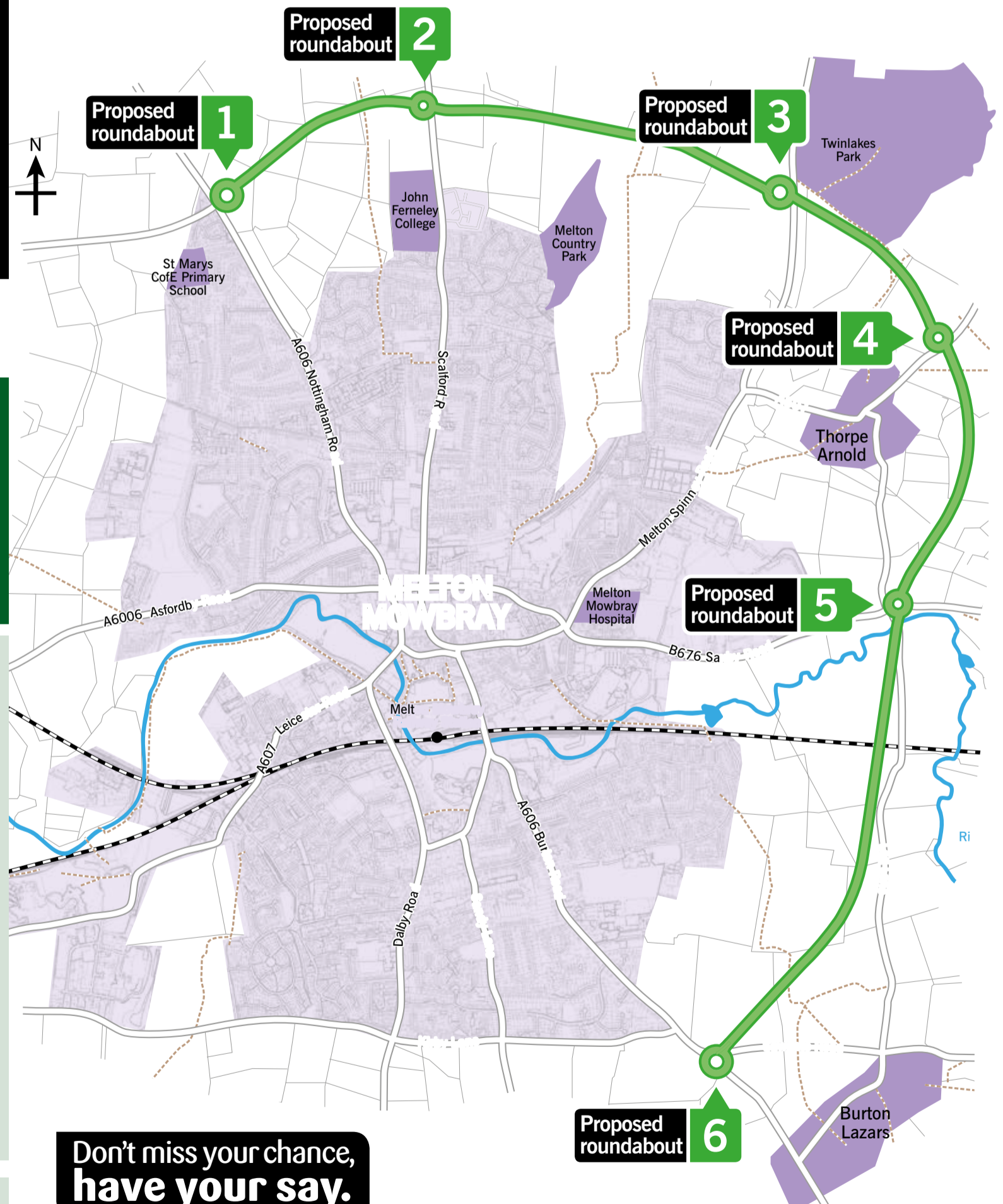
You can find out more by visiting the consultation website or attending one of the following exhibitions:

**Friday 15 September 2017,
2pm to 8pm**
Melton Borough Council,
Parkside, Station Approach,
Burton Street, Melton Mowbray,
LE13 1GH

**Saturday 16 September 2017,
10am to 3pm**
Melton Borough Council,
Parkside, Station Approach,
Burton Street, Melton Mowbray,
LE13 1GH

**Monday 2 October,
5.30pm to 9pm**
Thorpe Arnold Village Hall,
Lag Lane, Thorpe Arnold,
Melton Mowbray, LE14 4RU

Further information will also be available at the **Melton Mowbray Food Festival** held at Melton Mowbray Livestock Market on 7 and 8 October 2017 between 10am and 4pm.



