

The Rearsby Bypass Story

Introduction

The Melton Road linking Leicester and Melton is the communication lifeblood of the village and part of a major traffic route. Unfortunately, before Rearsby was bypassed, it also brought heavy traffic, fumes, dirt and noise. The local village school and houses on the main road in Rearsby were adjacent to the A607 and they had to keep their windows closed most of the time due to noise and fumes from the volume of traffic. Some properties along the road had frontages less than 1.2 metres from the kerb edge. The exit roads onto the main road were dangerous due to poor visibility and speeding traffic. The constrictions in the main road as it weaved through the village were a dangerous obstacle for traffic, and some heavy goods vehicles had to cross the central white lines into the path of ongoing vehicles to negotiate the most dangerous blind bend. Accidents and incidents were common place.

This is the story of the ultimately successful efforts of the people of Rearsby to obtain the bypass that would return this road, and the village, back to a quiet, rural traffic-calm state that hadn't existed since the 18th century and also once more reunite the south east side of Rearsby with the rest of Rearsby.

Early History – The First Rearsby Bypass

Until the 18th century Rearsby had virtually no communication links with the outside world. Not many residents would travel far beyond its boundaries in the whole of their lives. The roads around the village were poor, often impassable in wet weather and the people had little need to venture beyond its boundaries.

In the 18th century, the enclosure commissioners set about improving the roads through and around the village by establishing public rights of way and bridle paths through the fields. The Leicester-Melton market link road became a turnpike and was made suitable for mail and stage coaches. Those using it had to pay tolls for its maintenance and upkeep.

Early in the Nineteenth century, the main artery through Rearsby was the turnpike. Coaches from Leicester entered the village at a fast pace along Melton Road, passed the Horse & Groom, sped along the narrow road past the Rectory (now the Old Rectory), made a sharp right turn into Brook Street and a sharper left turn out of it into Brookside. There they slewed to a halt behind Cotton's Hedge at the Rose & Crown, for a change of horses. The Rose and Crown, now No.27 Brookside, was a Coaching Inn where the horses were could be changed and passengers could buy refreshments. Coaches then exited the village up Brookside, over the Horsepool Bridge and away to Melton.

The road was busy with other traffic, too - the private carriages of the rich, the more modest vehicles of the gentry and, on market days in nearby towns, the carrier's cart and herds of animals for sale, as evidenced by the extract from the scale of tolls for 1822.

But such heavy traffic on convoluted roads caused many an accident, and the turnpike trustees were anxious. The Trustees deeply lamenting the many Accidents which have arisen by the overturning of Stage Coaches and other Carriages Order and direct Public notice to be forthwith given by the Clerk to the Surveyors, Toll Gate and Machine Keepers, and Stationed Labourers employed on the said Road, to enforce the Penalties under the Act of Parliament which limits the Number of Persons and the height of the Luggage to be carried on the Outsides and Roofs of Coaches and to prosecute all Drivers of Carriages riding thereon without having the Command of Reins and all Persons riding on the Shaft of Carriages as also all Coachmen and others driving Carriages in such a way as to endanger the Lives of his Majesty's Subjects or not keeping the Left side of the Road And the Clerk is hereby directed (at the Expense of the said Road) to attend the Magistrates and assist in the Conviction of those offending in any of the Particulars above stated.

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However, vigilance was not enough to prevent accidents in Rearsby. In June 1822 a 'deviation' was proposed; later, it was postponed. Nevertheless, in August 1829 plans were finally approved.

Trustees of the dangerous part of the Road by reason of the two sham turns or angles in the village of Rearsby, the Trustees present deem it necessary and have unanimously resolved and do hereby unanimously resolve to divert and alter the Line of the said Road through the aforesaid village so as to avoid such turns or angles.

The proposal was to cut through at the top of Brook Street, thus forming the present line of the A607. Land was to be purchased from John Mason, George Pochin (4 strips) and others.

On 19 August 1829 John Mason accepted £100 for his house and premises (which presumably stood at the exact point of breakthrough). However, George Pochin "*neglected to treat or agree*" about the offer for his land, and a warrant was issued to the sheriff to summon a jury to value the land. Early in November the jury met at the Wheel and assessed damages and recompense to Mr Pochin (owner) of £167, and to William Easom and Sophia Beeson (tenants) of £9 10s and £5 0s respectively.

Just before Christmas George Pochin put up a counter-proposal, to which the trustees agreed. It was to sell only a part of his land, for the sum of £150. The effect of this on the proposed line is not clear; although it appears that it necessitated additional purchases of land from other landowners. For instance, at the beginning of 1830 the sum of £300 was paid to Isaac Wellbourne for part of his garden. It cannot have been a very large piece of land, and Wellbourne must have struck a hard bargain because Pochin received only £220 per acre.

A bridge was built over Rearsby brook, and the new road was at last opened in April 1831. Identifiable costs for the whole project exceed £1,000.

Not all the obstacles had been overcome. By May 1833 it was admitted that it was impossible to come to terms with Edward Cook, who was a shopkeeper and tailor, for a piece of his shop near the new road -presumably no.2 Brook Street. The road curved awkwardly at that point and continued to be a major obstacle that one hundred and seventy years later played an important part in the efforts to obtain the present bypass. If only the early planners had seen the problems they would create! Two years later Edward Spreckley received £50 for a slip of land adjoining the new road. The Reverend Nathaniel Morgan made a magnanimous gesture in giving up part of his garden in front of the Rectory to render the road "*more commodious*". Rearsby had its first Bypass.

Victorian Rearsby and into the Twentieth Century

By the 1840s coaches and mail carts went daily between Melton, Syston and Leicester along the new Rearsby bypass, but the opening of the railway line in 1846 took much of the traffic off the roads and onto the railway thus bypassing Rearsby completely. Within 20 years of the road being re-routed, the traffic had dwindled to little more than a trickle of local users and farm wagons.

However as the Victorian era progressed Rearsby developed into a bustling community with over 400 inhabitants and a myriad of traders including: Baker, Jobber, Blacksmith, Joiner, Bonnetmaker, Maltster, Brewer, Miller, Builder, Plumber, Butcher, Shoemaker, Coal dealer, Stone & marble mason, Draper, Tailor, Dressmaker, Victualler, Druggist, Wheelwright, Grocer. The first lamplighter was Charles Eyre, appointed in 1885. The professions were also represented in Rearsby. There was always a rector and a schoolmistress, of course, and early in Victoria's reign the village boasted a barrister (John Woodhouse Simpson) and a surgeon (Samuel Taylor). One of the chief occupations in Leicestershire at this time was framework knitting, a cottage industry. Many inhabitants of Rearsby were already engaged in the manufacture of hosiery, mainly socks, by 1831, and in 1844 there were 70 knitting frames in the village. In the early 1870s children were kept off school to seam socks.

Rearsby was a tight-knit community early in the century, and an expression of the community feeling was its approach to the building of the village hall in 1924. The village people began to get about more. They went to the Syston and Leicester shows. A group took a day-trip to Hunstanton in 1905, leaving at 5 a.m. and not getting home until midnight. Some families spent holidays at Yarmouth or Cleethorpes.

The excellent rail service early in the century (some 33 passenger trains passed through Rearsby each weekday in 1911) helped to expand people's horizons. A number began to work outside the village, several commuting daily to Leicester. The bus service, begun by W. Smith of Thurmaston in 1924, encouraged this trend. In fact, during the General Strike of 1926 when the trains ceased to run, the bus attracted a large number of commuters whom the railway never managed to entice back.

By 1931, the level of traffic flowing through Rearsby reached a level where the residents first started making representations for a second Rearsby bypass to be built. However the lack of funding and resources available meant that such a major project was not feasible at the time.

The most noticeable feature of change in the area in the twentieth century was the spread of housing and the concomitant expansion in population. With the coming of the private motor car, the Leicester-Melton road (A607) once more became laden with traffic, and by 1979 an average of 800 vehicles an hour were passing through Rearsby at peak periods.

Bypass Plans Unveiled December 1988

The need for a bypass remained and the first indications of that happening occurred in the 1980's. Leicestershire County Council recognised the necessity to improve traffic links within the County and proposals were put in place for improvements subject to Government Funding being made available to improve infrastructure.

Leicestershire County Council proposed a Public Exhibition of the Proposed Rearsby Bypass at Rearsby Village Hall on Wednesday 21st December 1988 from 11.00 am. to 8.00 pm.

Purpose of the Exhibition

The County Council is holding this exhibition for two reasons. Firstly to show the alternative routes that have been considered for the Rearsby By-Pass, and secondly to ascertain your views on these routes. Many factors will affect the choice of route. These include environmental effects, engineering details, traffic benefits, effects on property and agriculture and capital cost. After looking at the exhibition you are invited to fill in a comment sheet expressing your views.

Background

The A607 carries traffic travelling between Melton Mowbray and Leicester through Rearsby and East Goscote. Heavy Goods Vehicles (over 30cw£s) make up 14% of this traffic. Over the years the increase of traffic, particularly goods vehicles, has led to a deterioration of the environment in Rearsby and East Goscote. The problems of noise, dirt, pollution, fumes and delay can all be reduced by taking away some of the traffic from Melton Road. The most effective way of achieving this is to provide a By-Pass. This will remove traffic which has no business in Rearsby and East Goscote, and thus make the Melton Road area cleaner, quieter and safer.

Early considerations for a route for the By-Pass minimised the By-Pass length. Two options were considered, the first started at the Rearsby Road/Melton Road junction, the second started at the Broome Lane/Melton Road junction. Both of these routes re-join the Melton

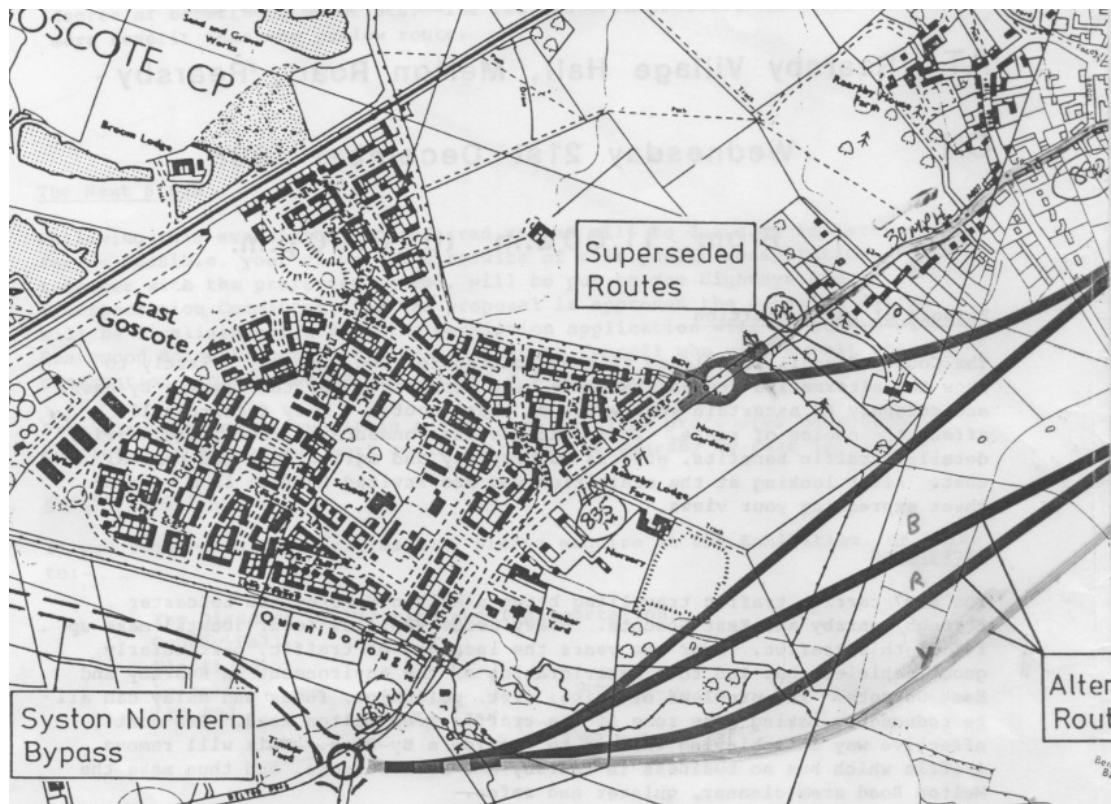
Road immediately north of Rearsby adjacent to Brookside. Of these two options, the route that started at Broome Lane was preferred. (These two routes shown as the northernmost routes on the plans below)

The decision to construct the Syston Northern By-Pass between East Goscote and Queniborough produced the opportunity to increase the length of By-Pass to include East Goscote. Proposed housing development adjacent to Rearsby Grange also encouraged this longer route. The Melton Road from Rearsby to Hall Farm has had a poor accident record and is due to be realigned. It was decided therefore that the proposed By-Pass could be extended to include this section of road. The latest proposals for the By-Pass have taken into account all of the factors listed above. The alternatives are shown as the southerly routes on the plans below.

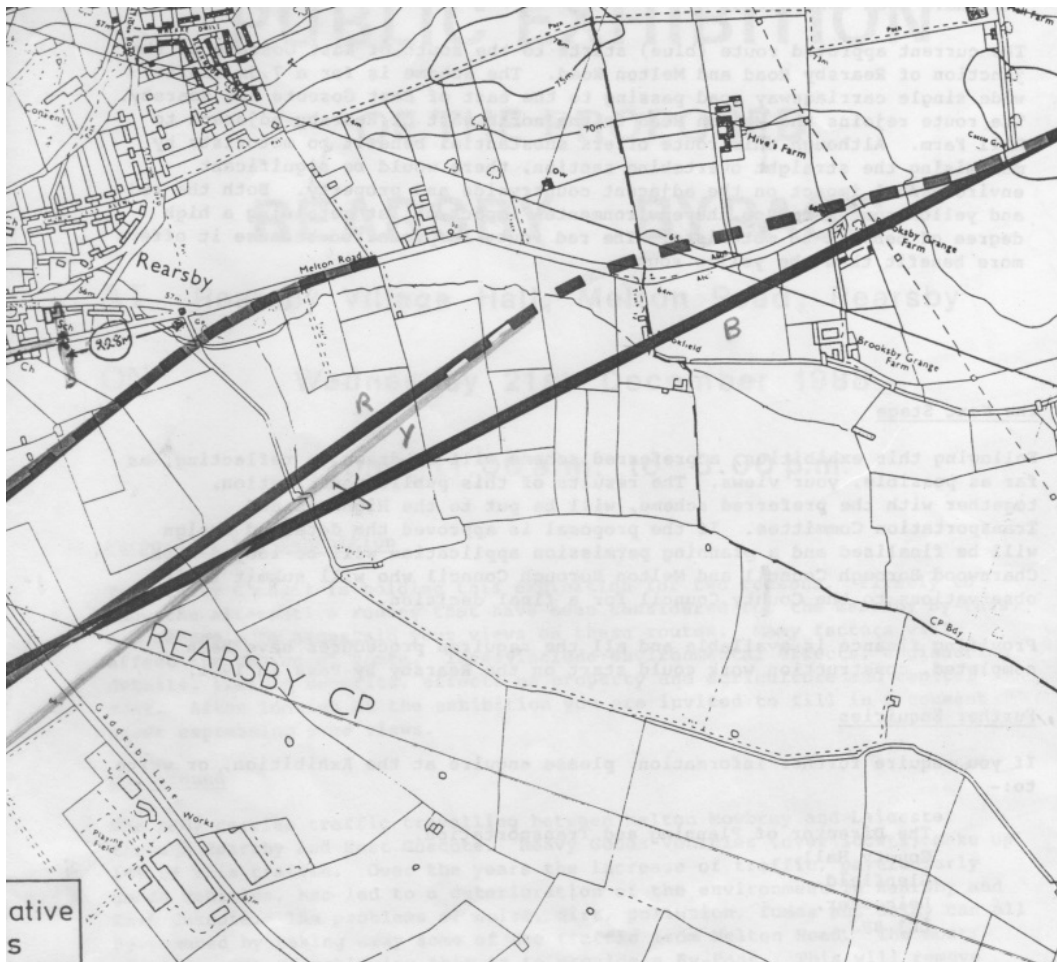
Present Situation

The County Council has considered various alternative schemes for the Rearsby By-Pass. This public exhibition has been prepared to illustrate the routes that have been considered.

The current approved route (B) starts to the south of East Goscote at the junction of Rearsby Road and Melton Road. The Scheme is for a 7.3m (24ft.) wide single carriageway road passing to the east of East Goscote and Rearsby. The route re-joins the Melton Road to the north east of Rearsby adjacent to Hall Farm. Although this route offers substantial benefit to motorists by maximising the straight overtaking section, there would be significant environmental impact on the adjacent countryside and property. Both the red (R) and yellow (Y) routes reduce the environmental impact whilst retaining a high degree of benefit to motorists. The red (R) route is preferred because it offers more benefit than the yellow route.



