

Appendix D
Major schemes

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Table 1 Ashby Bypass

<p>The A511 Ashby Bypass (Stage 2) was constructed to provide environmental and accessibility improvements in the historic market town of Ashby De La Zouch, and is shown in Plan 9. The link extends from the A511/A453 Nottingham Road junction in the east to the A511 Ashby Road junction to the north west of the town, and provides relief for the former A511 primary route carrying traffic through Ashby. The scheme was completed in March 2002.</p>								
Scheme Objectives	Assessment		LTP1 Objectives					
	Quantitative	Qualitative	Accessibility	Economic Development	Health	Safety	Environment	Integration
To improve the environment for pedestrians and cyclists using the town centre by removing the noise, pollution and severance caused by through-traffic especially heavy goods vehicles.	<ul style="list-style-type: none"> 12 hour traffic flows on North Street before the bypass was completed were 4536. After completion the traffic flow was 3106, a reduction of 32%. The number of HGVs has dropped 81% from 177 to 33. The NO₂ and PM₁₀ figures on North Street have fallen from 24.1 and 24.9, to 22.8 and 24.3 respectively. This represents a 5% drop in NO₂ and 2% reduction in PM₁₀ emissions. 	Air quality is also likely to have improved significantly through neighbouring villages.	✓		✓		✓	
To improve accessibility for pedestrians, cyclists and public transport, and provide a better balance between transport modes by enabling an integrated package of town centre improvements to be undertaken.	9% increase in bus patronage on the 118 service through Ashby town centre between March 2002 and March 2003.	<ul style="list-style-type: none"> Increase in patronage is direct result of the bypass, which has improved journey reliability and accessibility by significantly reducing traffic volumes in the town centre Town centre improvements now under way in a phased programme, with improved environment for pedestrians, cyclists and public transport. 	✓					✓
To sustain and enhance the economic activity of the town by providing improved access to developments identified in the Deposit Draft of the North West Leicestershire Local Plan.		Bypass completion widely considered to have improved Ashby's position both as a local shopping and commercial centre and as a regional visitor destination. Bypass has facilitated housing development north of the town, and residential and retail development east of the town.		✓				
To facilitate the movements of vehicles onto the most suitable routes within the National Forest, and to channel non-essential traffic away from the Ashby Wouds Regeneration Area.	Decrease in lorries in town centre matched by 53% reduction in lorries on Moira Road.	Successfully attracted all non-essential through traffic away from the centre of Ashby and the Ashby Wouds area by providing a quicker, high quality alternative route. Complemented by zonal weight restrictions in Ashby Wouds.					✓	
To reduce accidents by diverting through traffic onto a purpose designed safe road away from the town centre, residential areas and schools.	There were 63 injury accidents on the former A511 through the town in the 4 years up to February 2002 and 55 in the 4 years from then. Total casualties fell from 89 to 77.	The modest overall reduction conceals a reduction in fatal accidents, a fall from 12 to 7 in accidents in which children were injured, and from 5 to 1 in which cyclists were injured.				✓		

Table 2 Rearsby Bypass

The A607 Rearsby Bypass was constructed to provide environmental and accessibility improvements for the villages of Rearsby and East Goscote. It links the Syston Northern Bypass to the south-west with the old A607 just north-east of Rearsby. The scheme was completed in December 2004.								
Scheme Objectives	Assessment		LTP1 Objectives					
	Quantitative	Qualitative	Accessibility	Economic Development	Health	Safety	Environment	Integration
To improve the environment for residents, pedestrians and cyclists using the existing A607 in East Goscote and Rearsby by removing the noise, pollution and severance caused by through traffic, especially HGVs.	Since completion of the bypass NO ₂ and PM ₁₀ emissions in Rearsby have dropped from 23.6 and 23.7 to 15.2 and 20.1 respectively, reductions of 35% and 15%. Traffic on Melton Road through the village centre has fallen from an average 13,250 before the bypass to 2,675 afterwards, an 80% reduction. HGV movements through the village have reduced from 1060 to 35, a 95% reduction.	Almost all HGV traffic has been moved onto the bypass, reducing noise, pollution and severance.	✓				✓	
To improve accessibility for pedestrians, cyclists and public transport, and provide a better balance between transport modes by enabling an integrated package of environmental improvement measures to be implemented.		There is already evidence of more cycling in the village and feedback from residents shows, as expected, that there is now much better access for pedestrians and those walking to use buses.	✓					
To sustain and enhance the economic activity of the village by providing improved access to development identified in the Deposit Draft of the Charnwood Local Plan and the Minerals Local Plan.		Although there has been no specific assessment of changes in economic activity as a result of the bypass, anecdotal evidence suggests local businesses have benefitted, in particular the Rearsby Business Park.		✓				
To facilitate the movement of vehicles onto a purpose designed route and to channel non-essential traffic away from the villages of Rearsby and Easy Goscote.		The bypass has successfully attracted all non-essential through traffic away from the villages of Rearsby and East Goscote by providing a quicker, high quality alternative route.					✓	
To reduce accidents by diverting through-traffic onto a purpose designed safe road away from the village centres, residential areas and school.	It is as yet too soon after opening to make meaningful comparisons between before and after accident statistics, but significant benefits are clearly expected.	Early indications are that there has been a significant reduction in accidents.				✓		

