

MBC Summary

Advice on the outputs contained in the LLITM report has been received from Leicestershire County Council. When compared to the previously rejected option for housing growth to the south of the town, the preferred option for housing growth to the north seems to produce a lower number of tours over 24 hours and, of those tours produced, a much greater concentration of them travelling to the town. Highway trip lengths are approximately 3 to 4 kms shorter for journeys to/from the development site. It would seem that housing growth to the north would conform, to a greater extent than that the south, to the principles of Sustainable Urban Extensions, with the greatest level of containment and links to the adjacent urban area.

The forecasts set out in the LLITM report indicate that Nottingham Road to Melton Spinney Road is the shortest bypass option tested that is sufficient to acceptably mitigate the increase in vehicle-delay caused by the option for housing growth to the north of the town in the two peak periods. The shortest bypass option tested that reduces vehicle-delay in all three time periods is Leicester Road to Melton Spinney Road.

New road infrastructure from Nottingham Road to Thorpe Road may be considered to be sufficient to mitigate the overall growth forecast in Melton Mowbray based on forecast average speeds. However, if further mitigation, particularly in terms of vehicle-delays, was deemed to be required, then Leicester Road to Thorpe Road or Burton Road to Thorpe Road should be considered.