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The Next Stage

Following this exhibition, a preferred scheme will be drawn up reflecting, as far as possible, your views. The results of this public consultation, together with the preferred scheme, will be put to the Highways and Transportation Committee. If the proposal is approved the detailed design will be finalised and a planning permission application will be lodged with Charnwood Borough Council and Melton Borough Council who will submit their observations to the County Council for a final decision. Providing finance is available and all the required procedures have been completed, construction work could start on the Rearsby By-Pass in 1991.

The Planning Process – A Bypass is Approved

At its meeting on 9th February 1989, the Highways and Transportation Committee considered three alternative routes for the Bypass (including the original 'blue' route) and resolved to:

- (1) Revoke the previously approved (blue) route;
- (2) Approve the line of the preferred (red) route;
- (3) Authorise the Director to undertake detailed design of the Bypass;
- (4) Authorise the submission of a planning application for the preferred route,

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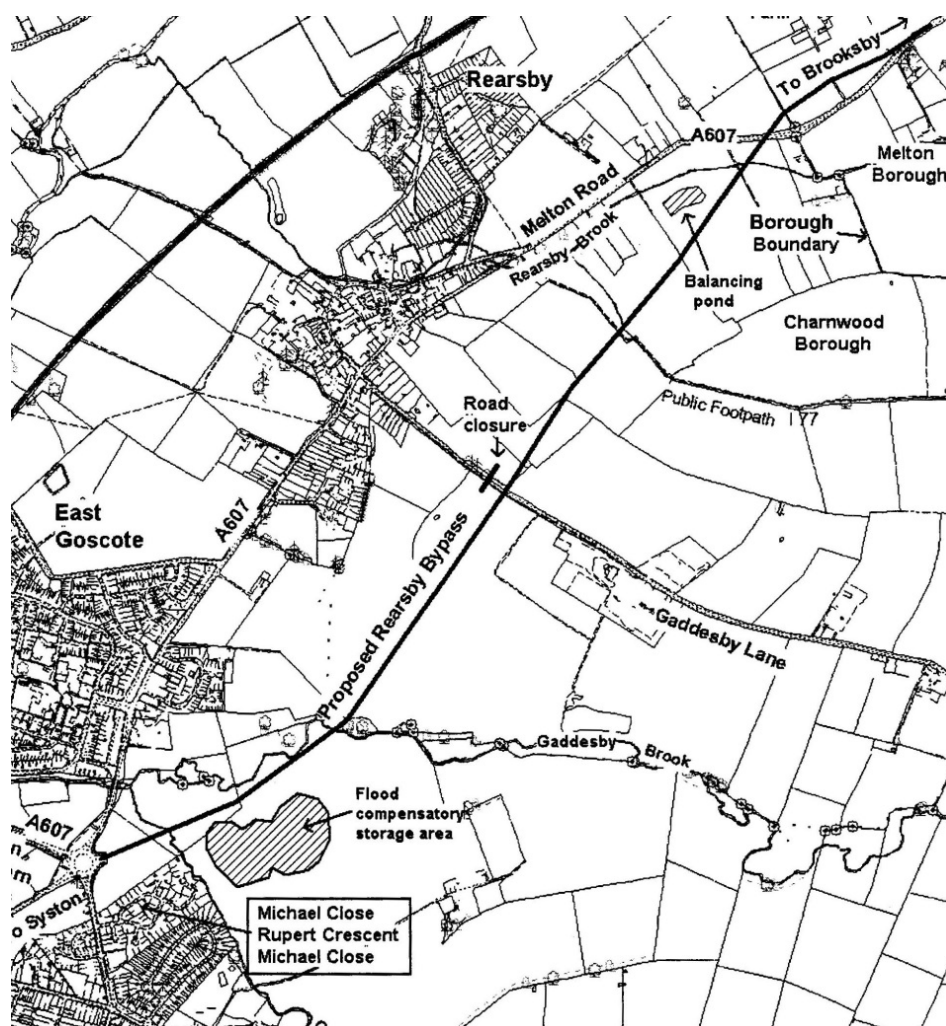
- (5) Request the appropriate Committee to acquire the land.

A planning application for the road scheme was submitted in December 1991. As a result of a number of procedural delays and further investigations into route alignment, environmental, noise and landscaping matters, and additional hydrological studies a decision was deferred for some years.

However, following the decision to build the Syston Northern Bypass in its present position and its subsequent opening in 1992, the County Council reappraised the line for the Rearsby bypass. It was decided to form a continuous link on the A607 and eliminate hazardous bends to the north east of Brooksby.

The Highways and Transportation Committee subsequently reconsidered the proposed scheme at its meeting in November 1994 in light of the above. It reaffirmed its preference for the submitted route, but incorporating a noise bund along the southern end with additional screen planting at the rear of the nearest residential properties. This modification was carried out following concerns raised by some residents of Queniborough.

Planning permission for the construction of the new road was subsequently granted in June 1995 following an additional Council Resolution in March 1995, and related to an identical route to the current proposal. Compulsory Purchase and Side Road Orders were confirmed in March 1996, to which two objections were lodged. The Orders were confirmed in March 1996 following satisfactory resolution of the objections.



Everything was falling into place; the residents of Rearsby were more than happy with the progress being made. Plans for a bypass had been approved! All that remained was for Government Funds to be made available to enable the works to be carried out.

However, to the disappointment of all, there was a failure to attract the necessary Government Funds at the time, and both the Compulsory Purchase Orders and the Planning Permission lapsed. But the villagers of Rearsby did not give up the cause and the advent of possible sand and gravel extraction at Brooksby served to heighten the need for a bypass and the fight to continue....

Proposed Sand and Gravel Extraction at Brooksby

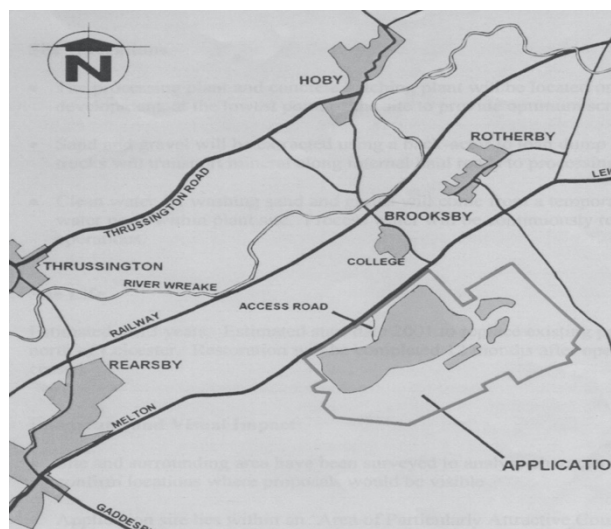
In 1995 the first proposals of possible sand and gravel extraction emerged in the Leicestershire Minerals Local Plan Review. This plan, if it were to be adopted, would bring an escalation in the number of heavy vehicles having to go through Rearsby and greatly increase the potential for noise, accidents and pollution which were already at a totally unacceptable level.

Brooksby Quarry 1995

ii) Brooksby. This area lies to the south of the A607, Melton Road. It is obscured from surrounding settlements by the existing topography and vegetation. Views into the area occur particularly from Gaddesby Lane and along the A607, although this could be ameliorated by landscaping proposals. Thirteen residential properties are located in the vicinity of the mineral extraction area. The area comprises good quality agricultural land, including part of the Brooksby College Farm, but avoids the main area of Grade 2 land shown on the Provisional Agricultural Land Classification Map. A new right turning lane junction would be required for access onto the A607 in a suitable location. Development would not be desirable until the Rearsby and System Northern Bypasses are built. The Rearsby Bypass is programmed in the 1995/1996 TPP (Transport Policies and Programme) for completion in 1997/8. Improvements are also proposed to the A607 between Rearsby and Melton.

It is noted that development would not be desirable until the Rearsby Bypass was built. (A key issue in the future). The Local Plan Review was adopted in May 1995 after extensive examination through Local Plan Process and Public Inquiry.

Lafarge Redland Aggregates were appointed by Brooksby College to develop the deposits and an exhibition was held at Brooksby College on 5th and 6th April 2000. This exhibition was to highlight the key elements of the Lafarge Planning Application to extract minerals. A plan of the site being shown below. (Note that the plan shows a completed Rearsby Bypass).



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The proposal was to extract 300,000 tonnes of sand and gravel per year for 12 years – which would entail 124 HGV movements per day and did not take into account construction and site maintenance traffic. Hours of working would be twelve hours per week day and 6 hours on Saturday.

The above proposal, when coupled with the existing large volume of traffic through Rearsby, would indeed make Rearsby an extremely unpleasant place to live, given that Leicestershire Council had deemed a Bypass a necessity five years earlier. Time for Action!!



Rearsby Reaction and Action Plan

Rearsby Council were fully aware of all ongoing proposals and even more committed to obtaining a Bypass for Rearsby following the lapse of earlier Plans due to lack of Government funding in 1995. As well as the planning application for sand and gravel extraction, plans had been approved for the construction of 4,500 new homes in Melton Mowbray and the development of 700 acres of industrial warehousing alongside the A607 at Melton Mowbray. The A607 is the main trunk road between Leicester and Melton. The increase in traffic brought about by the above developments would make a bad traffic situation worse. A village meeting was planned to discuss the way forward.

Rearsby Accidents Continue

Rearsby Scene April 2000 contained a report that highlighted the traffic and accidents that were continually happening in Rearsby

Notorious Bend on A607

Once again we have had another bad accident on the notorious bend on the Melton side of Rearsby. On 3rd April two cars were in collision - with the drivers having to be cut out of their cars. (One of the people involved in the accident was Matthew O'Callaghan, leader of Melton Borough Council.) Yet again the A 607 had to be closed. It was a repeat of the horrendous accident at the same spot on March 13th when a driver was taken into intensive care. The Leicester Mercury showed a photograph of his car on the front page. It had been cut in two, with the engine on one side of the road and the rest of the car on the other side.

In addition to this bad accident on April 3rd, two cars came off the road on Sunday April 2nd (though fortunately not at the same time) and were badly damaged. There were also cars off the road on April 11th and yet again on April 15th. This makes a total of six cars so far this month. A total of four cars were involved in accidents there in March. Only if someone is hurt and the police are involved does an accident become a 'statistic'. When wet, the surface of the road fails to give any grip. As soon as we have rain, we know that there will be another accident.

Our Parish Council has complained about the situation - as have the people who live on that bend and are continually having their walls knocked down - only to be told by the Leicestershire Planning and Transport Dept that there is not enough money to improve the road.

How much does it cost to pay for two ambulances, three fire engines and four police cars to attend an accident? How much do damaged cars cost? How do you estimate the cost and suffering of injuries? How much are lives worth? Samantha Bowley and Sarah Murray were killed there two years ago this month. Will there have to be a third death before anything is done?

MaryBeskeen

And another Major Accident in Rearsby – April 20th 2000

SAFETY CALL: COUNCIL LEADER CALLS FOR NEW BYPASS

Accident blackspot: 'It's time for action'

BY LEE MARLOW

A council leader today called for new safety measures after an accident at a traffic blackspot claimed two lives.

Matthew O'Callaghan, of Melton Borough Council, also revealed that he was involved in a three-car accident on the same road – the A607 in Rearsby – only days earlier.

He escaped with minor injuries but his Nissan Sunny was written-off.

A few days later, on Thursday, two men were killed when the Fiat Panda in which they were travelling was involved in a crash with a Scania lorry and a parked car.

Police named them as Mark Clayton, 32, of Mostyn Avenue, Syston, and Patrick Gamble, 21, of Main Street, Barsby.

Two other men in the Fiat were also seriously injured in the accident at the junction of the A607 and Gaddesby Lane.

DANGEROUS

The crash happened just hours before more than 150 villagers met to call for urgent action to tackle traffic on their roads.

They formed an action committee to press for a bypass.

Now Coun O'Callaghan has called for measures to prevent further accidents on the road.

And he urged the county council to seriously consider proposals to build a Rearsby bypass.

"Melton is one of the largest districts of Leicestershire, but the road between Melton and Leicester is dangerous and outdated," said Coun O'Callaghan.

"Melton is growing, we have big businesses like Samworth Brothers and Pedigree Pet Foods in the town and if the old Asfordby colliery site is re-developed to attract new businesses, the amount of traffic is going to increase.



PICTURE: LIONEL HEAP / 27A-94090

TRAGEDY: Action committee member John Beskeen, right, and villager Terry Ainge at the scene of Thursday's fatal crash. Council leader Matthew O'Callaghan has now joined the safety fight

"If something is not done, there will be more road crashes and more people will die."

County Hall has promised to reconsider the proposed Rearsby bypass and in July is due to submit a five-year transport plan to the Government to

help attract funding. The bypass failed to win cash four years ago, and has since slipped to third place on the council's priority list.

But the council's ruling Cabinet has now ordered transport officers to examine whether they

could include the Rearsby bypass in their latest bid.

Council leader Harry Barber recently said: "If we believe a scheme like the Rearsby bypass is necessary, we should say so and the Government should decide whether to fund it."

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Accidents in Rearsby were commonplace their prevention was all part of the fight for a bypass. Shortly before the planned village meeting yet another very serious accident occurred. Two males were killed when the Fiat Panda they were travelling in was involved in a crash with a Scania lorry and a parked car. This incident received wide press coverage including comments from Matthew O'Callaghan the leader of Melton Borough Council (who had been involved in a three car accident on the A607 in Rearsby three days earlier when his car had been written off).

Village Meeting

As a result of a village meeting the **Rearsby Bypass Action Committee** was formed and there was unanimous support for action to be taken by the people of Rearsby to raise public awareness, and apply pressure to, and lobby, the relevant Authorities to make a Rearsby Bypass happen. A village meeting was organised in early April and attended by more than 150 villagers.



A **Rearsby Bypass Action Committee** was formed to coordinate the village effort to obtain a bypass. The committee members at the start of the campaign were as detailed below (note that the list is indicative only and some names may be unintentionally missed)

Adcock, Russell	Committee member
Ainge, Terry	Media Relations
Berman, M	Committee member
Beskeen, John	Committee member
Blount, Brian	Petition / Mail drop
Buxton, Ian	Mail drop
Campbell, Elizabeth	Mail drop
Christie-Smith, Ian	Committee member
Cook, Charlotte	Committee member
Croft, Anita	Committee member
Crump, Tony	Committee member
Foulds, Cyril	Placards / Mail drop
Frodsham, Brian	Chairman
Glover, Julie	Mail drop
King, Neil	Committee member
Lambert, John	Publications / Internet
Meredith, Mark	Technical matters
Pilling, Suzanne	Committee member

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Rendall, R	Committee member
Thomas, R H	Committee member
Ward, Gwen	Petition
Wilbourn, Rob	Committee member

In early April a letter was sent to East Goscote Parish Council detailing the proposals for the extraction of sand and gravel at Brooksby and the effect that would have on the traffic through East Goscote as well as Rearsby, and effectively inviting them to support and unite with Rearsby to oppose the development.

A reply was received from East Goscote Parish Council noting their awareness of the Lafarge development and that they would be fully supportive of the proposed Rearsby Bypass and would help in any way possible and requested details of how they could help the cause. They were in discussions with the County and Borough Councillor and were informing all their residents via their village newsletter. Trevor Summerland, Neil Wale and G Trolley were added to the Action Committee.

The Parish Council met on April 6th 2000 to discuss the gravel extraction proposal and below is a report of the meeting from Rearsby Scene.

REARSBYPARISH COUNCIL - 6th APRIL 2000

As it is now certain that a Planning Application will be made to enable gravel to be extracted at Brooksby, it was decided to make this the first item on the agenda and open the meeting to all those present. The Parish Council must know the views of all villagers and reflect them when objecting to the Application.

In opening the Meeting, the Chairman referred to the County Structure Plan and to the Local Mineral Plan. These recognised Brooksby as a "preferred site" for the extraction of gravel - but stated quite clearly:

"the restriction of operations at least until the Rearsby and Syston Northern Bypasses had been completed".

The Parish Council has taken every opportunity to remind the County Council of this promise. All correspondence has been copied to the Press and to our MP Steven Dorrell who has acknowledged our letters giving us his full support.