Table 3 Hinckley Town Centre Improvement

The Hinckley Town Centre Improvement Project was implemented to provide a more environmentally friendly and attractive shopping area in Hinckley, as well as improving safety for all users. It was identified as a Town Centre Management scheme in LTP1. The scheme was substantially completed in December 2003.								
Scheme Objectives	Assessment		LTP1 Objectives					
	Quantitative	Qualitative	Accessibility	Economic Development	Health	Safety	Environment	Integration
Manage traffic speed and make the area safer for pedestrians	<ul style="list-style-type: none"> 85%ile speeds before the town centre improvements were 26mph. After the changes this dropped to 13.7mph There were an average 19 injury accidents in the scheme area in each of the 5 years before the traffic was diverted in December 2003. In the year to December 2004 there were 6 recorded accidents. It is too early to tell the long-term impact on casualties. 	There is widespread feedback attesting to the success of the scheme in controlling speeds and creating a safe environment. Problems with some cars continuing to use the street illicitly are being tackled through enforcement activity and the installation of rising bollards.	✓			✓		
Deter through traffic including possible HGV restrictions	Traffic on Regent Street south of George Street reduced by 89% from an average 11,750 to 1,250 a day.	The scheme has effectively removed all non-essential through traffic from Regent Street. HGV weight restrictions on Regent Street, north of Market Place and Trinity Lane have resulted in a decrease in HGVs in this area between the hours of 10:00-16:00 and a corresponding increase in the peak hours (2%).	✓					
Provide additional amenity space	The scheme has produced a 40% increase in space available for local amenity use.	This increase in available space has enabled Hinckley to develop a programme of events in the town centre including Farmers' Markets, Rally of the Midlands, French Market and Tin Hat Fair.	✓	✓			✓	
Create civic pride and encourage the improvement of shop frontages	Since completion of the scheme, 3 shops on Regent Street have undergone substantial renovation, including improved frontages.	Feedback from shopkeepers via a town centre liaison group, after some initial resistance to the introduction of pedestrian preference, has been increasingly positive.		✓			✓	
Improve accessibility for buses and cyclists		Bus stop facilities now include raised kerbs improving accessibility for mobility impaired users. Buses have priority through the area and cyclists have a safe, segregated route through the centre.	✓		✓			
Remove signage and clutter	There are now 25% fewer sign posts and 38% fewer signs.	Removal of signage and clutter has been possible through more effective use of railings and lamp columns.					✓	
Introduce trees into the street scene	12 new semi-mature hazel trees have been planted on Regent Street and the Borough as part of the scheme.						✓	

Table 4 – Epinal Way Extension

<p>The Epinal Way Extension was constructed to complete a high standard route between Epinal Way and A6 Quorn/Mountsorrel Bypass. This link was intended to relieve congestion on the A6 Loughborough Road into Loughborough town centre and the residential Shelthorpe Road. The scheme was completed in July 2003 and its £5.6m cost was funded by the developers of two housing estates in South Loughborough.</p>								
Scheme Objectives	Assessment		LTP1 Objectives					
	Quantitative	Qualitative	Accessibility	Economic Development	Health	Safety	Environment	Integration
To reduce the environmental impact of traffic on Shelthorpe Road (A6004) and the A6 south of Shelthorpe Road.	<ul style="list-style-type: none"> Average traffic on Shelthorpe Road fell 66% from 17,074 to 5726. Flows on the A6 Loughborough Road fell 43% to 16396 from 28480 HGVs on Shelthorpe Road have fallen to 209 from 648 and from 1,976 to 1,160 on the A6 Loughborough Road, reductions of 68% and 41% respectively Previous NO₂/PM₁₀ readings on Shelthorpe Road were 29.8 and 28.9. These have now dropped by 22% and 13% to 23.5 and 26.0 respectively. 	Epinal Way Extension has successfully channelled all non-essential traffic away from Shelthorpe by providing a better quality and more direct alternative link.			✓		✓	
Initiate the removal of primary route traffic from the A6 through Loughborough town centre.	The scheme has produced a reduction of 4% in traffic on the A6 through the town centre, from an average 19,850 to 19,050.	This modest reduction is as expected – full relief to the town centre will come from the proposed completion of the inner relief road.	✓					
To facilitate the introduction of measures to improve access to the town centre on the A6 for buses, cyclists and pedestrians.	Bus patronage for the 127 and 125 services along the A6 more than doubled when comparing figures for June-August 2003 to the same period in 2004.	This has been helped by reduced congestion on the route, the introduction of a new bus priority lane at the Shelthorpe Rd junction, and improved bus stops and shelters, with star trak real-time information. Reduced traffic has assisted cyclists, who can also use the bus priority lane, and we have improved crossing facilities along this stretch of the A6 to give greater priority to pedestrians.	✓					✓
To allow the development of two main housing allocations in the Local Plan.		Work on both developments is now well advanced.		✓				
To provide improved cycle facilities, which would function as part of Sustrans National Route 6.	Facilities successfully provided.	A segregated cycle facility was included as part of the scheme and extends from the A6 Quorn/Mountsorrel roundabout in the south to Park Road in the north, where it joins an existing cycleway.			✓			