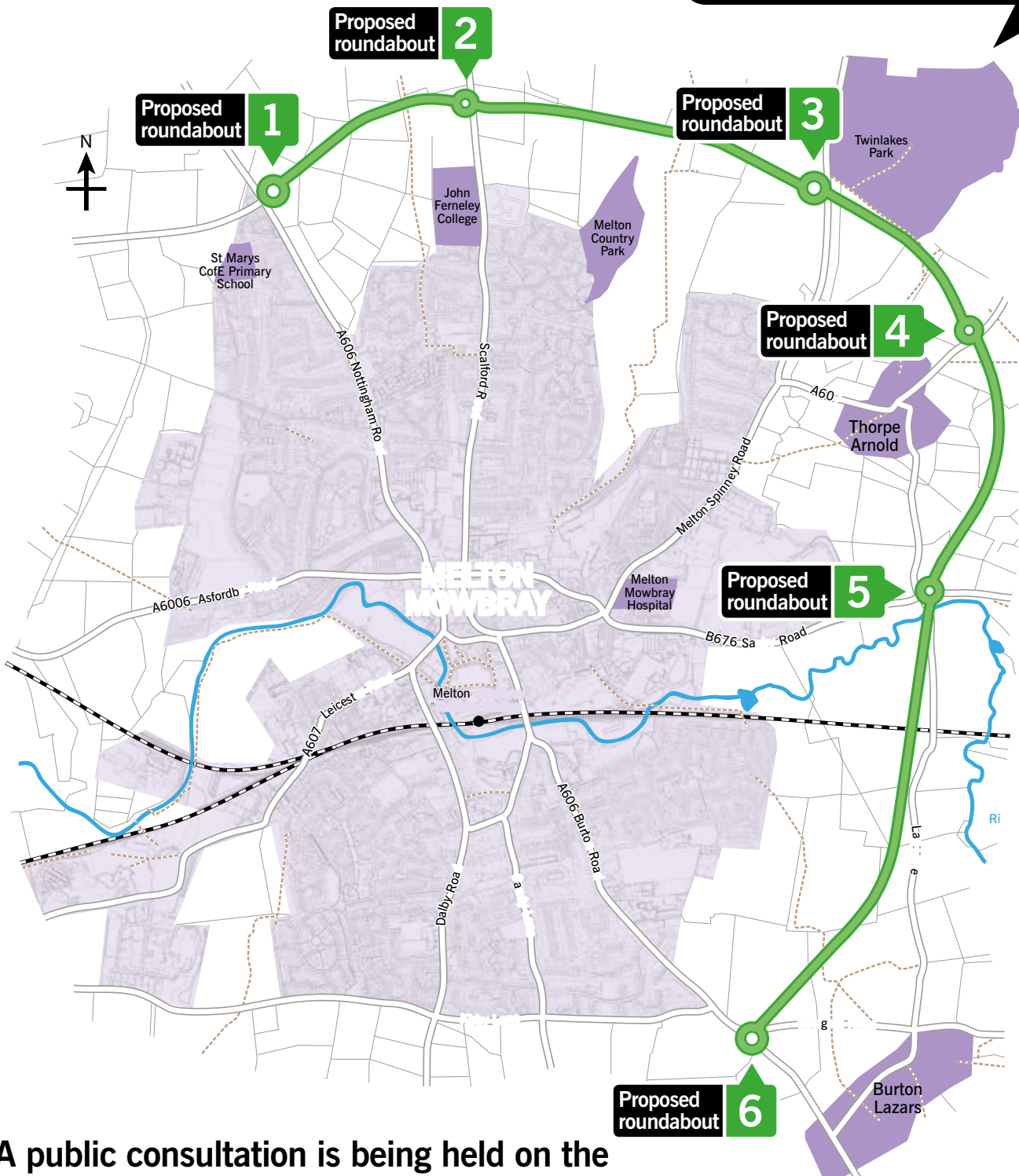
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www.leicestershire.gov.uk/mmdr

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Leaflet collection points

You can find additional copies of the brochure and questionnaire in the following locations which will be available throughout the consultation period:

Melton Borough Council offices
Parkside, Station Approach
Burton Street
Melton Mowbray
Leicestershire
LE13 1GH

Open Mon – Fri 9am to 5pm,
Wed 9am to 4pm,
Sat and Sun closed

Waterfield leisure centre
Dalby Road
Melton Mowbray
LE13 0BG

Open Mon – Sun 7am to 10pm

Melton Mowbray library
Wilton Road
Melton Mowbray
LE13 0UJ

Open Mon – Wed 10am to 6pm,
Thurs closed, Fri 10am to 6pm,
Sat 10am to 4pm,
Sun closed

Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

Open Mon – Thurs 8am to 5pm,
Fri 8am to 4:30pm

Please provide your feedback using the following channels by 11:59pm on 15 October 2017:

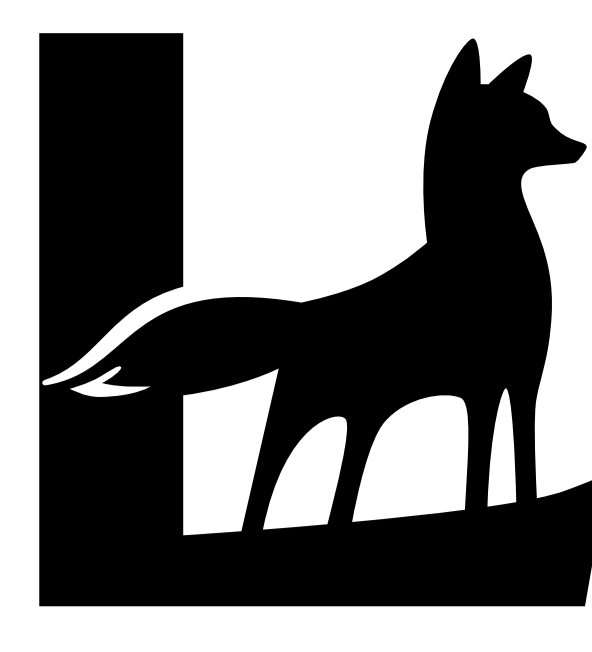
In person: **At one of the exhibitions.**

Online: **www.leicestershire.gov.uk/mmdr**

Email: **mmdr@leics.gov.uk**

Post: **Melton Mowbray Distributor Road Consultation,
Room 300B, Leicestershire County Council,
Have Your Say, FREEPOST NAT18685,
Leicester, LE3 8XR**

Don't miss your chance,
have your say.

