



Loughborough Town Centre Transport Scheme

The Leicestershire County Council
(Loughborough Inner Relief Road Classified
Road (1) and Epinal Way Classified Road (2))
(Side Roads) Order 2008

and

The Leicestershire County Council
(Loughborough Inner Relief Road Classified
Road and Epinal Way Classified Road)
Compulsory Purchase Order 2008

EVIDENCE OF LEICESTERSHIRE COUNTY COUNCIL

ENGINEERING

James Cuthbert – SUMMARY OF WRITTEN STATEMENT

Date: September 2009

James Cuthbert MEng, CEng, MICE

Written Statement

Loughborough Town Centre
Transport Scheme -
Inner Relief Road

ENGINEERING EVIDENCE OF LEICESTERSHIRE COUNTY COUNCIL

James Cuthbert will say:

My name is James Cuthbert. I appear as lead witness for Leicestershire County Council on engineering issues. I hold a Masters Degree in Civil Engineering and I am a Chartered Member of the Institution of Civil Engineers. I have over 11 years experience in highway design and I am currently a Principal Engineer with Scott Wilson.

1 SUMMARY AND CONCLUSIONS

Summary

1.1 My evidence to this public inquiry relates to the engineering issues relevant to the Compulsory Purchase and Side Roads Orders that are required to implement the proposed LTC Transport Scheme. Having examined all of the evidence, described in the previous sections of this document, my conclusions are summarised below.

1.2 The Loughborough Inner Relief Road forms part of a wider scheme known as the Loughborough Town Centre Transport Scheme, which involves the closure to traffic of the A6 through the town centre.

1.3 My evidence describes the preferred route for the Inner Relief Road (IRR), which can be broken into two sections:

Section 1 - involves the upgrading of the existing road Barrow Street, and the construction of a new section of carriageway from Aumberry Gap to Baxter Gate.

Section 2 – uses the existing highway network with minor alignment improvements and junction improvements between Baxter Gate and A6 Derby Road.

1.4 My evidence also covers the two related network improvements on the A6004.

1.5 Four options were considered as to how the objectives of the Loughborough Town Centre Transport Scheme can be achieved. It was concluded that the proposed scheme of completing the IRR and related network improvements on the A6004 best achieved these objectives.

- 1.6 Four route options were considered during the design process for the IRR. The proposed alignment was chosen as it involved the least demolition of properties and acquisition of land outside the local plan corridor.
- 1.7 The proposed IRR was designed in accordance with the Design Manual for Roads and Bridges. A number of Departures from Standard have been granted by the Highway Authority to minimise the impact of the scheme.
- 1.8 The cross section for the IRR has been based on the forecasted traffic flows and the needs of the proposed junctions. In general, Section 1 of the IRR requires two southbound lanes and one northbound lane; Section 2 needs a single northbound and southbound lane. At the proposed junctions, the number of lanes changes to suit the forecast traffic movements.
- 1.9 The main junctions on the IRR will be signalised. While the minor junctions will be maintained as priority junctions, movement from these junctions will be restricted to left in and left out where possible.
- 1.10 Pedestrians and cyclists will be provided for by the provision of an unsegregated footway/cycleway along Section 1 of the IRR. While in Section 2, they will be catered for by improved facilities at the signalised junctions.
- 1.11 Capacity improvements are also proposed at two junctions on the A6004. These improvements involve minor widening at the Belton Road/Belton Road West junction and the conversion of the Epinal Way/Forest Road roundabout to a signalised roundabout.

Conclusions

- 1.12 The proposed scheme to complete the Loughborough Inner Relief Road provides clear benefit to the public interest by allowing the removal of traffic from the A6 through Loughborough Town Centre. This will provide road safety, amenity and air quality benefits.
- 1.13 The proposed scheme has been designed to carry the forecast traffic flows safely.
- 1.14 It has been designed to current national standards with appropriate Departures from Standard to minimise the impact of the scheme.
- 1.15 The scheme includes improved facilities for pedestrians and cyclists.
- 1.16 The land acquisition included in the Compulsory Purchase Order is the minimum required for the construction of the Inner Relief Road and provides the necessary Landscape Mitigation Works.
- 1.17 The proposed Side Order is necessary for the construction and safe operation of the Loughborough Inner Relief Road.
- 1.18 I therefore conclude that from an engineering perspective, the proposed Compulsory Purchase order and Side Roads Orders for the Loughborough Inner Relief Road are justified.