Discussion then concentrated on Traffic, Environment, and other matters. Objections to the plan made by those present at the meeting

TRAFFIC

- Lafarge claimed that their operations would increase total traffic by 1.6%. However the true increase in heavy goods traffic would be nearer 17%.*
- We should commission our own Traffic Survey.*
- Traffic management is essential.*
- Lorries would each be carrying 18 tonnes.*
- The proposed traffic lights would mean a back-up of traffic through the village.*
- Traffic Calming had not helped the current problem.*
- Additional traffic exiting from the Old Hall would add to the problem.*
- Lafarge's claim of 62 Lorries a day was probably an understatement.*

ENVIRONMENT

- Noise is a problem at present, even as far away as Church Leys Avenue. The increase in noise levels would be intolerable.*
- Gravel lorries would be passing through the village at 6 a.m. ready to load for the start of the day's movements.*
- The existing danger to small children and parents crossing to Playschool would increase.*

- *The children at the Village School would have their learning environment spoilt by the increased noise levels.*
- *Concern was expressed regarding the safety of children in the school playground with the additional danger from carbon monoxide.*
- *The effect of spillage from trucks.*
- *The occasional addition of water to Rearsby Brook could bring problems of pollution and raised water levels - particularly worrying in light of recent floods.*

Following the April meeting a report from the next Parish Council Meeting updates the situation as detailed in Rearsby Scene

Gravel Extraction at Brooksby

To date no planning application had been received but the Chairman, a Councillor and the Clerk had met to formulate the official response of the Council when the application is submitted. The Council had also written to the Principal of Brooksby College to ask for his public support of a by-pass for Rearsby. The 'Action Committee' had sprung quickly into action! - the next event was a march through the village on the 26th May.

Borough Councillor John Bush and County Councillor Mike Preston informed the meeting that a motion had been passed at Charnwood Borough Council on Tuesday 2nd May that:

'In view of road safety problems, no gravel extraction should be undertaken until the Rearsby by-pass was built'.

It is anticipated that this motion will be put before the committee when the planning application is presented to the Leicestershire County Council. The latest information was that the by-pass was likely to go back on the list.

Other Parish Councils had offered their support and it was agreed to continue to press hard for further support from other villages and financial support from Redland Lefarge.

Rearsby Bypass Committee

An action plan going forward was formulated and an article in Rearsby Scene kept villagers up to date

ACTION COMMITTEE UPDATE

Since the May issue of Rearsby Scene, events have moved quickly resulting in the formation of an action committee to pursue with County Hall the urgent need for a bypass.

The urgency has now increased dramatically since two men were killed and two others seriously injured in a crash at the junction of Gaddesby Lane and the Melton Road on April 20th.

As a result of this, and other accidents that have occurred, vigorous protests were planned, one of which was a pavement protest which took place on Wednesday the 3rd of May with approximately 300 people in attendance. A second protest is planned for Friday the 26th May when we shall march along the Melton Road through the village.

Besides these protests, a petition is being prepared with the collection of signatures from as many people as possible extending to East Goscote and the outlying villages, for presentation to County Hall on the basis of "NO FURTHER DEVELOPMENT TILL WE GET A BY-PASS". This of course includes the proposed sand and gravel extraction at Brooksby.



Other protests are being considered and will likewise be advised to everybody by notice board / leaflet drop.

For us to achieve our objective the support of everybody is needed. Further information on how you can help, contact

Brian Frodsham on 424427. BAG chairman.

Bypass Mail Protest

Preparations were made to inform residents of Rearsby giving contact details and inviting letters, faxes and/or emails to various people and organisations that could influence the cause. Telephone, fax and email addresses were included in the list.

Mail Protest

One of the best ways we can lobby for a bypass is to send letters/faxes/emails to those who can influence our cause.

Here's a list of key contacts and contact details.

Name	Title/publication	Address	Tel	Fax	Email
K Arkley	Director of Planning & Transportation	Leicestershire County Council, County Hall, Leicester Road, Glenfield, Leicester LE3 8RJ	0116 2657127	0116 2657014	p&t@leics.gov.uk
* Harry Barber	Leader of the Council	Leicestershire County Council, County Hall, Leicester Road, Glenfield, Leicester LE3 8RJ	0116 2656100	0116 2656210	hbarber@leics.gov.uk
Mike Jones	Joint Leader of the Council	Charnwood Borough Council, Southfield Road, Loughborough, Leics LE11 2TR	01509 261226	01509 230579	kitterickp@parliament.uk
Matthew O'Callaghan	Leader of the Council	Melton Borough Council, Nottingham Road, Leics LE13 0UL	01664 502316	01664 502524	matthewocallaghan@melton.gov.uk
Prof M E Preston	Fosse Leicestershire County Councillor	28 Broome Lane, Ratcliffe on the Wreake, Leicester, LE7 4SB	01664 424647	01664 424647	
John Bush	Six Hills Charnwood Borough Councillor	The Retreat, 3 Church Lane, Rearsby, Leicester, LE7 4YE	01664 424263		
✓ Stephen Dorrell	MP for Charnwood	House of Commons, Westminster, SW1A 0AA	020 7219 4472	020 7219 5838	robinsonle@parliament.uk
✓ John Prescott	Secretary of State for DETR	DETR, Great Minster House, 76 Marsham Street, London SW1P 4DR	020 7944 3000	020 7944 4455	john_prescott@detr.gov.uk
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Postbag	Leicester Mercury	St George Street, Leicester LE1 9FQ	0116 2512512	0116 2530645	postbag@leicestermercury.co.uk

Please remember to supply your name, address and contact number(s) when you write.

What to write about

Tell your own stories about why we need a bypass. Recall your experiences of what the traffic was like in the past, and what it's like now.

Here's some of the issues you may wish to focus on:

- accidents and fatalities in the village
- environmental impact of traffic, eg noise, dust, fumes
- impact of Lafarge quarry at Brooksby, eg 124 trucks per day (remember Mountsorrell!)
- difficulties in crossing road
- impact of Syston bypass
- difficult exits at Mill Rd, Gaddesby Lane, Brook St; bend on North side; narrowness of road
- new housing developments (East Goscote, Melton, Persimmon)
- closeness of road/traffic to the school

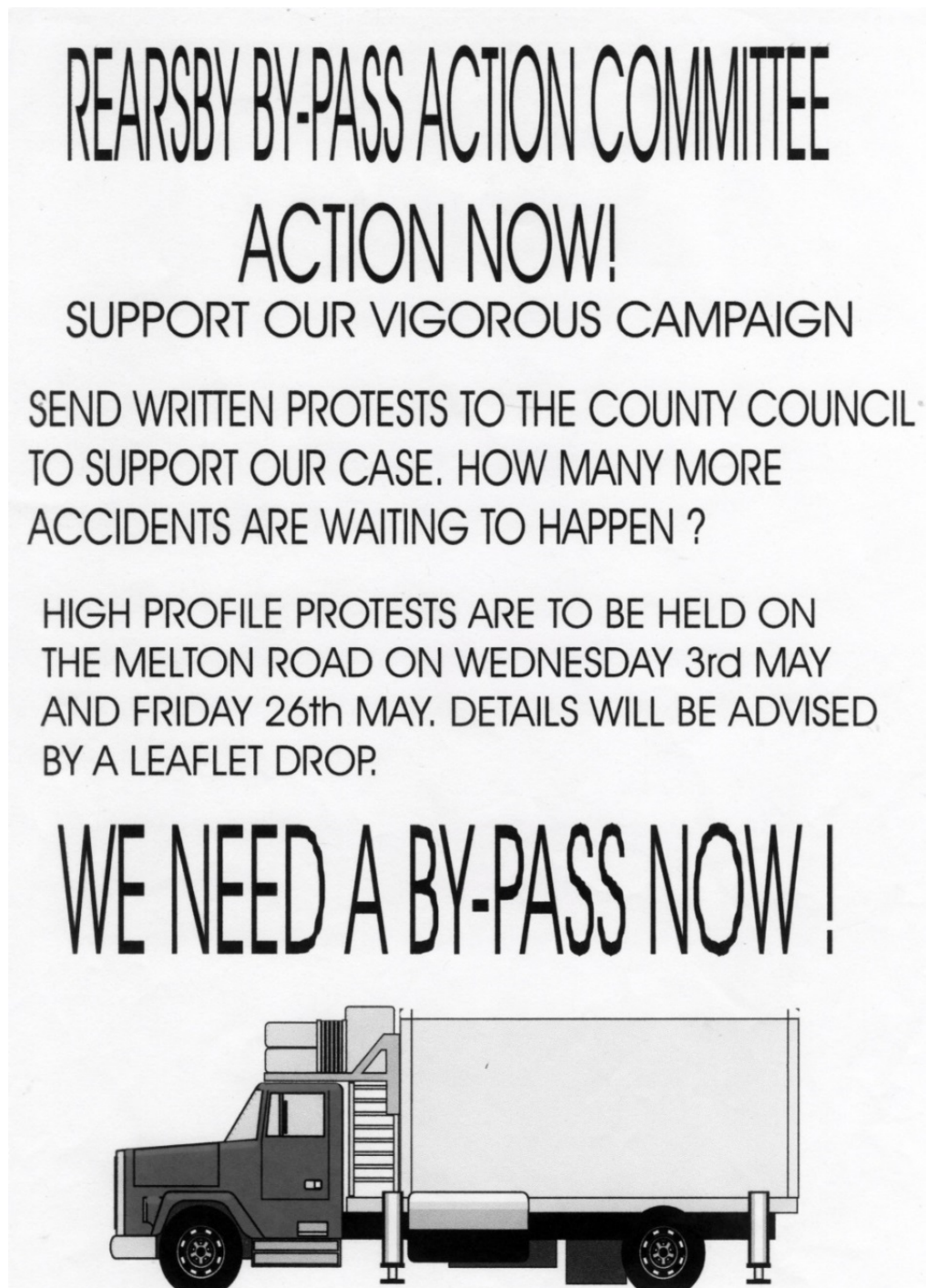
To contact the Bypass Action Committee, call Brian Frodsham on 424427.

You have the power to decide the future of our village – write now!

Protest Demonstrations

Posters were produced and put up throughout the village and fliers were distributed to every village home

The bypass action committee produced notices and fliers to ensure that all residents were aware of planned protests and urged the village to support the cause




Plans were put in place to hold two protest demonstrations, the first being a Pavement Protest on May 3rd 2000 and the second being a Protest March. Every possible means would be employed to raise the

awareness of the public and the Authorities for the need to bypass Rearsby. As well as involving as many village people as possible, East Goscote villagers were asked to join in.

The Action Committee produced a flier that was distributed throughout Rearsby. A copy of the flier is included below.

**Support the Protests
on May 3 & May 26**



The weight of traffic coming through Rearsby has become intolerable. Two people have been killed and several others seriously injured in a spate of accidents on the main road over the last few weeks.

The proposed sand and gravel workings at Brooksby and the development of new housing in the area will only make matters worse. We must take action now to prevent more tragedy and preserve the character of the village.

As you may know, a committee, backed by the Parish Council, has been set up to campaign for a bypass. Our aim is to put pressure on Leicestershire County Council to make Rearsby a bypass priority. Various measures are being planned starting with:

A Pavement Protest on Wednesday May 3 between 4 and 6pm beside the Melton Road	A Procession Protest on Friday May 26 between 4 and 6pm along the Melton Road
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These will be **peaceful protests with the full co-operation of the local police**. We have informed the local press and TV of the events.

The May 3 protest will start from the Village Hall at 4.00pm and the May 26 protest will start from the Post Office. Placards are available for use from the Village Hall for those wishing to join the protests at the start.

For further information about the action committee or these events, and how you can help, contact Brian Frodsham on 424427.

This is your village – turn out to support it in its hour of need!

The pavement protest on May 3rd was given wide publicity in the local press and villagers from Rearsby and East Goscote took part. The roads were lined with several hundred protesters for over a mile from Rearsby through to East Goscote. Below is a report from the Leicester Mercury highlighting the protest and the fact that there had been 25 crashes in Rearsby in the first four months of the year.

PROTEST: ROAD LINED WITH MILE OF DISSENTERS



PICTURE: JASON SENIOR/13A- 97009

PROTEST: Campaigner Rob Wilbourn, as the Grim Reaper, makes a striking stance in favour of the bypass

Residents step up bypass campaign

Placard-carrying villagers have formed a mile-long protest to press for a bypass through accident-hit Rearsby.

Both sides of the A607 were yesterday lined with residents of the village, where there have been 25 crashes this year.

The protest was part of a continuing campaign which in May saw 400 people blocking the A607 where two people were killed in an accident at the end of April.

Terry Ainge, who helped organise the latest protest, said it also involved people from neighbouring East Goscote.

"It is a mile-long protest stretching

BY TONY TRACEY

through Rearsby to the island the other side of East Goscote."

He added: "It has a high profile to keep reminding the politicians that we will not stand for promises but want action now on a bypass."

Several hundred protesters took part including Pearl Stringer, of Rearsby, who sported a No To Trucks Through Rearsby placard.

"We want a bypass first before there is any more development including quarrying at Brooksby," she said.

Mrs Stringer added: "It is a little village and cannot take more and more cars and trucks. I have lived here 21 years. You take your life in

your hands every time you go out."

Villager Elwyn Williams said: "We have had enough deaths and accidents on the road."

Ray Hanson, a villager since 1960, said: "The increase in traffic in the past five years has been enormous. With new housing planned in Melton, gravel workings nearby and new development in East Goscote this village is going to be swamped in traffic."

County Hall has promised to reconsider the proposed Rearsby bypass before traffic is increased.

Rearsby bypass failed to win funding four years ago and has slipped down to third place in the county's priority list. But this month the county is to submit a five-year transport plan to the Government.

icity

Following the successful pavement protest with wonderful support by villagers the campaign moved onwards towards the next phase being a protest march. Signs were put up on notice boards thanking all who took part.

The planning of the protest march for May 26th 2000 between 1600 and 1800 hours involved a considerable amount of work as Police and Local Authorities had to be informed of the exact plans and arrangements put in place in agreement from those parties. The Bypass Action Committee compiled a Method Statement and Risk Assessment covering all aspects of the road procession, including safety, emergency service liaison, route plan and timing and first arrangements and equipment. Safety Precautions included following Police Instructions, control of children by parents and guardians, and following the directions of marshals appointed to supervise the march. Emergency services liaison and advanced warning included leaflet drops and signs on notice boards, post offices and shops, and newspapers including the Rearsby Scene. Local parish councils were informed at Parish Council Meetings. Road warning signs had to be erected on the A607 to warn road users of the times and date of the protest walk.

East Goscote villagers planned to take part in the protest march and arranged to meet at East Goscote and walk down the A607 along the pavement to Rearsby Post Office and unite for the march.

The Leicester Mercury published advance notice of the march and reported on the march itself which was supported by Charnwood MP Stephen Dorrell. Mr Dorrell was quoted as saying "the purpose is to draw attention to the fact that this is a village where there have already been fatalities. Heavy traffic is shaking it to its foundations and mineral extraction should not even be considered until a new road is built". Rearsby villagers continued to protest to get the Government to give Rearsby Bypass high priority for funding in the near future.

Bypass demo is set for village

FIVE hundred protesters are to march through Rearsby pressing for a bypass to rid their village of one of Leicestershire's most notorious accident blackspots.

The mass march is planned for next Friday and police have warned motorists they face hold-ups.

It follows a fatal accident in which two men died on April 21, on the main A607 which cuts through the village.

Already this year there have been 17 road crashes in Rearsby. The crash, which claimed two lives, was the second fatal accident in less than five months.

"The traffic is getting worse," said local parish councillor and member

of the Bypass Action Committee for Rearsby, Coun Geoff Trolley.

He added: "We have wanted a bypass since 1937. Now we are in the year 2000 and it's still not been built - it's ridiculous."

Villagers fear that in future even more traffic will be using the busy A607, which is the main route between Leicester and Melton.

"There are proposals for a quarry, a new village at Melton and new factories built at Melton as well as other new housing in the area - all bringing extra traffic on to the A607."

He said an expected 500 villagers in Rearsby and surrounding communities would be involved in next

Friday's protest march. Two thousand leaflets have been delivered to homes in the area inviting people to take part in the march.

The protesters will move off from Brookside, Rearsby, along Brook Street and on to the A607 towards East Goscote, Mill Street and back on to Brookside before repeating the route. Temporary road closures will be implemented along the route.

A spokesman for Leicestershire Constabulary said: "The march moves off at 4.30pm and will be escorted by police officers. The demonstration's organisers have worked with police to minimise disruption to traffic, but some hold-ups can be expected."

MAY 26th - 2000

A607 BLOCKADE: MP shows support to troubled residents

Protesters march on in fight for bypass

MORE than 200 protesters blocked the A607 at Rearsby on Friday in a fresh bid to quash plans for a gravel pit and demand a bypass for the village.

With the support of Charnwood MP Stephen Dorrell the demonstration caused half-a-mile tailbacks during rush hour.

Mr Dorrell said: "The purpose is to draw attention to the fact that this is a village where there have already been fatalities.