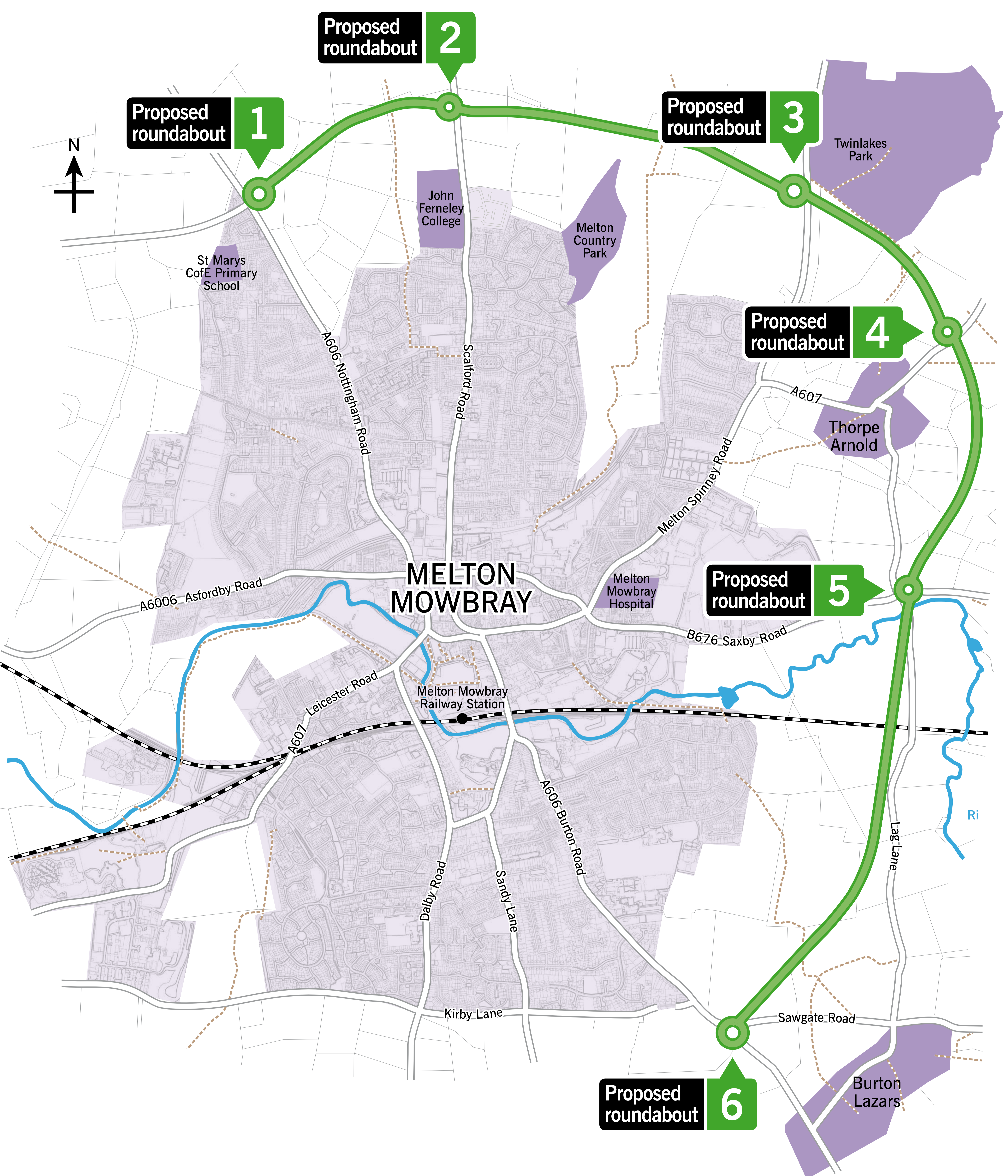


**Leicestershire
County Council**

Melton Mowbray Distributor Road

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Welcome to the exhibition



You can provide your feedback by filling out a consultation questionnaire at the exhibition, by completing it online at the scheme page at www.leicestershire.gov.uk/mmdr or by sending your completed questionnaire to the address below.

Melton Mowbray distributor road consultation,
Room 300B, Leicestershire County Council,
Have Your Say, FREEPOST NAT18685,
Leicester LE3 8XR

You can also provide feedback by emailing: mmdr@leics.gov.uk

Please ensure your response is received by 11:59pm on 15 October 2017. If a response is sent to any address other than the ones set out above, responsibility cannot be accepted for ensuring that it will be considered as part of the consultation process.

Don't miss your chance,
have your say.

Need for the scheme

The draft Melton local plan sets out a vision for the sustainable growth of the borough up until 2036, it includes a number of key objectives:

- Improving the local economy and infrastructure
- Revitalising Melton Mowbray town centre
- Reducing traffic congestion in Melton Mowbray
- Making existing structures and projects more accessible
- Enabling and supporting the provision of affordable housing

As part of this it identifies the need to build 6,125 houses and provide 31 hectares of employment land between 2011 and 2036, the majority of which are proposed to be located in three main growth areas:

Melton Mowbray South sustainable neighbourhood

- 1,700 new houses by 2036, 2000 total
- 20 hectares of employment land (for manufacturing and industrial purposes)
- A new primary school (2.5 hectares)

Melton Mowbray North sustainable neighbourhood

- 1,500 houses by 2036, 1,700 total
- 1 hectare of employment land (for business offices)
- A new primary school (2.5 hectares)

Asfordby Business Park

- 10 hectares of employment land (for manufacturing and industrial purposes)

A transport strategy is being developed to support the town's future growth. As part of this traffic modelling has shown that the best option to improve congestion and support the draft local plan is to create a Melton Mowbray distributor road.

Don't miss your chance,
have your say.

Benefits of the scheme

Leicestershire County Council has worked with key stakeholders, including Melton Borough Council, to design a scheme that would provide a range of local and regional benefits, these are described below:

Local benefits of the scheme

Opportunity to improve active travel in Melton Mowbray

The distributor road will be designed to include new routes for pedestrians and cyclists.

Expansion of key growth locations

The new road would help to facilitate the draft local plan aspirations for growth in the borough.

Reducing travel time through Melton Mowbray

The new road would divert traffic passing through Melton town centre onto other destinations; this would help to reduce the delays and congestion.

Improving air quality

Air quality is expected to improve in the town centre as the new road would divert through traffic away from Melton's centre and reduce traffic congestion.

Reduction in noise and vibration levels

As the new road would allow large HGVs to travel around the town, the amount of noise and vibration caused by these vehicles in Melton's town centre would reduce.

Regional benefits of the scheme

Improving the network accessibility

The new road would improve access for people living in the surrounding smaller towns and villages. It would also contribute towards improving travel across Leicestershire and the midlands.

Supporting economic growth

The new road would improve journey times across the region, making travel more reliable and helping to attract new business to the midlands.

Don't miss your chance,
have your say.

Scheme development history

November 2014

Task: study assessed effect of future development in Melton Mowbray on road congestion.

Outcome: increased development would lead to higher congestion, significant improvement in road network required.

December 2014

Task: workshop to identify different options to improve congestion in Melton Mowbray.

Outcome: 24 options identified.

February 2015

Task: workshop held to assess 24 options further.

Outcome: all highest performing options are different types of distributor roads.

April 2015

Task: traffic modelling to assess option for an inner distributor road or an outer distributor road.

Outcome: outer distributor road provides greatest reduction in traffic congestion and additional road capacity for future development.

January 2016

Task: four options for an outer distributor road investigated.

