

The County Council was misled by traffic modelling and Government Transport Appraisal Guidance

The outcome of the Jacobs Report on Melton in 2016 was to:-

1) Propose a Northern Distributor Road which connects any northern development to the A606 leading northwest to Nottingham. This is by far the worst of the three roads heading west out of Melton as it has a hilly and very curvy alignment and a poor safety record. It passes through the villages of Upper and Lower Broughton and the settlement of Ab Kettleby.

(The Melton to Nottingham bus service has recently been withdrawn.)

2) Not propose a direct link from an NDR to either the A6006, which leads via the Asfordby bypass to the A46, which can serve Nottingham, Loughborough and Leicester, or with a short western extension over the river and railway, to the A607 Leicester Road.

3) Instead, propose the Northern distributor is extended via an Eastern Distributor Road, joining the A606 near Burton Lazars. This heads south east and has a relatively minor role as Oakham is the only place of much significance in Rutland, with Stamford and the A1 considerably further away.

4) In addition propose a Southern Distributor Road, which connects the A606 Burton Road to the A607 Leicester Road. This is already the most heavily used route out of Melton, but it leads into the substandard road system around Barkby, Queniborough, Syston and East Goscote and the A46 Hobby Horse junction. This is an area where considerable development has already been committed and more is proposed. An Eastern and Southern Distributor would create a very circuitous route from any northern development towards Leicester. The likelihood is that traffic from the northern part of Melton would use minor roads to reach Asfordby or the Salt Road to Six Hills and the A46.

In any rational analysis future development would have been located to the west of Melton, not the north and south. It would have included a river and rail crossing to facilitate access to either the A6006 and A607 and the majority of Leicestershire.

The A607 would be suitable for adaptation to a route which prioritised public transport, walking and cycling. This could work in conjunction with the A6006 offering an alternative to the A46 and beyond for other traffic.

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