"Heavy traffic is shaking it to its foundations and mineral extraction should not even be considered until a new road is considered."

Patrick Gamble, of Barsby, and Mark Clayton, from Syston, died in a car crash after a collision at the Gaddesby Lane, Mill Road junction in April. Villagers say there is an accident nearly every week.

Friday's protest was partly aimed at plans to extract 4.5 million tonnes of sand and gravel from a 300-acre site opposite Brooksby College.

The development, which has yet to receive planning permission, would generate 124 lorry movements a day and protesters claim most would travel along the A607.

Rearsby Bypass Action Committee chairman Brian Frodsham said: "We cannot be against development and progress but we want the right infrastructure such as roads and schools before a new quarry and houses are built.

"It is only a small village but if someone treads on our tails we will roar like hell."

Spokesman and protest co-ordinator Terry Ainge agreed and said: "We want maximum publicity to draw attention to the planned quarry and anything affecting the A607.

"We are not going to allow our beautiful village to be overrun."

He added that a bypass had been talked about since 1932 and spoke of the frustration residents feel when Governments change and give their plea a lesser priority.

By **ANDY HAWKINS** and
CLAIRE LONG
Photos by **TIM WILLIAMS**

"We are pressing on with the demonstrations because if we sit back it will drift into obscurity," he said.

Eunice Howell, of Rearsby, said: "I'm hoping people will take notice and get the bypass back on the agenda.

"A quarry will be horrendous with huge lorries going through all the time.

"When the village is closed to traffic like today, you realise how pleasant it is."

Louise Lambert, also of Rearsby, added: "I hope this draws attention to the problems that quarrying will cause. Heavy vehicles pass through and my little girl has to cross the road. It is dangerous and getting worse.

"We don't want quarrying without a bypass. The two things are linked."

And Paul Measures, from East Goscote, claimed: "I live on the main road and the noise

and pollution is just getting worse.

"If they start excavating it will be horrendous. And there are more and more accidents and near misses week by week which there would not be with a bypass."

Bryn Howell said the village desperately needed the bypass and added: "When you get to the position where traffic causes death and severe injuries and can even do things like knock the sign off the village pub, you've got a real problem."

Ken Whiting, of Melton Road, said although he was not against the gravel pit he hoped it would not go ahead until the bypass was in place.

And he warned: "If this doesn't work, more militant action will be taken."

Mr Whiting said protest organisers were being too soft by warning the police of the demonstration.

Jackie Howarth said: "The pit will put an awful lot more traffic on the road, and it is not capable of taking it.

"It is dangerous enough as it

is, without having more traffic around."

Mrs Howarth was also concerned for the safety of her children. She added: "The village playgroup is across the main road and lots of mothers take their children at nine o'clock every morning. It is very dangerous."

Karla John said: "If the gravel pit is there it will produce a lot more hurtling lorries in the village.

"It will be really serious if we have a gravel pit without the bypass."

A spokesman for Leicestershire County Council said: "The county council was asked by central Government to identify additional schemes should more money become available.

"As a result of this request, the authority included the Rearsby bypass scheme in the Central Leicestershire Local Transport Plan. The outcome of the county council's bid for central Government funds for the complete scheme will not be known until about mid December."



YOUNG VOICE: Children head the march, calling for a Rearsby bypass PHOTO: AB469-29a

The protests were extremely successful and well attended by villagers and by now they had become more and more united as a team fighting to restore Rearsby to its quiet, peaceful, unpolluted, and safer existence.

Rearsby carried an article praising the village for its support of a very successful protest and announced an open meeting on 21st June 2000. The editorial jottings also reflected the mood of the villagers

BY-PASS ACTION COMMITTEE -UPDATE

"CONGRATULATIONS to everyone for the tremendous turnout, despite the weather conditions, for the protest march through the village on May 26th. We estimate 500 people were in support, backed up in no small part by our neighbours from East Goscote and surrounding villages. We would also like to thank the Police Force for their help and co-operation on the day - our protests must always be safe, peaceful and within the law. The objective of the march was to highlight the urgent need for a by-pass and Rearsby certainly hit the headlines, not only in our local newspapers and radio stations but also on regional TV. To date, Leicestershire County Council are unaware of any planning application for sand and gravel extraction at Brooksby but the situation is being closely monitored. We have to remind ourselves that the B.A.C. was originally formed because of the threat to our community from the proposed gravel extraction. It would seem likely however that if a planning application went to central government, it would be approved in the national interest. It was therefore concluded by the majority, that our next best option was to protest on the basis of:

'NO FURTHER DEVELOPMENT UNTIL WE GET A BY-PASS'

The protest momentum has to be maintained - our neighbours, not only in East Goscote but also in Gaddesby and Rotherby are keen to show their support. At the time of writing, the committee has called an open meeting for the entire village on Wednesday 21st June to discuss further activities and also to give everyone the opportunity to voice their views and opinions.

The B.A.C. are acting on your behalf and will only carry out the wishes of the majority.

TERRY AINGE

Rearsby Scene Editorial Jottings July 2000

We congratulate the By-Pass Action Committee on the success of their pavement protest and march. Few will forget the sight of the solid mass of hundreds of people advancing down Melton Road with placards held high. Nor will they forget hearing the 'cheer leaders' Terry Ainge and Brian Blount chanting,

'What do we want?' and the children, of all ages replying,

'We want a bypass' To the question, When do we want it?'

they roared back. We want it NOW.'

A letter was sent to the leader of the Leicester County Council to clarify certain issues and to solicit their support for a bypass. An encouraging reply was received early in June from the Leader of the Council Harry Barber that included a reference to the fact that "The efforts of the village to keep the bypass issue in the public eye had not gone unnoticed at the Council". The letter also defined the fact that it would be the District Council who would determine any planning application. However County Council would be asked for its views regarding highway impact and it could well reflect concerns regarding addition heavy lorry movements and road safety in the village. However it was pointed out that the District Council must pay due regard to County Council comments but is not obliged to

accept them. Reference was made to efforts (unsuccessful to date) to engage the Secretary of state for Transport and that lawful efforts of the people of Rearsby to do likewise would help the cause. Finally the County Council agreed that working together was important in achieving joint objectives.

Village Meeting 21st June

Following the successful protest a village meeting was proposed to review progress to date and to plan for ongoing actions. The meeting was very well attended and contemporary notes shown below reflect the latest updates and information regarding the bypass

- *Brian Frodsham opens the meeting.*
- *Terry Ainge reads letter to explain about the bypass situation at present,*
- *Mike Preston asks for the floor, to explain very recent developments about the bypass.*
- *The Rearsby Bypass is placed under the Central! Leicester plan (Caltrans?) and not the Leicestershire plan for the first time, This is due to the fact that the Government is more willing to fund city road schemes.*
- *The road plan is a rolling five year plan, for which the Rearsby Bypass is in the second plan i.e. six years away.*
- *The Central! Leicester plan only includes park and ride schemes and the Rearsby Bypass, therefore making the Bypass the first on its list.*
- *The plan also has a section recording the fact that if the Government wishes to release some money for rural bypasses, the Rearsby Bypass is ready to go, as compulsory purchases have been agreed before with survey's etc. already completed. Thus allowing the bypass to be built in the first five year plan.*
- *Mike mentions that it is Central! Government that needs pressure being placed on it. due to the money being released by them. The Department of Transport has been talking about releasing money, and twelve months ago guaranteed that money was available.*
- *!t was mentioned that there should be no major developments or gravel extraction without a bypass, and this was agreed by all 52 Charnwood Councillors, The Department of Transport has also received letters of support for the Rearsby Bypass from both Melton Council and County Hall.*
- *Finally Mike Preston mentioned that letters to John Prescott should mention that the A607 is the road link between Leicester and Melton, and in conjunction with a bypass would form an*
- *deal gateway for the proposed housing development.*
- *Ideas and support were asked for, with letter writing and another protest being favourable.*

The following actions were agreed on an ongoing basis.

- *A mile long protest to be held on July 7th beside the A607 from East Goscote to the Gaddesby Lane junction in Rearsby.*
- *Placement of large road signs at either end of the village on the Melton Road, together with numerous smaller ones along the length of the road.*
- *A visit to County Hall to hand in our petition in support of a bypass on the basis of no further developments until we have a bypass. This visit to coincide with a full County Council Meeting*

- *A protest at County Hall as and when a planning application is presented by Lafarge for quarry extraction at Brooksby*
- *A postal protest to John Prescott*
- *Co-ordination with Melton Borough Council*

The Mile Long Protest 7th July 2000

Plans were put in place and the protest was once again given wide publicity and received excellent support from the villagers of Rearsby and East Goscote. The poster and newspaper extracts below reflect the success of the protests in keeping the bypass in the public eye.

REARSBY BY-PASS

EAST GOSCOTE & REARSBY ACTION GROUP

MILE LONG PROTEST

A Pavement Protest is to be held on Friday
July 7 between 4 and 6pm beside the
Melton Road from the houses at the begining
of East Goscote to Gaddesby Lane Rearsby.

We require a large turnout to make maximum
impact to further our campaign.

Please meet at your own village hall to
collect protest placards. 3.45pm.

MAKE THIS A MEMORABLE EVENT

SYSTON TOWN NEWS

YOUR LOCAL COMMUNITY NEWSPAPER
VOL.4 ISSUE No.7 AUGUST 2000

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Leicester LE7 1GZ
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Photo Reproduced by kind permission of the Leicester Mercury

The 'Grim Reaper' at the roadside during the protest.

MILE LONG PROTEST

FROM REARSBY TO EAST GOSCOTE

Three hundred people lined the pavements along the A607 from Rearsby to East Goscote in a "Mile Long Protest" on Friday 7th July. This was the latest effort by the residents of Rearsby and East Goscote to show their anger at the dangerous volume and weight of traffic through their villages. Most of the protesters carried placards and other were dressed as 'Grim Reapers'. The traffic was slowed to a lawful 30 miles per hour speed, and many drivers sounded their horns in support. An outline plan for a by-pass has been in existence for over 40 years but the funding has not yet been available.

A planning application for gravel extraction and cement works at Brooksby was made recently, and the development of 4000 new homes in Melton Mowbray has been proposed. This will put an intolerable burden on an already unsuitable major traffic route between Melton Mowbray, Leicester and the A46. The pavement is so narrow at one point in the centre of Rearsby that a pushchair cannot negotiate it at the same time as a passing vehicle.

At the end of May this year £65,000 was spent on an anti-skid surface on 'Friends Bend' at the north of Rearsby, and to judge by the number of skid marks already visible and the recent car accident at that spot the improvements have had little or no effect. Perhaps this money would have been better used towards a by-pass so that the volume traffic avoided these notorious black spots.

Rearsby bypass protest goes on

Angry Rearsby villagers march for a bypass
PHOTO: AB262-28a



VILLAGERS in Rearsby held another protest march calling for a bypass to be built.

According to Bypass Action Committee co-ordinator Terry Ainge, Thursday's march was to draw attention to the proposed gravel works at Brooksby.

He said: "We want a bypass before the gravel works are given planning permission. There's a meeting to decide on a way to hold a public meeting about the application."

The action group was going to submit a 1,500-signature petition calling for the bypass but changed its mind after

hearing a public meeting was going to be called.

Members decided they wanted to hear what was said before handing over the document.

County councillors are due to approve the public meeting but it is not yet known when or where it will be held.

In the meantime the protesters will keep up the campaign. Mr Ainge said villagers were behind the action committee and believe that something would be done soon.

He said: "We are going to keep fighting and we know that County Hall and Melton Council are behind us."



Leicestershire County Council Clarifies the Current Planning Position

Following a letter from Brian Frodsham, the chairman of Rearsby Bypass Action Committee a reply was received from Harry Barber the Leader of the County Council, dated July 5th outlining the way forward. An excerpt from the letter is included below.

“At its meeting yesterday, the County Council Cabinet agreed the final draft of the Transport Plan. The Plan will now be put to the Council at its meeting on 12th July and, provided it is agreed, it will be submitted as required by the end of this month. The Plan is intended to be specific for the coming year, i.e. 2001/2002 but is also intended to outline proposals for the remainder of this five-year period and for the next five-year period. There is provision for this to be updated and amended if necessary on an annual basis.

I should point out that, in fact, there are two plans insofar as Leicestershire is concerned. One covers what is called the Greater Leicester Area (which for this purpose includes Rearsby) and the other for the remainder of the County. Leicester City is, of course, directly involved with ourselves in the first of these. In view of misconceptions which have arisen elsewhere, I think I need to point out that approval by Central Government is needed before we can go ahead with any of the schemes included in the Plan, and allows us to borrow funds to finance the scheme.

Having said this, I now turn to Rearsby which was not originally included in the Plan due to (a) the Government telling local authorities that they were not generally in favour of by-pass proposals, and (b) that they would accept only one major scheme for any Authority in each of the two five-year periods. However the Government have now relaxed their views on by-passes and indicated that more than one scheme can be included in the five-year period. More recently we have been advised that it might be possible to bring more schemes forward and we have therefore

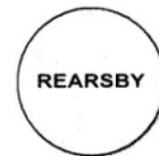
indicated to them that we would wish Rearsby to be started during the first five-year period.

Rearsby is very much a high priority as far as we are concerned but it will be evident from the above that we are very much in the hands of Central Government. We shall keep on arguing the case, not only to carry out the scheme, but to bring it forward to an early date."

This was encouraging news indeed especially bringing forward the possible date for commencement of the scheme and the outcome of Council Meeting on the 12th July whereby the Transport Plan could be approved was eagerly anticipated.

On 12th July Leicestershire County Council duly approved the plan so that funding could be considered by Central Government. A notice was produced by the Bypass Action Committee to inform every one of the outcome.

The Rearsby By-pass Action Committee .



We would like to thank all the people of East Goscote and Rearsby for the support and attendance at the various protests which have taken place in support of a by-pass.

The current situation with regard to the by-pass is that LCC at their full council meeting held on July 12th agreed to apply for funding from central government under the Central Leicestershire plan should extra money be available as announced by Mr Prescott. The LCC are preparing a proposal which will be presented in September for approval, the outcome of this application will be known sometime in December.

Once the submission has been made we shall lobby Transport Minister Keith Hill who will examine this scheme.

If approval is given work could possibly start end of 2002 or early 2003, in the meantime we will oppose all new developments in the area until all the infrastructure is in place for which your continued support is required.

Brian Frodsham. Chairman. 01664 424427.

Postal Protest to John Prescott

Following the village meeting the Rearsby Action Committee put together a plan for postal protests to be sent to lobby John Prescott the Secretary of State at the Department of Environment, Transport and the Regions. Everyone was encouraged to write individually (including children). The letters were

collected at central points in Rearsby and East Goscote and posted at the same time on August 5th. This was to maximise the impact of the action.

A flier was produced and distributed to all households in Rearsby and East Goscote detailing the process and outlining the issues that could be a focus for individual letters. A copy of the flier is included below.

Post Protest to Prescott



One of the best ways we can lobby for a bypass is to send letters to those who can influence our cause. We have therefore decided to send letters of protest to the person who can most influence our campaign – John Prescott, Secretary of State at the Department of Environment, Transport and the Regions (DETR). At the end of the day he holds the purse-strings.

How it works

Everybody – including children – writes a letter saying why they think we need a bypass. Put it in an envelope with a first class stamp, and address it to the DETR. Hand it in to Sue at the Post Office if you live in Rearsby, or the Village Hall East Goscote if you live there. Then, on August 5th, all the letters will be posted at the same time to gain maximum impact.

What do I say in the letter?

It's important you tell your own stories about why we need a bypass – in your own way. Recall your experiences of what the traffic was like before and what it's like now. Mention that the A607 is the main road between Leicester and Melton and a bypass would relieve the pressure resulting from proposed new housing and commercial developments in the area. Other issues you might want to focus on are:

- accidents/fatalities in the village
- environmental impact of traffic, eg noise, dust, fumes
- impact of proposed Lafarge quarry at Brooksby, eg 124 trucks per day (remember Mountsorrell!)
- difficulties in crossing the road; narrowness of road and pavements
- impact of Syston bypass
- difficult exits at Mill Rd, Gaddesby Lane, Brook St; difficult bend on Brooksby side of village
- new housing developments (East Goscote, Melton, Persimmon) – 700 now planned for Melton area
- closeness of road/traffic to the school, village hall, pubs, houses

Writing your letter

Put your own address at the top left of the letter with the date. Start with *Dear Mr Prescott* or *Dear John*, if you wish. No need to be too formal, especially if children are writing. Children can perhaps draw a picture of traffic on the road and send that as well.

Address your letter as follows: Rt Hon John Prescott MP, Secretary of State at DETR, DETR, Great Minster House, 76 Marsham Street, London, SW1P 4DR.