Outcome: the eastern distributor road performs the best.

May 2016

Task: eastern distributor route presented to Leicestershire County Council Cabinet.

Outcome: Cabinet approve decision to develop the route further.

July 2016

Task: two locations for an eastern distributor route identified (option one and option two).

Outcome: option one, a shorter route passing to the west of the River Eye performs the best.

April 2017

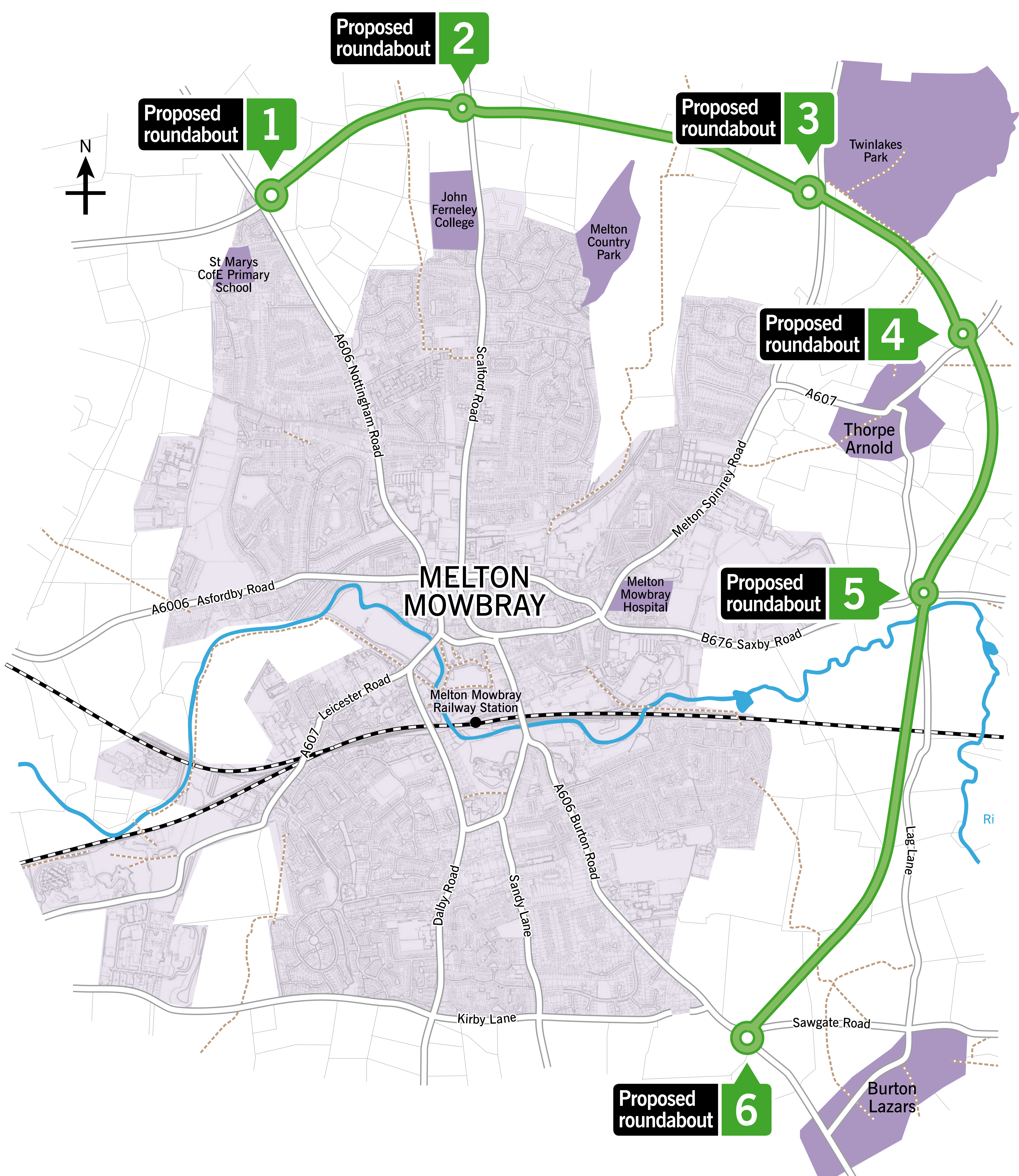
Task: additional design work, traffic modelling and ground investigations conducted. Environmental surveys started and landowners contacted.

Outcome: ongoing work to refine the design and produce a recommended route

Don't miss your chance,
have your say.

Recommended route and junctions

After careful consideration the county council has identified a recommended route.



The recommended route would create a 4.3 mile single carriageway, 40mph between the A606 Nottingham Road and Melton Spinney Road, and 60mph from Melton Spinney Road and A606 Burton Road.

Six junctions would be created as part of the route to improve connectivity to villages in the surrounding area and the proposed north and south sustainable neighbourhoods.

There would be four bridges, one of these would cross the railway lines at Brentingby Junction and the others would cross the River Eye, Scaford Brook and Thorpe Brook.

Further information on each of the six proposed junctions can be seen in the consultation brochure. These are for illustrative purposes only and may change as the design progresses.

Don't miss your chance,
have your say.

Next steps

Following the close of the consultation on 15 October 2017, a consultation report will be produced, which will be available on the county council website, which will be found from the scheme page at www.leics.gov.uk/mmdr. The report will be used in conjunction with other information to help inform and progress the design of the recommended route.

The figure below provides an indicative timeline for the progression of the scheme after the consultation closes on 15 October. There will be further opportunities for you to comment on the scheme should it progress through to a planning application.

2 September to 15 October 2017	Consultation on a recommended route
December 2017	Seek approval from Cabinet for a preferred route
January to June 2018	Detailed design and environmental investigation work
2018 to 2019	Subject to funding, submission of planning application and completion of necessary statutory procedures including Compulsory Purchase Orders as necessary
Spring 2020	Construction commences (subject to funding)
2022	Scheme completion

Don't miss your chance,
have your say.

Environmental considerations

An Environmental Impact Assessment (EIA) is currently taking place. The EIA is in its initial stages but will continue to be updated as more information from the data gathering and surveys is received, this will help to refine the recommended route as the design progresses.

A number of different environmental indicators will be considered including:

Air Quality: An air quality assessment will be carried out during and after the road has been constructed to understand any effects the scheme has on surrounding air quality.

