

- 5.60 The Government has carried out a review of its trunk road proposals and the Highways Agency included the A6 Great Glen Bypass in its Targeted Programme of Trunk Road Improvements. This scheme has enhanced the environment and improved road safety in the village. It also considered the need for a Kegworth By-pass as part of its study into congestion problems on the M1 between Junctions 21 and 28. This will now be taken forward by the Government as an integral part of proposals to widen the M1.
- 5.61 The need for further highway schemes will be kept under review through the development plan and local transport plan processes. Additional schemes that come forward may be safeguarded under Accessibility and Transport Policy 11.
- 5.62 The Leicestershire Provisional LTP considers that bypasses should be assessed during the second LTP period, for possible implementation after 2011 for the following communities:
- Melton Mowbray – to reduce the impact of traffic in the town, as the first stage of an eventual ring road;
 - Kibworth – the only community on the A6 between Leicester and the A14 not bypassed;
 - Syston – eastern bypass to reduce nuisance from traffic;
 - Lutterworth – completion of the Western Relief Road.

Accessibility and Transport Policy 11

Transport routes

Land reserved for routes for walking, cycling, buses, railways, light rapid transit or highways will be identified in local plans and safeguarded from other development.

Development will not be acceptable if it is likely to impair the continuity of disused railway lines which have potential for re-use as routes for walking, cycling, buses, railways or light rapid transit.

- 5.63 Redundant, existing or proposed transport routes need to be safeguarded to enable the development of future schemes, some of which have been identified under other Accessibility and Transport policies. These include corridors that could be utilised for more sustainable forms of travel and potential routes for walking, cycling, busways and the re-opening of railways.

5.64 There are many former railway routes in the Plan area that could be utilised for walking, cycling, buses or railways. Those already identified and which should be safeguarded are:

- Shawell to Leicester;
- Willey to South Wigston;
- Hinckley to east of Shenton, and west of Higham-on-Hill to east of Shenton;
- Shackerstone to Measham;
- Shackerstone to Coalville;
- East of Measham to Moira;
- Thringstone to Loughborough;
- North Kilworth to Market Harborough.

5.65 It is also intended to safeguard the following longstanding highway schemes. This will retain the option of either implementing the road proposal beyond the Plan period or using the corridor for walking, cycling, buses or light rapid transit. The schemes are:

- A512 Ashby Road Dualling, Loughborough;
- A6 Loughborough Inner Relief Road;
- A563 Eastern District Distributor Road, Leicester;
- Abbey Lane – Loughborough Road Link, Leicester.

Accessibility and Transport Policy 12

Road related service facilities

Road related service facilities will only be acceptable to achieve an appropriate level of provision at selected key sites which minimise the impact on the environment and local amenity.

5.66 Whilst there is a need to provide service facilities for motorists, uncoordinated provision can have a severely detrimental effect on the appearance of the countryside. The policy therefore seeks to concentrate development at key sites, at appropriately spaced locations, which, wherever practical, should be related to urban areas and other facilities and have minimal adverse impact on the environment and the amenity of local residents.

5.67 The appropriate level of service provision should relate closely to the nature of the route served. At smaller sites, the range of services would normally