All letters need to be in by August 4th!

Traffic Count

As part of the process of identifying the need for a bypass the Bypass Action Committee put forward plans to carry out a traffic survey.

The traffic counts took place on Tuesdays between 0730 and 1930 hours and were recorded on standard pro formas. The plan was to record traffic in both directions at four locations, entry and exit points to Rearsby on the A607 and at Gaddesby Lane and Station Road. It was envisaged that two personnel would be required at each location on the Melton Road and one at each of the other locations. The plan was to use a two hour shift rota to cover each survey day.

The information gathered was then used to support the Action Committee's efforts to fight for the bypass.

Petition in Support Of Leicestershire County Council Proposal for a Bypass

A poster outlining the Action Committee plan for a petition was produced and distributed. The petition was in support of the Leicestershire County Council Proposal for a Bypass on the A607 at Rearsby that was being put forward in the Central Leicestershire Plan for funding by Central Government.

REARSBY BYPASS ACTION COMMITTEE

PETITION IN SUPPORT OF LEICESTERSHIRE COUNTY COUNCILS PROPOSAL FOR A BYPASS ON THE A607 AT REARSBY. THIS PROPOSAL IS INCLUDED IN THE CENTRAL LEICESTERSHIRE PLAN CURRENTLY BEING PUT FORWARD FOR FUNDING BY CENTRAL GOVERNMENT.

THIS PETITION WILL BE PRESENTED ON BEHALF OF THE RESIDENTS OF REARSBY AND EAST GOSCOTE BY OUR MEMBER OF PARLIAMENT,

THE RT. HON. STEPHEN DORRELL

IT WILL BE PRESENTED TO:-

THE RT. HON. KEITH HILL, M.P.
PARLIAMENTARY UNDERSECRETARY OF STATE
DEPARTMENT OF ENVIRONMENT, TRANSPORT
AND THE REGIONS.



The Rearsby Bypass Story

Volunteers gathered signatures and in total over 1500 signatures from local people were obtained representing almost total unanimous support for the bypass. A letter was sent to the Rt.Hon. Stephen Dorrell to enlist his support.

"I am writing to you on behalf of Rearsby Bypass Action Committee covering your constituents in both Rearsby and East Goscote to ask your help with our campaign to secure a bypass.

You no doubt saw coverage given by ITN Central News East Midlands and all the various articles in the Leicester Mercury and Melton Times of the protests that have taken place in support of this road. Tragic accidents that have occurred on the A607 in Rearsby, 5 deaths in 2 years, 27 accidents so far this year, some of which were serious.

As a result of these accidents and our protests, Leicestershire County Council at their full council meeting on 12th July agreed to apply for funding from Central Government under the Central Leicestershire plan should extra money be available as announced by Mr John Prescott.

The LCC are preparing a proposal which will be presented to Government in September for approval. The outcome of this application will be known sometime in December. Once the submission has been made, Transport Minister Keith Hill will consider this with all other projects, as mentioned on his recent visit to Leicester.

We have collected 1500 signatures from our villages in support of this bypass and we would like you to present this petition on our behalf to the Minister, so we can sure he will examine the proposed scheme.

*We could arrange an official handing over ceremony to you of the petition and Benefit from additional publicity to press our cause.
We look forward to receiving a favourable reply from you"*

Stephen Dorrell agreed to support the cause and the petition was formally handed over to him with the local press covering the event to add to the impact of the petition. The petition was then to be presented to the Rt. Hon. Keith Hill MP - the Parliamentary Undersecretary of State at the Department of Environment, Transport and the Regions.



SUPPORT: Local MP Stephen Dorrell accepts the petition from Rearsby villagers campaigning for a bypass

MP backs £5.7m bypass campaign

VILLAGERS at Rearsby are calling on the Government to back their demand for a bypass.

A petition signed by more than 1,500 people calling for the bypass was last night handed to Charnwood MP Stephen Dorrell.

He will present the petition to transport minister Keith Hill.

The campaign for a £5.7 million bypass has been sparked by 30 reported accidents and three deaths at Rearsby this year.

In a letter to the Department of the Environment, Transport and the Regions (DETR), Brian Frodsham, chairman of Rearsby Bypass Action Committee, says: "We are asking you to please consider our plight and save our rural village from being destroyed by HGVs, noise, dirt, pollution and fumes. This bypass is essential so that our children can be healthy and, like our elderly citizens, can cross the road in safety."

Mr Dorrell, who pledged his sup-

port, said the petition would strengthen the case when he lobbied ministers and county councillors.

Mr Dorrell said support for the campaign was "virtually 100 per cent". He added: "When you stand along the main road, it is unsafe, especially against the background statistics of the number of people involved in accidents."

Villagers have been campaigning for a bypass in Rearsby for 63 years as traffic increased along the A607.

A letter was then sent to the Parliamentary Undersecretary of State The Rt Hon, Keith Hill to inform him of the current situation and support the petition

Dear Sir

On behalf of the residents of East Goscote, Rearsby and surrounding villages, the Rearsby Bypass Action Committee present this petition of 1500 signatures in support of the Leicestershire County Council proposal for a bypass to Rearsby on the A607. This proposal is included in the Central Leicestershire Plan for funding by Central Government.

It was acknowledged over 60 years ago that a bypass was required. Although traffic has increased dramatically since then, successive Councils and Governments have failed to take any action to alleviate the situation caused by volume of traffic funnelled through a road which has not altered

The Rearsby Bypass Story

significantly since the turn of the last century.

Since the opening of both the Western and Syston bypasses the increase in HGV traffic has grown enormously as the A607 now links the M1 with Lincolnshire. All this traffic passes through this narrow bottleneck.

There has been three fatal and thirty other, some serious, accidents so far this year!, and there is no doubt that the potential for a major disaster exists with housing on both sides of the road, together with two Public Houses, a Methodist Chapel, the Village Hall and Playing Field. The Village School and play area is also adjacent to this trunk road.

Within the short distance through the centre of the village there are three junctions on to the A607 all of which are almost blind to through traffic.

Currently traffic movements along this road daily are in the region of 11000, of which approx. 746 are HGV's.

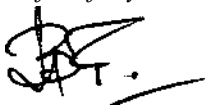
This situation is set to get worse with the planned developments that are being considered at the present time i.e.

- 1) Sand and Gravel extraction at Brooksby and a Readymix Concrete plant. Adjacent to A607.*
- 2) 4500 new homes planned for Melton Mowbray,- A607 is the main route to Leicester.*
- 3) Additional industrial warehousing development alongside the A607 at Melton Mowbray.*
- 4) New housing and industrial development at Gaddesby on the B674 with its exit on to the A607 at Rearsby.*
- 5) New housing development at East Goscote with exit onto A607.*

Recent demonstrations in support of a Rearsby Bypass have attracted both local and media coverage.

The Leicestershire County Council proposal will be placed before you for consideration with other proposals. We are asking you to please consider our plight and save our rural village from being destroyed, by HGV's, noise, dirt, pollution and fumes. This bypass is essential so that our children can be healthy and like our elder citizens can cross the road in safety instead of being caught in the back draught of passing traffic.

Yours faithfully,



Brian Frodsham (Chairman, Rearsby Bypass Action Committee)

Following the inclusion of the Rearsby Bypass in the Central Leicestershire Plan and its submission for Government Funding, and the scenario that if funding was approved, work would begin in 2002-3 the Bypass action Committee turned its focus on sand and gravel extraction and other issues that would bring extra traffic to the village. A flier was produced and distributed by volunteers to all local households detailing the way forward.

Bypass – what next?



Thanks to your efforts, the Rearsby bypass has now been included in the Central Leicestershire Plan. Leicestershire County Council will submit this plan to the Department of the Environment, Transport and the Regions (DETR) in September and hope to have approval and possible funding by December.

The possible scenario is that, if funding is approved, work can begin on the bypass by 2002-3.

Because of the gap between approval and start of the bypass, we feel it's important that our attention should focus now on the sand & gravel extraction at Brooksby, and any other developments bringing extra traffic to the village. There is no way the village will permit this extraction **until the bypass is built**. The quarry would, even temporarily, ruin the quality of our village environment.

Future events will, therefore, focus on ensuring that the planning application for sand and gravel at Brooksby by Redland Lafarge is rejected by LCC. If we achieve this, the application will then go to appeal which would delay planning approval by a year at least.

The BAC will let you know what actions are planned in the future. There may well be some sporadic ones which BAC will run on your behalf as shock tactics. But you will be involved as much as possible.

Check out the website on www.rearsby.net for developments as well.

One final thought – could everyone please remember to drive through the village at 30mph. This not only sets an example to others driving through, it also shows we are serious in making our village a traffic-safe one.

A big thanks for your support so far but we must keep up the momentum.

No sand and gravel extraction at Brooksby!

Lafarge Sand and Gravel Extraction Plan

Lafarge Redlands Aggregates limited formally submitted their plans for sand and gravel extraction at Brooksby and Rearsby Parish County, Rearsby Bypass Action Committee and other interests parties considered their action.

Rearsby Parish Council formally wrote to Charnwood Borough Council stating that they were not in favour of granting permission on two main issues

- 1) Highways. Even with the completed works at Friend's bend north of the village it was felt that the road was unsuitable for the traffic flowing through the village even without the 17% increase in commercial traffic generated by the quarry. The straightness of the road from

Friends bend into Rearsby encourages speeding raising concerns for the safety of children going to school and villagers attending daily activities in the village hall. The road narrows near Brook street means vehicles have to cross the white line to negotiate the bend. The Gaddesby lane Mill road junction is blind on the exit of Gaddesby Lane. Villagers find it difficult safely enter the A607 traffic stream

- 2) Environmental. Increased noise levels, diesel emissions and dust and spillage.

In addition Rearsby Parish Council formally rejected the Lefarge sand and gravel extraction plan and the full details of their rejection was put forward in the September issue of Rearsby Scene

REARSBY PARISH COUNCIL

LAFARGE REDLAND AGGREGATES LTD. -EXTRACTION AND PROCESSING OF SAND AND GRAVEL WITH RESTORATION TO AGRICULTURAL, WOODLAND AND WATER -BROOKSBY COLLEGE, MELTON ROAD, BROOKSBY

Lafarge application has now been considered by the Rearsby -L Parish Council. You ask for our observations but, before doing so, we have to make very clear to your Committee the extreme anger with which this Application was received by most villagers. The need for a Rearsby Bypass has been acknowledged for many decades. Indeed the current need was confirmed in the Local Minerals Plan Review, which states 'Development would not be desirable until the Rearsby and Syston Northern Bypasses are built'.

The need has not diminished, rather it has grown through the commercial developments around Melton Mowbray and the housing developments in most villages bordering the A607.

This anger has already manifested itself in the demonstration by hundreds of villagers supported by concerned residents of neighbouring villages — all co-ordinated by the recently formed Bypass Action Committee who, in co-operation with the Police ensure legal and orderly protest.

We would comment on two main issues, Highways and Traffic, and Environmental concerns.

HIGHWAYS

1. Even with the completed engineering work on the bend to the north of the village the road is still unsuitable for the weight of traffic currently passing through the village, let alone be suitable for the envisaged 17% increase in lorry traffic. We would, in any case, question the validity of a Traffic Impact Report which pays no heed to the growing size of vehicles, the weight of vehicles, nor to the increase that we are seeing in the number of combined lorry and trailer units.

2. The straightness of the road encourages excessive speeds and unsafe overtaking which gives rise to parental concern over the safety of the school children in the playground that adjoins the A607 as well as affecting the daily activities at the Village Hall and Methodist Chapel involving young children, adults and pensioners. Youngsters are denied the use of the playing field behind the Village Hall as their parents are, rightly, reluctant to allow them to cross.

3. The road narrows at the junction of with Brook Street making it extremely difficult for heavy goods vehicles to negotiate the bend

without crossing the white line. This is a danger to oncoming traffic, pedestrians and to vehicles exiting Brook Street.

4. The Gaddesby Lane, Mill Road junction is totally blind on the exit from Gaddesby Lane, making it difficult for lorries to turn without touching the kerb on the opposite side.

5. Traffic 'speeds up' northwards after negotiating the Brook Street bend and southwards after negotiating the Gaddesby Lane turn, usually reaching speeds in excess of the limit.

6. Residents are already finding it difficult safely to enter the traffic stream onto the A607 and any increase in traffic will exacerbate the situation.

7. The forecast peaks of Lafarge lorry movements coincide with the 'school run' and school buses too and from Melton, Loughborough and Quorn.

ENVIRONMENT

Our concerns on environmental grounds are three fold, increased noise levels, increased diesel emissions, dust and spillage.

At present the children in the village school find it difficult to study with the windows open and their learning environment would be even more affected by increased traffic noise. Increased fuel emissions will make their time spent in the school playground unpleasant, and probably, unhealthy.

Traffic noise is increasingly noticeable in all parts of the village.

We would be grateful if these observations were placed before the relevant Committees. Emphasis must be placed on our need for a bypass regardless of the outcome of this application. However, if permission is given then we would insist that it is tied to the completion of the bypass, not to the planning of a bypass, and we would want to see written in, very strict control over the infill of the quarry.

*Yours sincerely
K. S. Bacon*

Rearsby Bypass Action Committee wrote to the Department of Planning at Leicestershire County Council formally objecting to the sand and gravel extraction at Brooksby. Their objection was on similar grounds to the above and referred to planned housing and industrial development in Melton Mowbray that would also increase traffic.

In addition reference was made to the Leicester Minerals Plan Review that stated that no extraction should take place until Rearsby and Syston North Bypasses are built. Syston North Bypass has been built and this has already greatly increased traffic through Rearsby

Other objections.

It is understood that numerous other objections were raised including Hoby and Rotherby Parish Council. Melton Council also raised objections and this was given press coverage at the time.

PROTEST: Action group praises councillors

'No quarrying unless bypass built for village'

RESIDENTS in Rearsby have welcomed Melton Council's objection to a planned gravel pit at Brooksby.

Borough councillors say the proposed Lafarge Redland Aggregates' development should not go ahead unless a Rearsby bypass is built because the project would add to existing traffic problems on the A607 Melton to Leicester road.

This week the Rearsby Bypass Action Committee, which is pressing the county council and the Government for a new road, welcomed the move.

Spokesman Terry Ainge said: "I'm absolutely delighted with Melton Council's decision. We want everybody, including all the councils, to be behind us.

"I think morally all planners have got to make sure they don't grant any planning permission to any development in the area until the bypass is built."

By MIKE ROBERTS

He added that this included the proposed 1,200 home Kettleby Magna village planned for Melton airfield and any other large-scale developments in the area.

Mr Ainge went on to say: "The Government puts tax on gravel extraction, so why not pay for a proper road system now?

"The Government will get the money back later."

Lafarge is hoping to start extracting the gravel from next year but first needs planning permission from Leicestershire County Council.

But, at a borough council planning meeting last week, Mayor of Melton Councillor Nigel Angrave, whose Rotherby Ward is close to the proposed development, said: "It's the traffic that causes the most concern.

"There would be 124 traffic movements a day – about one

every four minutes. And it's not a small site. It's as big as Syston – around 112 hectares in area."

Former Mayor Councillor Rex Holt said: "Unfortunately it's not our decision but the county council's.

"If it was, I think we should be saying, no bypass – no gravel extraction."

The Rearsby bypass campaign was started after two men were killed in a car crash in the village in April.

Residents say there is an accident there every week and more people will die because of the huge number of cars and lorries passing through the village.

So far campaigners have held several roadside protests and the county council is planning to hold a public meeting about the proposed gravel pit.

A spokesman for Lafarge said: "As we have said before we are willing to contribute towards improving the existing road but are not prepared to go any further."

Protest March Friday October 13th 2000.

An additional process march was planned and took place on the 13th October. The march was to continue to highlight the desire for no new developments to take place before the highways infrastructure is in place to support them.

Support the Protest March on October 13



Villages say NO to sand & gravel

A protest march against sand & gravel extraction at Brooksby will be held in Rearsby village on Friday, October 13.

This is an important protest prior to the public enquiry to be held on October 26 – details of this later.

We will be joined by representatives of other local villages worried about the impact of this quarry.