Noise and vibration: Noise and vibration will be monitored to understand any changes in noise during and after the road has been constructed. Where noise monitoring identifies an issue mitigation measures will be considered to reduce noise levels where required and appropriate.

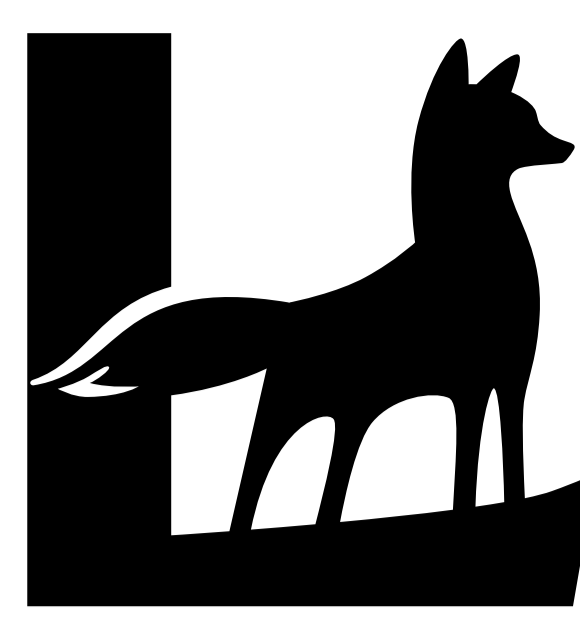
Landscape and visual impacts: An assessment of the visual impacts the recommended route has on the landscape will be undertaken. Where inputs are identified, mitigation measure such as looking at the road design, location and height will be considered.

Nature and conservation: Protected species surveys will continue to be undertaken to assess the impact on species and their habitats. Construction work will seek to avoid or reduce any disturbance to bird species. Structures, fencing and planting will be introduced to provide opportunities for species to cross the road or create replacement habitats, where required and practicable

Effects on motorised and non-motorised users (NMUs): During construction there will be increased disruption to road users, this will be mitigated by creating construction phasing and traffic management plans.

A shared footway/cycleway will be included for NMUs and where existing rights of way footpaths cross the route, appropriate crossing points will be provided.

Land take: Some land take will be required for the recommended route and during the construction phase. The exact boundaries for the permanent land take and the temporary land take will be refined as the scheme design is finalised, contact with potentially affected landowners will be maintained throughout this process.



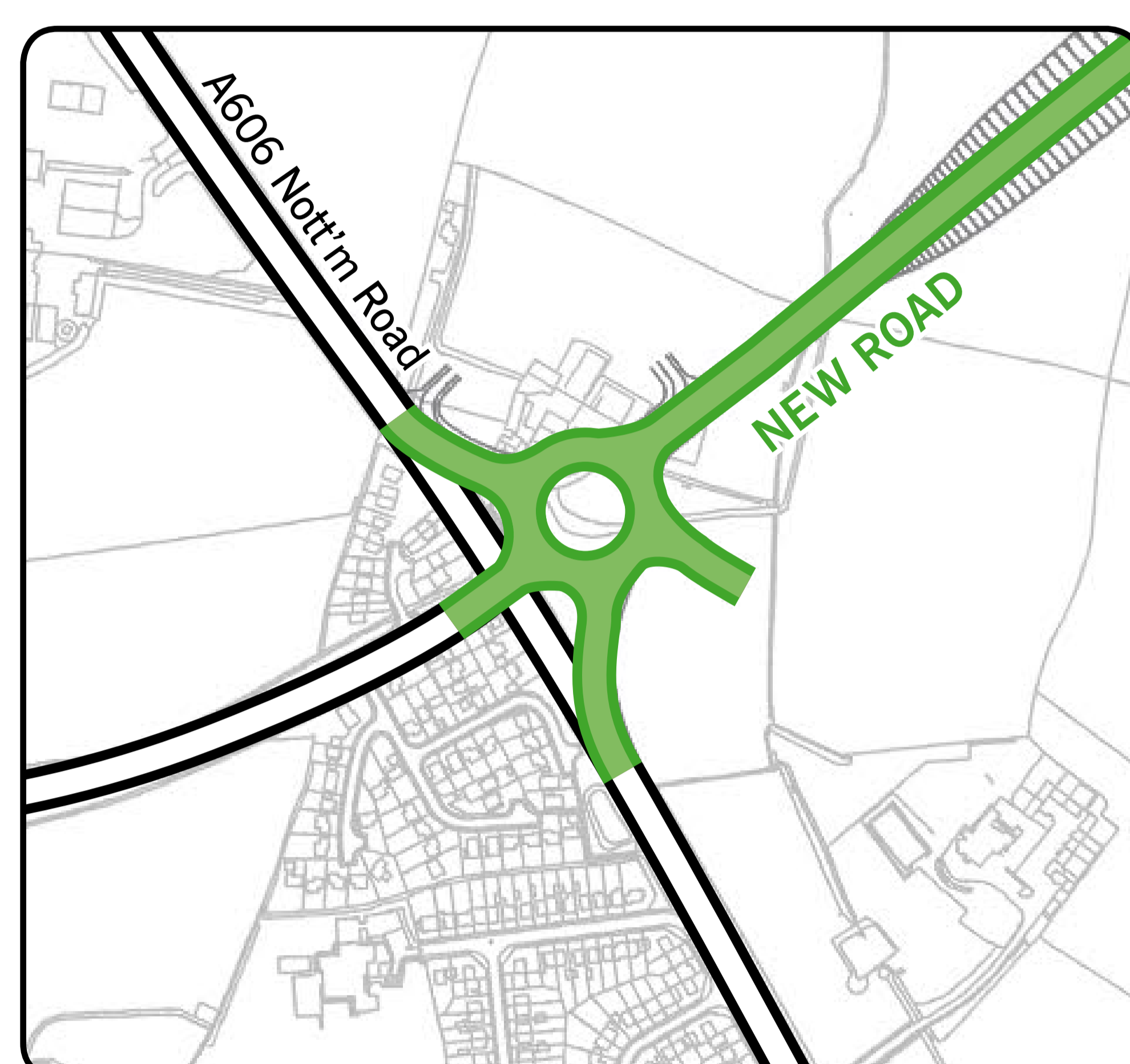
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**Proposed
roundabout**

1

A606 Nottingham Road linking to recommended route option

The roundabout would join the existing A606 Nottingham Road to the recommended route. It would be located to the east of the A606 to reduce any disruption to traffic during its construction. The derelict Sysonby Farm would be demolished and partially replaced by the roundabout.

