

4.0 The Route of the Enderby Relief Road Today

4.1 Introduction

The Enderby Relief Road route is comprised of two new sections of road and a new reformed Junction at Mill Hill, and utilises a newly constructed stretch of road within the Lubbethorpe Strategic Employment Site Phase 1 (the Leicester Commercial Park), and the existing Warren Park Way. Overall, the route is 1,700m in length, with some 600m of new road construction proposed, with 1,100m utilising existing adopted carriageway. Traffic calming measures are also proposed to Leicester Lane to further discourage movements through Enderby village.

There are five main sections or parts to the route which are summarised below, as well as a further part involving traffic calming to Leicester Lane. These parts are described from east to west below. The route and route sections are shown in **Figure 7: The Route in Summary**.

Part 1 Mill Hill Junction

This existing junction on the B582 Mill Hill with Warren Park Way would be widened, signalised with additional right turn lanes into Warren Park Way from the north and dedicated right turn lane from the south. All the land needed for the improvements is within the highway or within Drummond Estate's ownership. The operation of the traffic signals enables priority to be given to the Relief Road traffic and to dissuade traffic continuing through Enderby Village. A full application has been submitted for this part and these proposals remain relevant and are unchanged.

Part 2 Warren Park Way

This is an existing adopted highway serving the Warrens Business Park. The route is 530m in length and part has a parking restriction with double yellow lines. Cars and trucks often park up, predominantly on the north side on the unrestricted sections. The proposals there are to use Traffic Regulation Orders (TROs) to extend the parking restrictions to remove on-carriageway parking and allow free-flowing traffic movements along the route. Car parking bays could be created along the route within the existing verge (which is part of the public highway) if there is considered to be a need, as this would still allow free-flowing traffic along the route itself, and retain an element of visitor parking for businesses alongside.

Part 3 Enderby Relief Road New Section 1

This stretch would continue the line of Warren Park Way along the outside line of Harrolds Lane to the boundary with the Strategic Employment Site at New Lubbethorpe. This is some 330m in length and would include a combined footway and cycleway on the northern side. This route would also re-route existing footways to the north side of the route. The existing waste management compound would be relocated to the inside of the road line and alongside the landfill site, with access provided off the ERR at two locations. A smaller compound would be retained to the north accommodating a substation and related parking/servicing area. The application is revised to allow for the new route alignment. A further application is to be submitted for the new equipped compound. A full application is submitted for this section of the ERR.

Part 4 Enderby Relief Road New Section 2

This stretch would continue the line of the Relief Road through the second phase of the Strategic Employment Site and links Section 1 to the existing completed section of road through Phase 1 of the SES. This section includes a roundabout with a northern leg that continues to provide for the M69 crossing, and an eastern leg to provide access to the future development parcels/plots to the east and north of the route. The section includes footpath diversions and diversion and crossing of the existing bridleway. This section is 270m in length. This part is applied for through a Reserved Matters application under the New Lubbethorpe approval (Planning application Ref: 11/0100/1/OX).

Part 5 Existing SES Route and Junction to Leicester Lane.

This section is already complete and serves Phase 1 of the Strategic Employment Site. The route includes right turn 'ghost' islands at each entrance, and has a footway to the eastern side of the route. This part includes the newly formed signal controlled junction with Leicester Lane. No amendments to the route are proposed.

Part 6 Leicester Lane Traffic Calming Measures

These measures are identified in the Transport Assessment as assisting in further dissuading drivers from using Leicester Lane and therefore Enderby cross roads. The measures include road narrowing to create single lane running, alternating between each side of the carriageway. These measures would be brought forward in addition, should they be considered by the highway authority to be necessary.

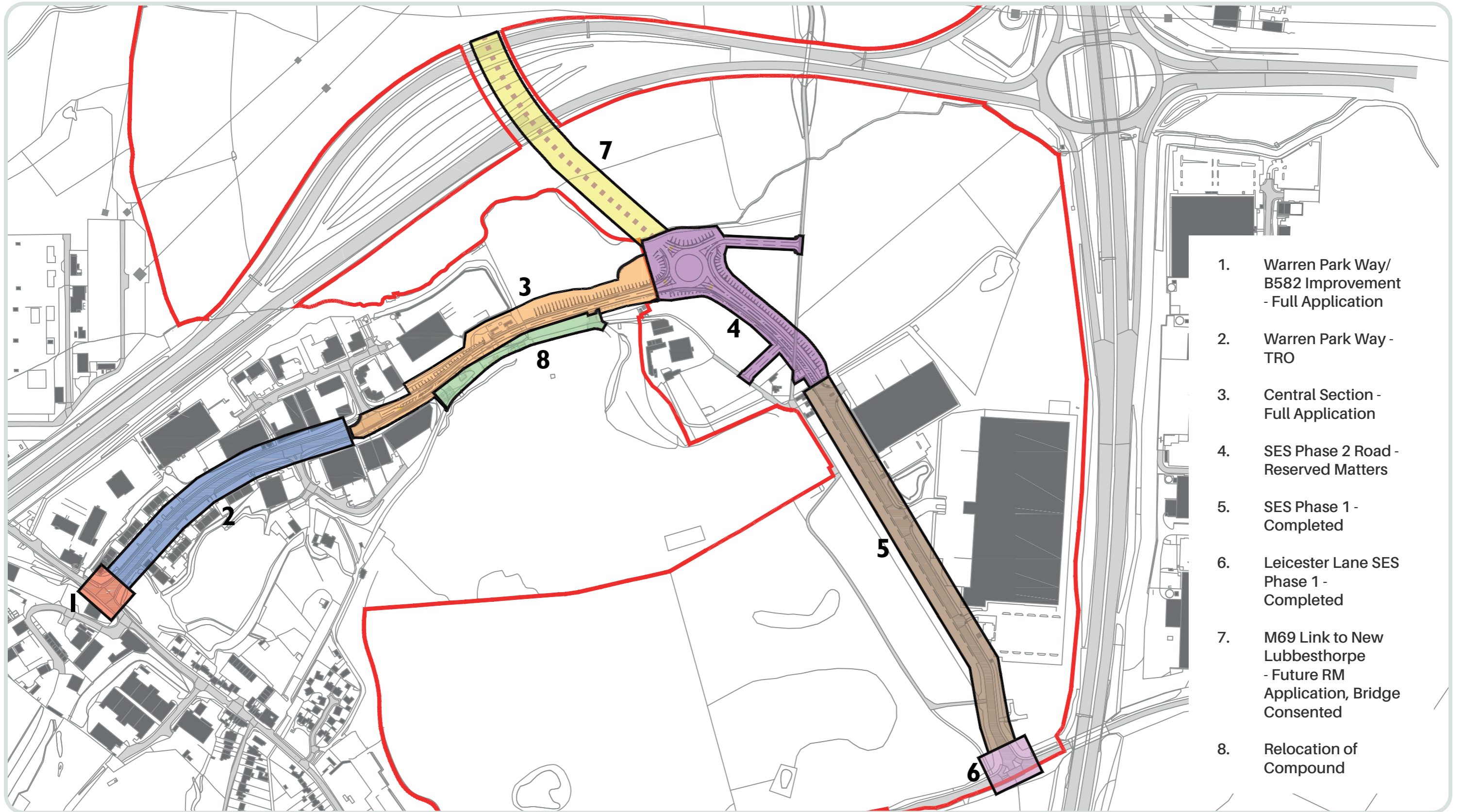


Figure 7: The Route in Summary