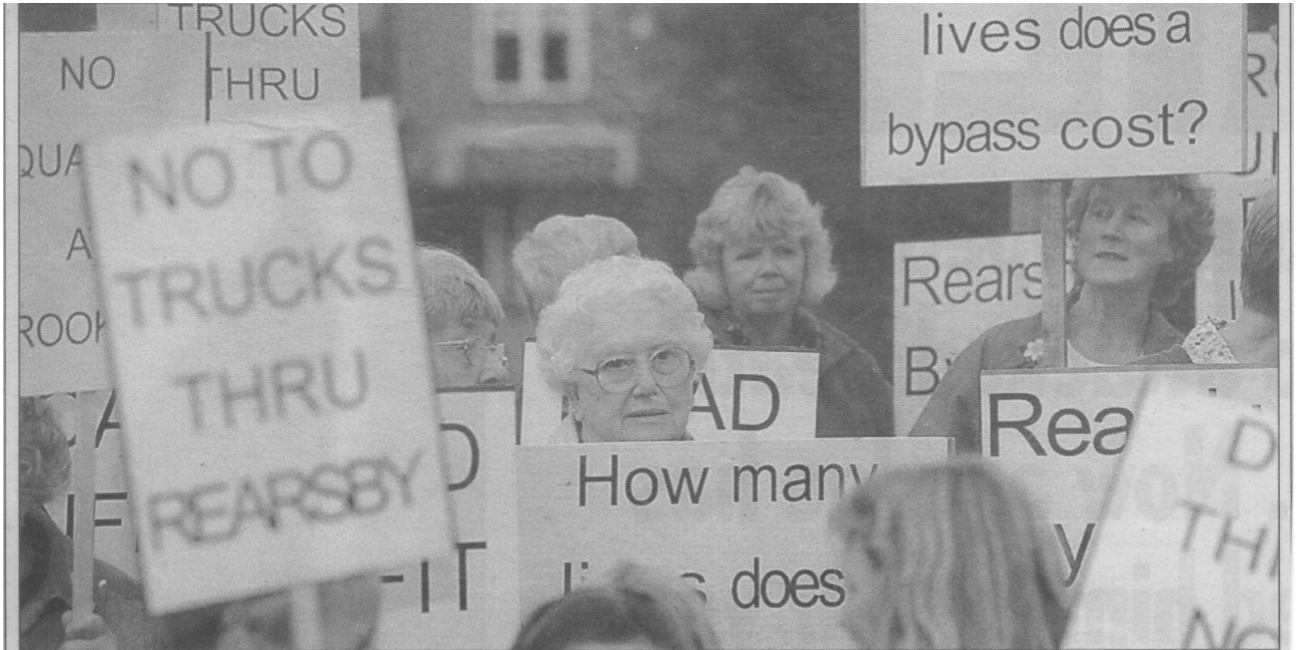
We all feel it is important to make a stand against the additional environmental pollution and traffic nuisance which will be caused by developments which do not take into account the impact on the local communities.

Please meet at 4.00pm at the pack horse bridge to march round Melton Road, Brook Street and Mill Road three times as we did last time. The march to begin at 4.30pm.

Bring your placards. There will be some spare ones given out at the venue.

Support this protest for your village's sake!

The march was along the lines of previous marches and with full police consultation and co-operation. The Rt Hon Stephen Dorrell MP attended and gave his full support to the protest. The march took place at 1630 on the Friday afternoon and was planned to cause minimum no traffic disruption to traffic. Representatives of all the local villages took part – mainly to protest against sand and gravel extraction at Brooksby. Once again press coverage supported the cause.



PICTURE: NEIL MEDHURST / 100928-3

ON THE MARCH: The protestors gather before the rush-hour march in Rearsby yesterday to demand a new village bypass

250 protestors bring traffic to standstill

MORE than 250 villagers brought rush-hour traffic on the A607 in Rearsby to a standstill for 20 minutes on three separate occasions.

The campaigners took to the streets yesterday to vent their anger at delays to a new bypass for their village.

Villagers say this year's total of known accidents already

stands at 35 – around one crash every five days.

There have also been five deaths in three years along the Rearsby stretch of the A607.

Now, Rearsby's 800 residents fear housing estates in Melton and East Goscote, plus plans to extract 4.5 million tonnes of sand and gravel from a quarry in nearby Brooksby, could add

hundreds of trucks and cars to the roads. Resident and Charnwood Borough Councillor John Bush said villagers were determined no mineral extraction should go ahead until a bypass had been built.

He added: "It was a very successful demonstration and I think we made our point."

Charnwood MP Stephen Dor-

rell was also on the march and joined in calls for a bypass.

Lafarge Redland Aggregates Ltd, of Groby, has applied to mine near Brooksby College.

A spokesman today said: "We recognise the concerns of the residents of Rearsby and will be continuing discussions with Leicestershire County Council over the next few months."

An article was produced by Terry Ainge in December Rearsby Scene thanking the village for its continuing support

Protest March

Many thanks to everyone who participated in the demonstration on Friday 13th October. Due to your efforts we had good coverage on both regional TV news stations, Radio Leicester and local newspapers. The media are our most useful allies in keeping up a high profile campaign.

Our local M.P Stephen Dorrell also walked with us. Mr Dorrell has expressed his full support

for our need for a by-pass now.

The grim reaper failed to appear on this occasion but we were very well lead by the 'Pied Piper of Rearsby' looking very colourful and playing some well known jazz classics. Thank you Lord for good weather conditions - and special thanks go again to our police force for their help and co-operation.

Unfortunately, the press announcement for the public meeting at Brooksby referred only to a sand and gravel extraction planning application. Please note that a concrete mixing plant is also proposed.

Please do not allow Rearsby to become like the old Mountsorrel of Leicestershire with dust, pollution and increased heavy goods traffic. This will certainly lead to the devaluation of our property and a miserable living environment.

Come on Rearsby, let's show them we are not going to lose steam on this issue. None of us want this quarry. You need to let your feelings be known - otherwise the slippery slope will begin and five years from now you will not recognise this entire area.

Terry Ainge.

Following the protest march the Rearsby Bypass Action Committee continued the fight against sand and gravel extraction especially before a bypass was built. The village turned out in force at a public meeting and put their case for the extraction plan to be rejected or at least deferred until a new Rearsby Bypass had been built. A report on the meeting by the Bypass Action Committee appeared in December Rearsby Magazine.

Bypass Action Committee

The public meeting held by the County Council regarding the planning application for the proposed extraction of gravel and a cement mixing plant was attended by approximately 250 people. The residents who took the time and effort to attend, provided a very good case for the rejection of the application (certainly until the Rearsby By - Pass is in place).

The issues raised were as follows -

- 1) Leicestershire County Council would be in breach of its own structure plan with regard to the size of quarry workings proposed.*
- 2) Traffic movement figures proposed by La Farge Redland Aggregates in their planning application were grossly under quoted, and also did not take into account the cement mixing plant.*
- 3) The environmental impact of lorry fumes to our children and people living along the A607 would be intolerable. It is already on record that during summer months, the class room windows at the school cannot be opened because of the toxic fumes from passing traffic, an increase of H.G.V. s would be an increased health hazard.*
- 4) The environmental visual impact would not be acceptable, a constant trail of dust in summer and mud in winter would prevail, regardless of assurances from La Farge about preventative measures. It was noted that one had only to visit their present site in Syston to see how effective these measures are.*
- 5) It is proposed that the extraction of 300,000 tones of gravel is replaced with lakes The proposed Brooksby site is above Rearsby, which means in times of flood the extra water would flow into our already beleaguered village.*
- 6) For centuries children have played happily in our brook, it is part of our heritage, watercress presently grows there. This would not be possible if the*

water was polluted with quarry waste, it would run continually run brown and muddy.

7) It was also raised that once any form of planning has been granted, it has always proved very difficult to enforce and stop the breach of planning regulations.

Please do not be apathetic, show that we are not prepared to let our village develop into the Mount Sorrel of old, write your protests as individuals to - - The Department of Planning & Transportation. Leicestershire County Council. County Hall. Glenfield. Leicester. LE3 8RJ.

Meanwhile it was a matter of waiting for a decision on Government Funding in December while the villagers still continued the fight for a bypass.

Bypass Government Funding Approved 14th December 2000

ROAD PLAN: John Prescott set to announce £6m project

BRING ON THE BYPASS

CAMPAIGNERS for a Rearsby bypass will almost certainly be told today the Government has agreed to spend millions of pounds on a new road.

Deputy Prime Minister John Prescott will today announce a massive cash injection for road building around the country and the Rearsby project is understood to be included.

The new road, expected to cost around £5.8million, will bypass Rearsby and East Goscote, cutting traffic through the villages. Travel times between Melton and Leicester could also be reduced.

But despite the expected announcement, four years after the Government refused to fund a Rearsby bypass, the group which campaigned for a

By **MIKE ROBERTS**

new road remains cautious.

Terry Ainge, spokesman for the Rearsby Bypass Action Committee, said: "Obviously we would be delighted but we still have some reservations.

"We've been here before when it looked like the bypass was going ahead and it didn't, so we won't be happy until we see the work actually start.

"We will still resist any new developments in Rearsby and Melton until a bypass is completed."

Work on the road is expected to start in autumn 2003 after County Hall secures planning permission and land rights.

Melton Council leader

Matthew O'Callaghan said if funding was approved he would be delighted and added the borough council had played a part in ensuring the bypass scheme went ahead.

He said: "Together with councillors for Rearsby and Charnwood we managed to persuade County Hall to put the bypass back in the county structure plan when they dropped it."

And Rutland and Melton MP Alan Duncan also welcomed the expected news for Rearsby which used to be on his patch before constituency boundaries were changed.

He said: "I've been pressing for this for years. The road from Melton to Leicester is dangerous in parts and the

Rearsby crossroads is the worst part of the lot."

MP Paddy Tipping, parliamentary secretary to the privy council, will meet members of the BAC to break the news at 11.30am today, the same time as the John Prescott announcement.

The BAC formed in April after two young men were killed in the centre of Rearsby in a car crash.

Rearsby and East Goscote residents say there is a serious accident every week and as part of the campaign they blocked the A607, organised protest marches and petitions.

Mr Ainge said: "The people of Rearsby and East Goscote deserve any credit if funding is approved. They have campaigned long and hard in foul and fair weather to make their feelings known."

● Comment on page 4

'We won't be happy until we see the work start' - Terry Ainge

On 14th December 2000 the village welcomed the Rt Hon Paddy Tipping MP, Parliamentary Secretary, Privy Council Office and Deputy to the Leader of the House Of Commons to a select meeting at Rearsby Methodist Church, where the formal announcement was made that Government Funding for a Rearsby Bypass had been approved.

The Rearsby Bypass Story



The momentous occasion was detailed in the February 2000 Rearsby Scene

Rearsby By-pass - YES !

What a wonderful Christmas present we had! You will all have heard the good news by now that we are going to get our By Pass. Unfortunately only a few representatives of the community, along with the press were invited to a meeting with M. P Paddy Tipping when he made the announcement in the Methodist Chapel on 14th December. Mr Tipping congratulated every one for their efforts and said that our campaign had been a great success. Work on the By-Pass will start on or before 2003.

A great deal of hard work has been put into securing the promise of a By-Pass and acknowledgements should be given to past and present parish and county counsellors, individuals who have written letters, B.A.C. committee members who have given time to print posters, make placards, post leaflets, make endless telephone calls and the vast majority of villagers who have protested in all weathers with their feet. Well done and thank you.

BUT

La Farge still wish to extract Sand and Gravel along with setting up a Cement mixing works at Brooksby, to date these plans have been put on hold, but they will continue to re-apply for permission.

Once the By Pass has been started, housing developers will look enviously at the strip of land between it and the village. The original plans showed this area as infilled with trees and shrubs. We must keep a very watchful eye on any future developments that will in any way have a detrimental effect on our village. We now know what a united community can achieve.

The Rearsby Bypass Action Committee had achieved its first objective in its campaign and would now look to progress the Leicestershire County Council through the planning stage to construction.

The Fight to Delay the Brooksby Quarry.

The Rearsby Bypass Action group continued the fight to delay sand and gravel extraction at Brooksby and continually lobbied all parties to delay extraction before a Rearsby bypass was in place. This was an ongoing battle and included a representation to County hall when 60 villagers armed with placards when a decision was made by County Councillors to delay any action until a site visit was carried out.

The Rearsby Bypass Action group continued the fight to delay sand and gravel extraction at Brooksby and continually lobbied all parties to delay extraction before a Rearsby bypass was in place. This was an ongoing battle and included a representation to County hall when 60 villagers armed with placards when a decision was made by County Councillors to delay any action until a site visit was carried out.

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No Quarry *Before* Bypass



As you will already know, we have received funding for a Rearsby bypass. Hopefully, it should be completed by 2003.

However, we have been in this position before, only to have funding withdrawn at a later date. Therefore, the Bypass Action Committee – with your support – will remain vigilant and press Leicestershire County Council to proceed as quickly as possible with the construction work.

One other issue is of paramount importance. LCC are currently considering the Lafarge Redland planning application for sand and gravel extraction at Brooksby. This application has now been modified to include a readymix concrete plant. Our position on this is that there should be **no quarry until the bypass is built.**

The reason for this stance is that the bypass may not arrive for two to three years, yet a quarry could be up and running in weeks. We are not prepared to have an extra hundred or so heavily laden trucks careering through the village every day in the years it takes to get the bypass built.

We are, therefore, making strong representations to the county council about the village's position on this, bearing in mind their statement in the Leicestershire Minerals Local Plan 1995 that they would give 'particular consideration to the restriction of [quarry] operations at least until the Rearsby and Syston Northern Bypasses have been completed'.

Be assured we will oppose a quarry by the back door until our bypass is built.

A big thanks for all your support so far but we must keep up our guard until the first sod is cut.

We will let you know of any further protests.

No Quarry *Before* Bypass!

...



ACTION: Rearsby bypass campaigners get ready to go to County Hall on Thursday

Bypass protesters welcome delay

CAMPAIGNERS have welcomed the delay of plans to start work on a quarry at Brooksby.

They say the quarry cannot get underway until work has also started on the £6million Rearsby bypass – unveiled by the Government in 2000.

More than 60 Rearsby villagers, many armed with placards, went to County Hall on Thursday when county councillors deferred the planning application by Lafarge Aggregates until members could visit the site

Bryan Frodsham, chairman of Rearsby Bypass Action Committee, said: "Every time this quarry plan is deferred the bypass moves a step forward."

He added: "We all stood outside County Hall and it really was first class, we've had very good support from people."

Lafarge wants to extract 300,000 tonnes of sand and gravel over a 14-year period from a site just off the A607 at Brooksby.

Villagers in the area have objected saying the amount of

heavy vehicles generated by the quarry would add to the existing problems on the A607 particularly in Rearsby, the scene of many serious accidents.

After years of campaigning the Government has agreed to build a bypass around Rearsby but villagers say the bypass should be built before the quarry opens.

County council planning officers recommended some work could begin at the quarry providing HGVs carrying sand and gravel were banned

from the A607 through Rearsby.

But members of the development control and regulatory board deferred the plans.

Commenting on the plans to build the Rearsby bypass, a County Hall spokesman said: "Consideration of planning permission for the A607 Rearsby bypass is programmed for spring 2002, after the findings of the consultation process associated with the submission of the planning application have been considered."

Report from Rearsby Scene March 2002

Quarry Protest

Once again we give thanks to the loyal villagers who supported the protest at County Hall on February 14th. The sixty strong groups looked intimidating to the security guards, as everyone assembled in the car park.

We stood for an hour (this time in glorious sunshine) before the meeting was due to start. Originally we had been told that only Brian and Terry would be allowed to participate, with only a five minute slot to present our views on the resubmitted quarry application. However, because the demonstration was peaceful, extra representatives were invited into the council chambers. Copies of the resubmitted planning report was made available, and from this we can see that LaFarge have now accepted that no quarry traffic is to enter Rearsby.

The twenty protesters had the opportunity to see for themselves, the mysterious workings of the county planning committee!! After fifteen minutes of "comings and goings" the result was a postponement of the decision for one month so that the committee could make a site visit to Rearsby and Brooksby.

The proposal will now be considered on March 14th at the next full planning meeting.

The protests continued and the Rearsby Bypass Action Committee with the full support of all the village residents village people were eventually successful in preventing a large volume of heavy traffic going through the village.

The Rearsby Bypass Story

The site was originally identified as a preferred area for the release of sand and gravel in the Leicestershire Minerals Plan adopted in 1995, to help meet the county's demand for some 1.3 million tonnes of sand and gravel per annum. Five years later, in June 2000, Lafarge Aggregates applied for planning permission to develop the site. The scheme was approved by Leicestershire County Council in April 2002 and planning permission was granted in September 2003, subject to a number of conditions. These included: a restriction on output prior to completion of the Rearsby bypass; a suitable scheme of ameliorative measures, including appropriate stand-offs and landscaping; retention of a public bridleway (part of the Midshires Way) which cuts across part of the site; appropriate archaeological investigations; and progressive restoration to a combination of agricultural land and water bodies.