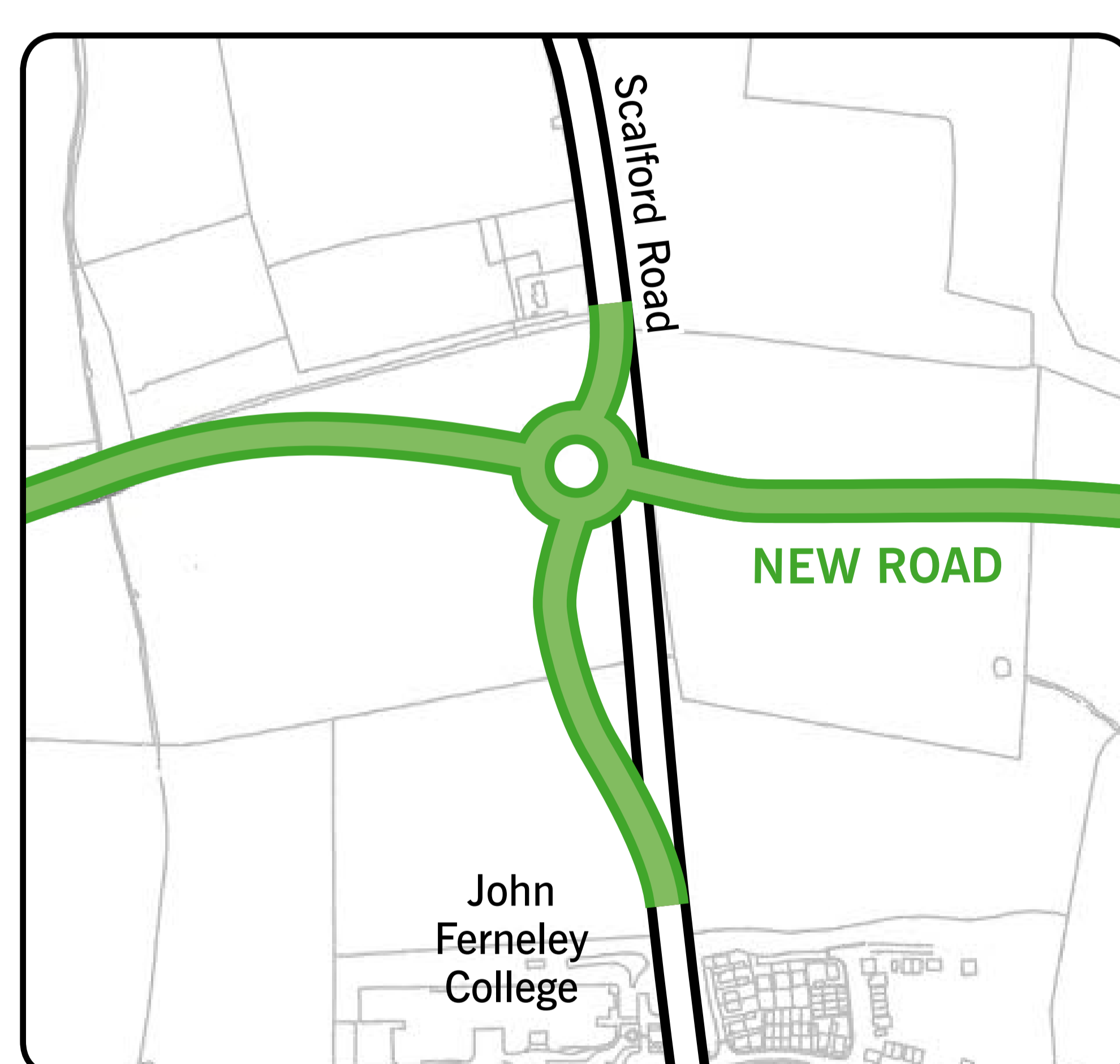


**Proposed
roundabout**

2

Scaford Road linking to recommended route option

The roundabout would be located approximately 300m north of John Ferneley College and would provide access to the proposed recommended route and Scaford Road. An additional road not shown on the diagram may be added to allow access to a new development southwest of the roundabout.