Leicestershire County Council – Rearsby Bypass – Target Dates

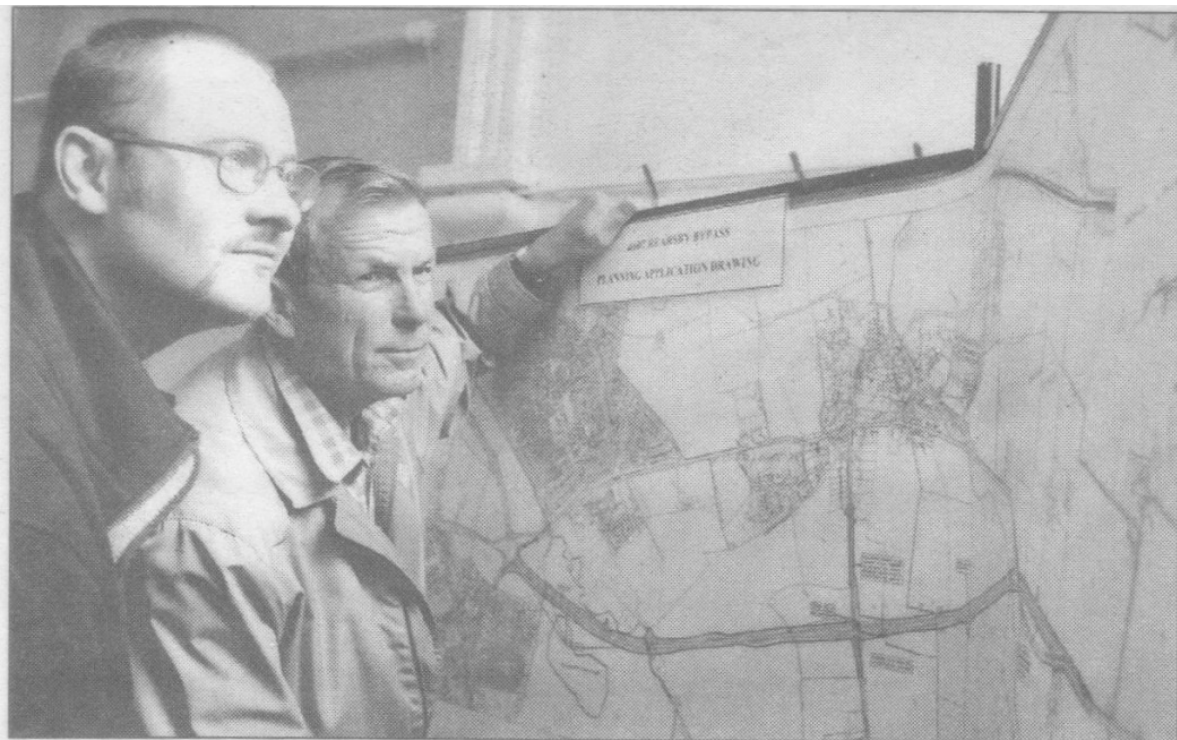
In January 2001 Leicestershire County Council put forward the target dates below for the bypass.

Seek Planning Permission	Autumn 2001
Publish Statutory Orders	Spring 2002
Confirmation of Orders	Spring 2003
Seek Full Acceptance of Scheme	Spring 2003
Start on site	Autumn 2003
Bypass Open to Traffic	Autumn 2004

The Planning Process

The Planning process was a long drawn out affair and for the sake of this report it is sufficient to say that the Rearsby Action Committee worked tirelessly to ensure the process progressed as fast as possible and the best interests of the village were maintained at all times.

More than 200 people packed Rearsby Village Hall in early September 2001 to see plans for the proposed bypass.



AT LAST: Chris White, who is moving to Rearsby, and villager Alan Barnes study the plans *PHOTO: TL482-5a*

New road unveiled

MORE than 200 people packed a village church to see plans for the eagerly awaited Rearsby Bypass.

The two-day exhibition was held on Tuesday and Wednesday last week to showcase the proposed bypass which residents have spent years campaigning for.

The bypass will start just before Brooksby Grange Farm on the A607 and link-up with the Syston northern bypass between Queniborough and East Goscote.

A spokesman said: "More than 200 people attended the two-day exhibi-

tion and saw the bypass proposals.

"The high turnout was pleasing and demonstrates the strength of feeling and general support local residents have towards the bypass."

Since 1995 six people have died and 99 received serious injury or minor injuries on the A607 at Rearsby.

Last year villagers set up the Rearsby Bypass Action Group and pressed the Government to give the money for a bypass. They were delighted when the Government agreed at the end of 2000.

Planning Approval Granted

Published 23/05/2002

Unanimous Vote ends a Bitter Campaign over Bypass for Rearsby and East Goscote

VILLAGERS in Rearsby and East Goscote have won their fight for a bypass after councilors voted unanimously to give the scheme the go-ahead. Members of the County Hall development control and regulatory board gave planning permission for the road which will reduce traffic on the busy A607. Delighted campaigners attended Thursdays vote and then celebrated with champagne.

Terry Ainge, a member of the Rearsby Bypass Action Committee which was formed two years ago after more fatalities on the A607, was thrilled with the outcome. He said: "We were absolutely ecstatic; Rearsby will be a nice place to live again. But of course, like anything, it will be when we see that first spade in the soil we will truly believe it. "We have been working hard as a team for two years and I feel we are 90 per cent of the way there."

Chairman of the access group Bryan Frodsham added: "We were reasonably confident and it couldn't have gone better. Everybody in Rearsby and East Goscote is delighted, and it is about time. County councilor Mike Preston, who sat on the regulatory board, said: "This is wonderful news and is a positive step forward for the scheme which is obviously of great value to the residents of Rearsby, East Goscote and also Queniborough. I am grateful for all the support that the local people have given during this long campaign to relieve them of the high number of vehicles going through their villages."

VICTORY: Unanimous vote ends a bitter campaign

Bypass go-ahead

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Members of the County Hall development control and regulatory board gave planning permission for the road which will reduce traffic on the busy A607.

Delighted campaigners attended Thursday's vote and then celebrated with champagne.

Terry Ainge, a member of the Rearsby Bypass Action Committee which was formed two years ago after more fatalities on the A607, was thrilled with the outcome.

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"But of course, like anything, it will be when we see that first spade in the soil we will truly believe it.

Champagne celebrations in Rearsby

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great value to the residents of Rearsby, East Goscote and also Queniborough.

"I am grateful for all the support that the local people have given during this long campaign to relieve them of the high number of vehicles going through their villages."

Campaigners have wanted a bypass on and off for around 70 years, but matters came to a head in May 2000 when two young men were killed at a junction in Rearsby around the same time plans for a quarry at Brooksby were unveiled.

Villagers demonstrated, saying the extraction of 3.45million tonnes of gravel and sand – and the extra traffic it would bring – would mean even more danger on that stretch of the A607.

Their opposition has now paid off and work on the £6.2million bypass is due to start in autumn 2003 and should be finished by autumn the following year.

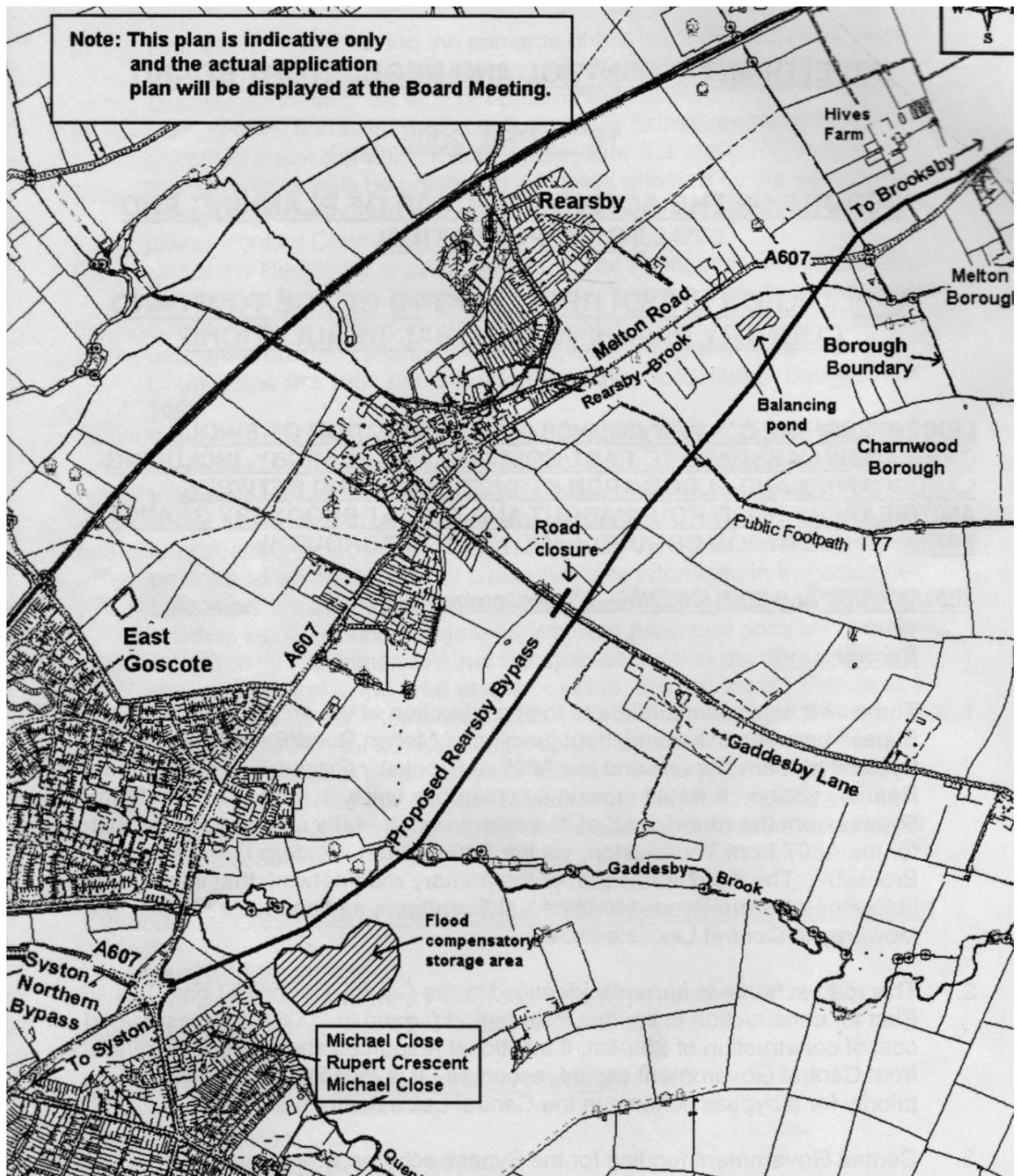
The single carriageway will run

The Rearsby Bypass Story

Below is an excerpt from the Planning Approval Document according to the Report of the Acting Director of Planning and Transportation dated 18th April.2002

Only the Background, History and Description and Approval details have been included but the document is comprehensive and can be viewed at

politics.leics.gov.uk/documents/s2906/REARSBY.pdf



2001 Background

1 These two applications relate to the construction of the proposed Rearsby Bypass between the roundabout junction of Melton Road/Rearsby Road with Syston Northern Bypass and the A607 at Brooksby Grange Farm, north east of Rearsby village. It would provide a continuous link with the Syston Northern Bypass from the roundabout at its eastern end, thereby creating a relief route for the A607 from Thurmaston, via the A46 (Syston Western Bypass) to Brooksby. The A607 forms part of the primary road network that links the A46 Leicester Western Bypass to the A1 at Grantham, and connects Melton Mowbray to Central Leicestershire.

2 This road scheme is currently identified in the County Council's Local Transport Plan for construction in the first Plan period (i.e. up to 2006), at an estimated cost of construction of £5.86m, if additional resources should become available from Central Government capital resources. It is identified as the highest priority for a bypass scheme in the Central Leicestershire area.

3 Central Government funding for the Bypass scheme was confirmed in December 2000, subject to the satisfactory completion of statutory processes. It is now programmed for commencement in autumn 2003, with an anticipated construction period of up to one year. The scheme is included in the approved Structure Plan document (1994) for completion during the Plan period up to 2006.

History of the Route

4 The route of the Rearsby Bypass was originally proposed along a shorter line between Broome Lane (north of East Goscote) and just east of Rearsby village. However, following the decision to build the Syston Northern Bypass in its present position (opened 1992), the County Council re-appraised the line for the Rearsby Bypass. It was decided to form a continuous link on the A607 and eliminate hazardous bends to the north east at Brooksby.

5 At its meeting on 9th February 1989, the Highways and Transportation Committee considered three alternative routes for the Bypass (including the original 'blue' route) and resolved to:

- (i) Revoke the previously approved (blue) route;*
- (ii) approve the line of the preferred (red) route;*
- (Hi) authorise the Director to undertake detailed design of the Bypass;*
- (iv) authorise the submission of a planning application for the preferred route,*
- and; (v) request the appropriate Committee to acquire the land.*

6 A planning application for the road scheme was submitted in December 1991. As a result of a number of procedural delays and further investigations into route alignment, environmental, noise and landscaping matters, and additional hydrological studies, a decision was deferred for some years. The Highways and Transportation Committee subsequently reconsidered the proposed scheme at its meeting in November 1994, in the light of the above. It reaffirmed its preference for the submitted route, but incorporating a noise bund along the southern end of the route and additional screen planting at the rear of the nearest residential properties.

7 Planning permission for the construction of this new road was subsequently granted in June 1995, following a resolution of March 1995 (ref. no. 91/3125/2), and related to an identical route to the current proposal. Compulsory Purchase and Side Road Orders for the scheme were published in June 1995, to which two objections were lodged. The Orders were confirmed in March 1996, following the satisfactory resolution of the objections. Failing the attraction of the necessary Government funds at the time, both the compulsory purchase order and the planning permission lapsed.

8 As with the 1991 application, the current proposal is accompanied by an Environmental Statement, the contents of which have been up-dated to accord with the current situation and any changes in circumstances. Such assessment is not formally required under the relevant Regulations, but provides a rigorous examination of the detailed environmental impact of the development on the locality.

9 This report deals with the various policy considerations, consultations and representations on the latest application, and - where appropriate - it refers to the comparative considerations on the original permission in 1995 and any relevant changes in circumstances.

Description of the Proposal

10 The proposed route will measure 3.4km in length, passing through open countryside east of East Goscote and Rearsby and crossing Gaddesby Lane (B674) approximately 0.5km from the centre of Rearsby. At its southern end it would pass north of existing residential development on the edge of Queniborough village (including Ervin Way/Rupert Crescent/Michael Close). The new carriageway would be 65m from the nearest residential curtilage (74m from the dwelling) and, on average, 100m away from these curtilages.

11 The submitted scheme provides for the construction of a 7.3m single carriageway, with lay-bys for both east and west bound traffic at a location to the west of Gaddesby Lane. Where the route crosses Gaddesby Lane (B674), there will be a new T-junction with protected right-turning lanes to the east side of the road. The western section of this Lane will be closed off as a cul-de-sac for vehicular traffic between Rearsby village and the line of the new Bypass.

The redundant section of highway will be retained for private means of access, pedestrian, cyclists and horse-riders route.

12 The new road will run on an embankment through the flood plain at its southern end, with provision of 6 flood arches to the Queniborough and Gaddesby Brooks. A 1.5m high noise bund is included along the east side of this section, in order to ameliorate the impact of the scheme on nearest residential properties on the edge of Queniborough. The scheme also provides for a landscape belt at the rear of residential curtilages on Ervin Way/Rupert Crescent and Michael Close.

13 A compensatory flood water storage area is included adjacent to the road scheme at the south-east end. A balancing pond at the north-west end, to accommodate the additional surface water arising from the development and mitigate its impact on local ecology. These have been designed to provide capacity for surface water run-off in a 1 in 100 year flood situation.

14. There is provision for amenity planting and landscaping of various surplus plots adjoining the road, together with larger areas that may become available for such purposes through negotiation. Footpath I77 crosses the new road line in a location north of Gaddesby Lane, incorporating new stiles and an 'at-grade' crossing point.