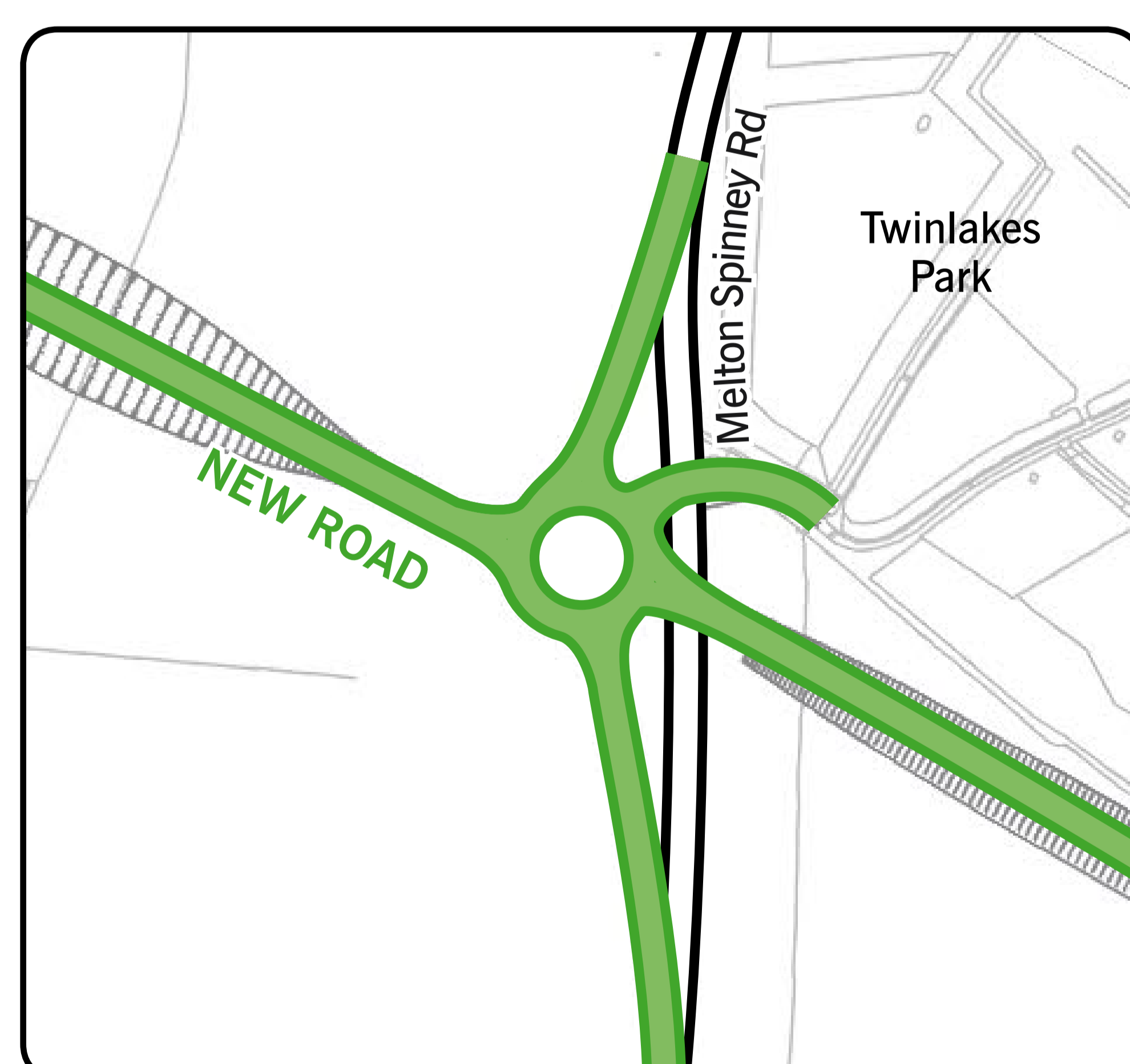
**Proposed
roundabout**

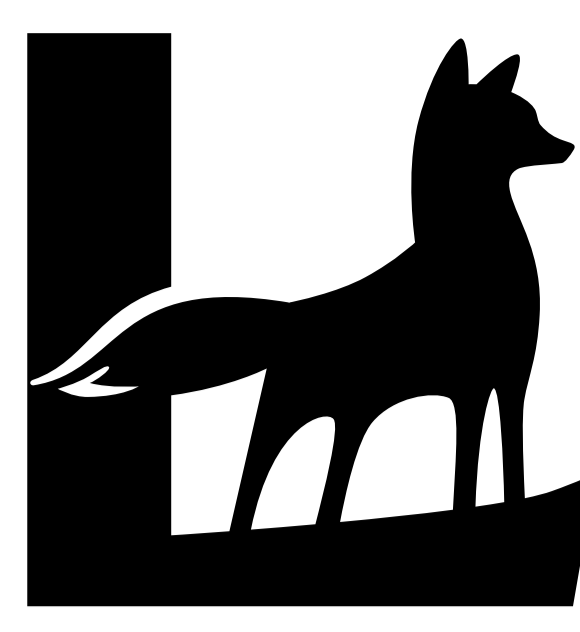
3

Melton Spinney Road linking to recommended route option

The roundabout would provide access to the proposed recommended route, Melton Spinney Road and the existing Twinlakes Theme Park. The new recommended route to the east of the junction would be 60mph and to the west 40mph.

The junction would be located west of the existing Melton Spinney Road to reduce any disruption to traffic during its construction. Melton Spinney Road would be diverted to the new roundabout once the junction is complete.





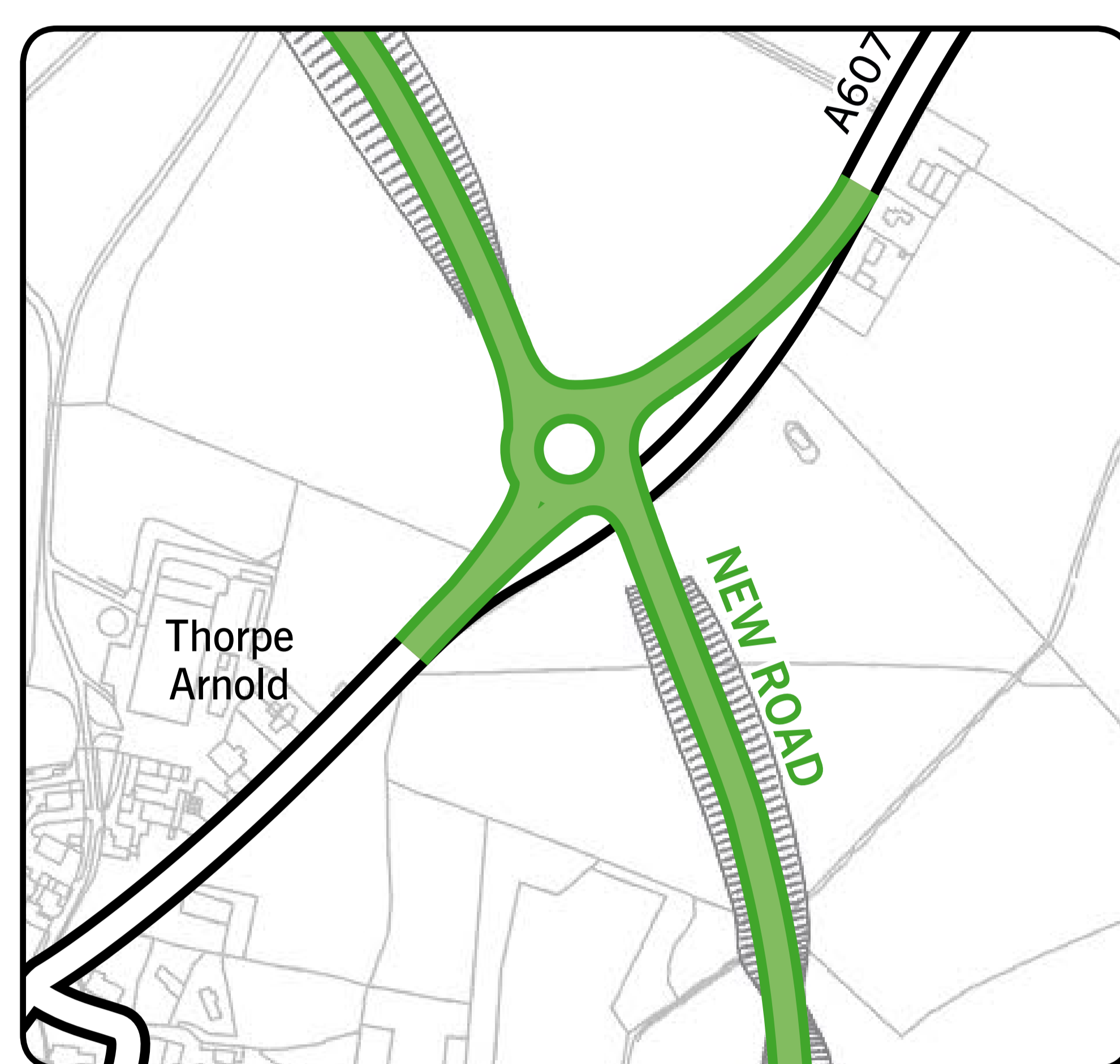
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Proposed
roundabout

4

A607 Melton Road linking to recommended route option

The roundabout would be located approximately 500m north east of the village of Thorpe Arnold. Once the junction is complete it would link to the A607 Melton Road. The junction would be constructed north of the existing A607 to reduce disruption to existing traffic.

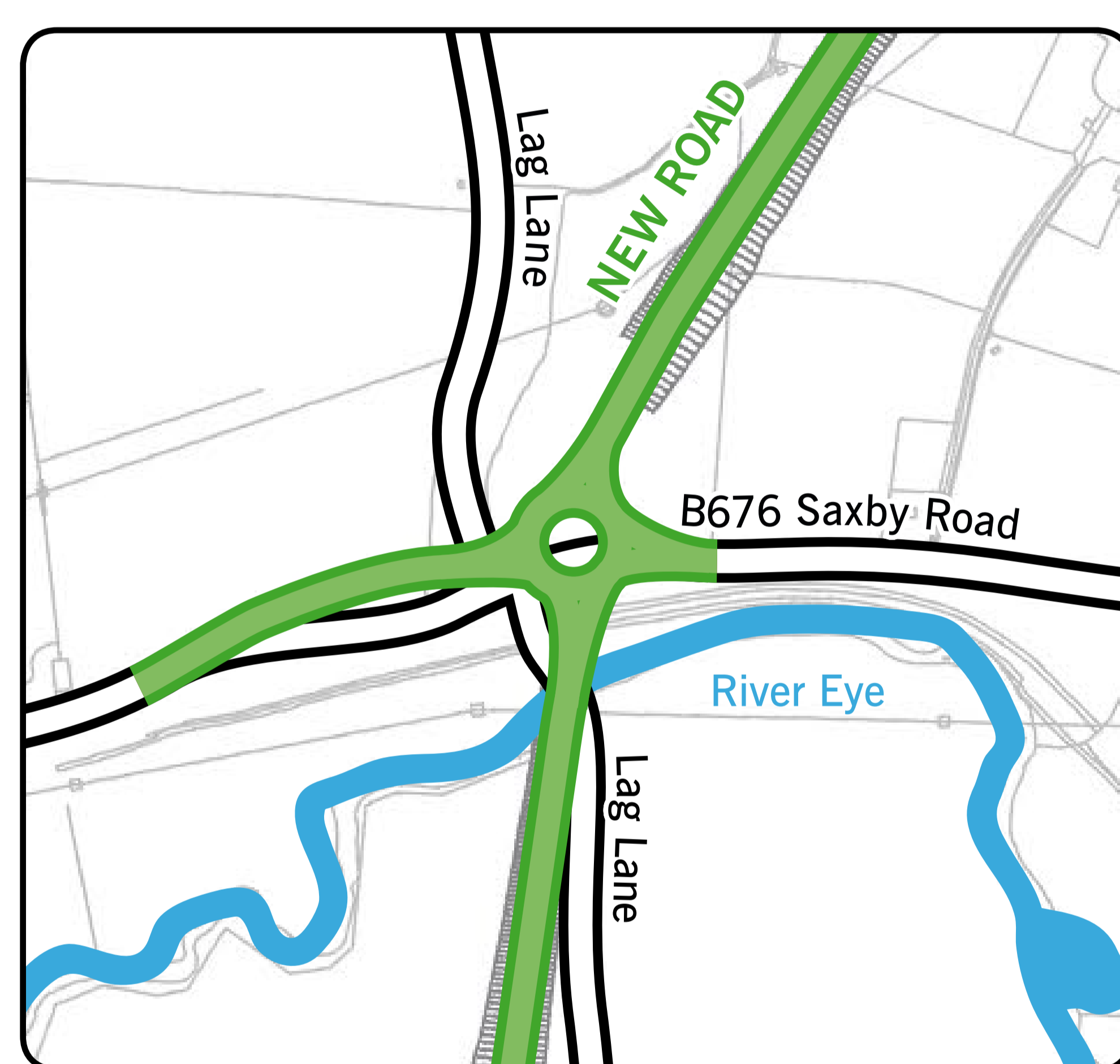


Proposed
roundabout

5

B676 Saxby Road linking to recommended route option

The location of the roundabout is constrained by overhead pylons to the north and south of the recommended route. Saxby Road would be diverted to the new roundabout once the junction is complete. There would be no through access from Lag Lane to either Saxby Road or the recommended route. A place to turn would be provided before Lag Lane crosses the recommended route and Saxby Road. The existing Lag Lane Bridge would be demolished to enable the construction of a new bridge for the recommended route.



Proposed
roundabout

6

A606 Burton Road linking to recommended route option

The new roundabout would link with the A606 Burton Road. Two arms would be provided to the west to allow future development in the area. There would be no through access from Sawgate Road to either the new junction or the A606 Burton Road. A place to turn in the road would be provided to the south-east of the roundabout. The location of the roundabout is constrained by the existing properties located to the north west of the recommended route.