Recommendation

Permit both planning applications, subject to the following conditions:

Definition of Permission

- 1. The development hereby permitted shall be begun within five years of the date of this permission.*
- 2. This consent relates to the application as amended by revised plan nos. 2001/2249A/02 and 2001/2249B/02, both attached to and forming part of this permission.*

Landscaping

- 3. Before any development is commenced on site, a landscape scheme shall be submitted to and approved in writing by the County Planning authority. This scheme shall indicate the treatment proposed for all ground surfaces, together with the numbers, types, species of planted materials and their disposition.*
- 4. Insofar as it relates to that part of the floodplain of the Queniborough Brook identified on amended plan 2001/2249B/02, the landscape scheme shall provide for no raising of ground levels and shall provide the use of clear stemmed trees and exclude the usage of low level ground cover and shrubbery.*
- 5. The approved landscape scheme shall be carried out in the first appropriate planting season following the date when the proposed road is brought into use and all planted material shall be suitably maintained and replaced as necessary by the applicant(s) or owners of the land at the time for a period of not less than 10 years from the date of planting.*
- 6. The approved landscape scheme shall be accompanied by a detailed proposal and programme of habitat creation, which shall be submitted to and approved in writing by the County Planning Authority before development commences.*

Surface Water

- 7. Before any development commences, including site works of any kind, details of the means of disposal of all surface waters shall be submitted to and approved by the County Planning Authority and shall include the*
 - (i) a scheme for the provision and implementation of surface water run-off limitation;*
 - (ii) a scheme for the provision and implementation of floodplain compensation;*
 - (iii) a scheme for the discharge of surface water run-off from the development site during the construction period;*
 - (iv) a scheme for the installation of adequate pollution control measures;*
 - (v) provision for sustainable drainage systems (SuDS) wherever practicable. All schemes required by this condition shall be implemented in accordance with the approved programme and details.*
- 8. Before any development commences, including site works of any kind, a scheme for the installation of adequate pollution controls shall be submitted to and approved by the County Planning Authority.*
- 9. There shall be no storage of any materials, including soil, within the floodplain during the construction phase of the development.*
- 10. The recommendations of the updated HR Wallingford report with regard to the size, location, and orientation of the flood arches beneath the highway shall be submitted to and agreed by the County Planning Authority in conjunction with the Environment Agency, and fully implemented into the detailed design for the development.*
- 11. During construction works, there shall be no discharge of dirty or contaminated surface waters (including any de-watering that contains any suspended solids), into any surface water or surface water drainage system.*
- 12. During construction works, all oils and fuels shall be stored on impervious bases in bunded areas, in compliance with the pollution prevention guidelines of the Environment Agency*

13. Prior to discharge into any watercourse, surface water sewer or soakaway system, all surface water drainage from the carriageway and hardstandings shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

Ecology

14. No development shall take place within the application area, including sites works of any kind, until the applicant (or their agent or successors in title) has secured the implementation of a scheme for further ecological survey and appropriate mitigation measures. The scheme shall be submitted to and approved in writing by the County Planning Authority, in conjunction with LCC Museums, Arts and Records Ecology officer (or his/her representative) and the Environment Agency. The scheme shall include reference to the following:

- (i) the timing and provision to be made for crossings to watercourses, both during and after construction works;*
- (ii) provisions for the re-survey watercourses for water vole and crayfish presence, and their relocation prior to construction works being commenced;*
- (iii) provisions for re-survey of badger activity, details of proposed badger tunnels and fencing and any other mitigation measures;*
- (iv) provisions for the re-survey of potential bat roost trees prior to any tree felling activities, and any necessary compensatory roosts.*
- (v) proposed survey, trapping and protection of great crested newts, prior to any construction works;*
- (vi) examination of all potential amphibian and reptile hibernacula prior to construction work, and any necessary relocation to an alternative suitable habitat.*
- (vii) restriction of working areas for construction purposes and erection of protective fences to existing trees, hedgerows and watercourses.*

15. The mitigation measures referred to in condition no 14 above shall set out the detailed design, methods statement and timetable of works to mitigate for harm to protected species and shall be approved in writing by the County Planning Authority and carried out as part of the development. No development shall take place except in accordance with the agreed details.

16. No development shall take place within the application area, including sites works of any kind, until a Wildlife Protection Plan for Construction has been submitted to and approved in writing by the County Planning Authority. This scheme shall specify details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction.

Archaeology

17. No development shall take place within the application area, including sites works of any kind, until the applicant (or their agent or successors in title) has integrated a staged programme of archaeological work into the schedule of development works. This programme shall be first submitted to and approved in writing by the County Planning Authority, in conjunction with the Senior Planning Archaeologist (or his/her representative).

18. No development shall take place within the application area, including sites works of any kind, until an archaeological evaluation has taken place within the areas defined on attached plan no. LMARSI/A, being those areas requiring further testing. The evaluation shall take the form of trial trenching, in accordance with a written scheme of investigation which has been first submitted by the applicant and approved in writing by the County Planning Authority, in conjunction with the Senior Planning Archaeologist (or his/her representative).

19. No development shall take place within the application area, including sites works of any kind, until the applicant, or their agent or successors in title, has submitted the final report for geophysical survey and archaeological evaluation to the County Planning Authority, and it has been approved in writing in conjunction with the Senior Planning Archaeologist (or his/her representative).

20. In the event of the archaeological evaluation referred to in condition no 19 above identifying the need for further investigation, no development shall take place within the application area until full excavation of any significant archaeological features has taken place, and an Interim Report has been submitted to and approved in writing by the County Planning Authority, in conjunction with the Senior Planning Archaeologist (or his/her representative).

21. No development shall take place (including site works of any kind) within those areas identified through the archaeological evaluation referred to in condition no 19, until the applicant (or their agent or successors in title) has secured the implementation of an archaeological watching brief. The brief shall include a contingency for full recording and excavation during construction works, in accordance with a written scheme of investigation that has been submitted to and approved in writing by the County Planning Authority, in conjunction with the Senior Planning Archaeologist (or his/her representative).

Reasons

- 1. To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990, and to enable the County Planning Authority to review the position at the end of this period.*
- 2. For the avoidance of doubt and to ensure that the development is carried out in a satisfactory manner.*
- 3. To enhance the appearance of the development, reduce its visual impact on the locality.*
- 4. To ensure that the function of the floodplain is not compromised.*
- 5. To ensure that the work is carried out within a reasonable period and is properly maintained.*
- 6. To ensure that appropriate measures are taken to compensate for the loss and positive replacement of natural habitats.*
- 7&8 To prevent the increased risk of flooding and prevent pollution of the water environment.*
- 9 & To ensure that there will be no increased risk of flooding to other 10 land/properties due to the impedance of flood flows and/or reduction of flood storage capacity.*
- 11, 12 To prevent pollution to the water environment and protect the aquatic & 13 environment.*
- 14, 15 To ensure that appropriate measures are taken to protect features of & 16. importance to nature conservation, including protected species and their habitats, and reduce ecological impacts of the development.*
- 17 - To ensure that satisfactory provision is made for the safeguard, 21 investigate and record any archaeological remains affected by the development.*

The Long Wait for Construction to Begin

Once planning had been approved the process of moving forward with meeting the conditions of the planning approval and the appointment of Contractors was a long one. Almost two years would elapse before work actually commenced and in this period there were procedural hiccups and delays.

A letter regarding delays was sent to Leicester Council and detailed in the Rearsby Scene in June 2002

Bypass News

Many of you will have signed the petition sent to Leicestershire County Council Development Control and Regulatory Board on 8 May - but for those of you who did not have the opportunity, here is the letter that accompanied it:

Rearsby Bypass

"We, the people of Rearsby and East Goscote, are very concerned about the delays being encountered in giving final approval for construction of the Bypass to commence in line with the recommendations by the Planning and Transportation Department.

This Bypass was originally planned and approved in June 1995 after objections from Queniborough residents were considered by elected members. Unfortunately, with the change of Government, funding was withdrawn.

The current road scheme was identified and approved as a high priority in the Central Leicestershire area and received confirmation of Central Government funding in December 2000.

The existing route of the previous Bypass remained unchanged and was therefore only needed

to be upgraded to meet the latest construction and environmental requirements.

We now find at the eleventh hour objections by Queniborough Parish Council are being put forward that were addressed in original planning application. We are dismayed that this is causing further delay, this is now 5 months. The residents who are objecting were aware that a Bypass was planned when they purchased their properties a number of years ago. The Bypass will not affect any residents of Queniborough as regards to traffic movements.

We, the residents of Rearsby and East Goscote, are anxious for construction to start as vehicle accidents are a common occurrence and as before only a matter of time before we have more fatalities. Please, please give this project your urgent approval.

The attached sheets contain 565 signatures of residents showing concern and support for early construction of the Bypass. These sheets have been lodged with Mr D J Ward for inspection."

Yours faithfully,

Brian Frodsham

(Chairman of Rearsby Bypass Action Committee)

The July 2002 Issue of Rearsby Scene confirmed that things had started to move forward.

Bypass News

The go ahead was given by County Hall in May and negotiations for the purchase of the land involved is underway. The official start date remains 2003.

A few bottles of champagne were consumed on the evening of the 18th May and we hope everyone saw our quickly made poster saying "we've got it". The excitement almost matched Beckhams' first goal against Argentina!

We intend celebrating in real style when the Bypass is opened. Several suggestions have already been made from closing Melton Road for a carnival procession and a real village fete, or perhaps a repeat of the very successful Jubilee celebrations would be in order. Whatever is decided upon it has to be something that will unite our village again. At present it is cut into two halves by the treacherous Melton Road.

The committee would like to thank all those who have taken active part in the campaign and also those who were not able to march and wave placards but supported us by writing letters, signing petitions and swelling our funds when necessary.

We will continue to monitor the progress and keep up the pressure for a start date.

B.A.C.

The Rearsby Bypass Action Committee continued to work tirelessly to hasten things along and make the project happen. At the same time the fight to delay the opening of Brooksby sand and gravel extraction continued.

The "Breaking News" in the Melton Times in January 2003 heralded the fact that Leicester Council, after consultations and pressure from the Action Committee finally decided that a statutory public Enquiry would not be required. Compulsory Purchase Orders had been posted and there was only one objection and this had been overcome. A public enquiry had been held for the previously approved bypass that did not Attract Government Funding in 1995. The majority of the funding for the new bypass would come from the Government but there was a possibility that County hall would have to contribute as well.

MONDAY, JANUARY 13, 2003

BREAKING NEWS

NEWS TODAY

NEW ROAD: VILLAGERS' DELIGHT AS SCHEME MOVES FORWARD

Bypass nears go-ahead

Motorists could be using the planned £7.4 million Rearsby bypass by the end of next year.

County Hall today announced building work could start at the end of the year and it looked as if there will be no need for a public inquiry. Residents and campaigners who fought for the road scheme welcomed the news.

Brian Frodsham, chairman of the village's Bypass Action Committee, said: "We are absolutely delighted the new road is on course but we will be monitoring the situation very closely. We fought to get the Govern-

BY MIKE ROBERTS

ment to pay for the scheme and will not let it slip through our fingers."

County Hall advertised compulsory purchase orders for the bypass and side roads in October.

During the past three months it has sought the views of affected landowners on the proposals.

A County Hall spokesman said: "Only one objection was received and while negotiations are continuing, it appears at this stage that it will be withdrawn."

"If so there would be no statutory need to hold a public inquiry."

"This means that subject to full acceptance from central Government, the contract to start work could be awarded as early as winter 2003."

The spokesman added it was hoped building work could start at the end of the year or early 2004 and would take about a year to complete.

"Rearsby people formed a good strong action group and the village was united in wanting the bypass."

Terry Ainge

The majority of the bypass is being funded by the Government but it is possible County Hall may have to contribute.

Residents launched the bypass campaign in 2000 after a series of fatal accidents on the A607.

They held protest marches and blocked the road to traffic, signed petitions and held public meetings.

Last year, speed cameras were added to the A607 and 624 motorists were caught in the first seven weeks.

Bypass Action committee spokesman Terry Ainge said: "Rearsby people formed a good strong action group and the village was united in wanting the bypass."

Additional Funding is Required

Once the Leicester Council Process of Progressing the Project had started it became apparent that more funding would be required to meet the cost of the project and help was sought from the Government. The Bypass Action Committee continued to lobby the authorities to maintain pressure for action and the news that extra money would be forthcoming was welcomed by all.

TUESDAY, AUGUST 12, 2003

BREAKING NEWS

NEWS TODAY

JOY: CAMPAIGNERS DELIGHTED ROAD WILL BE BUILT NEXT YEAR

£1m pledged to keep bypass work on target

Villagers fighting for a bypass have welcomed a Government pledge to meet a £1 million shortfall in the project's cost.

Construction work on the Rearsby bypass is set to start in March after the Department of Transport agreed to increase its funding to more than £7 million.

Transport minister David Jamieson announced the news yesterday.

Brian Frodsham, chairman of the Rearsby Bypass Action Committee, said: "The traffic is still horrendous but the new road will make Rearsby

BY MIKE ROBERTS

a safer place. We are delighted everything has been approved and look forward to seeing work start next year."

"We have always said that we will not stop until the first sod is cut and we will then be monitoring the progress."

Rearsby residents formed the bypass committee in April 2000 after two men died in a collision on the village stretch of the A607.

Villagers said the huge volume of traffic between Melton and Leicester had turned Rearsby into an accident blackspot.

They pressed County Hall to resurrect plans for a Rearsby bypass and, after months of demonstrations, petitions and meetings, the Government agreed to fund the £6 million road. It is set to open in December 2004.

Last year, County Hall installed speed cameras in the village and made other road improvements.

However, villagers say only the bypass will help cut congestion on the A607.

Action committee spokesman Terry Ainge said: "The bypass is going ahead and we are delighted that work will start next year."

"We are still getting a lot of cars through the village but the speed

cameras and other road improvements have helped."

Transport minister David Jamieson said: "As well as benefiting villagers by reducing traffic, noise and pollution, the bypass will improve safety, cut congestion and reduce journey times for those who use it."

"I look forward to hearing of the local authority's progress and seeing the scheme completed next year."

County Hall applied for the extra Government funding after an increase in the project costs.

Leicestershire County Council leader David Parson said: "This is great news, I am delighted for the people of Rearsby."

A Start Date at Last

Dr Mike Preston had the pleasure of updating the Rearsby Parish Council that a go ahead for construction had been given. It was feared that the large extent of archaeological work to be carried out before works could be carried out would again put the project over budget. However this work had been scaled down and although there was a small delay to the start of work then this was considered acceptable.

The findings of the Leicester University archaeological study to date included evidence for Mesolithic (10,000-4000 BC) and Neolithic (4000-2050BC) activity beside Rearsby brook, an iron age (700BC-AD3) farmstead and a "pit alignment" boundary. The prehistoric farm was succeeded by a Roman one 100m to the east, with round and rectangular structures and a well within a series of ditched enclosures. Three probable graves were recorded, but only the iron coffin nails survived.

A small pipeclay lion was found, with traces of brown glaze on the mane. Made in the Allier valley, central Gaul (France) and imported soon after the Roman invasion of AD43, such figurines are rare in Britain. A more complete example was found at Baldock, Herts, with a pouring spout above the head, and the tail acting as handle.

A second farm at the other end of the bypass, near Queniborough, was active in the decades immediately before the Roman invasion. Foundation trenches of one or more rectangular buildings were found, whose function is not clear. A ring-ditch c5m in diameter with a centrally placed pit may have been a funerary monument or barrow, although these are more typical of the bronze age (2050-700BC).

The full report of the archaeological study can be found at Leicester university website.

MONDAY, FEBRUARY 9, 2004

BREAKING NEWS

NEWS TODAY

PROGRESS: TENDERS NOW SUBMITTED TO THE COUNTY COUNCIL

'Easter start' on bypass

Work on a long-awaited £7m bypass is expected to start at Easter.

The update on the Rearsby bypass, given by Dr Mike Preston to the parish council, was greeted with relief by the Rearsby By-pass Action Group.

It was feared archaeological work being carried out on the site before the work starts might jeopardise the project by putting it over budget, but now the level of investigation is being scaled down.

Artifacts discovered by members

BY PETER SQUIRES

of the county's Time Team have included a decorated Neolithic bowl, Romano-British pottery pieces from the first century AD, part of a Roman settlement used for human burial, part of a circular trench believed to have been a roundhouse and part of a Bronze Age track.

Although work on the new road was due to start at the end of March, campaigners said the slight delay was not too disappointing.

Rearsby Bypass Action Group chairman Brian Frodsham said: "It

"We have been campaigning for a bypass since 1931."

Rearsby Bypass Action Group chairman Brian Frodsham

is only a couple of weeks to wait, which is nothing when you think we have been campaigning for a bypass since 1931.

"It is a pretty straightforward project, with one bridge, one culvert and a single carriageway so, depend-

ing on the weather, it should be completed by the end of the year.

"We are now at the stage where tenders for the contract have been received by the county council and they are due to be discussed by the cabinet members when they meet on Tuesday."

He said villagers were disappointed about the archaeological workers saying that, at the 11th hour, another survey had to be carried out, but were pleased that this was no longer seen to be necessary.

Planning permission for the bypass was granted by the council in 2002.

£7m REARSBY BYPASS SET FOR MARCH START

Published 17/10/2003 Melton Times

CONSTRUCTION of Rearsby bypass, first talked about in 1932, is due to start in March.

Leicestershire County Council announced that the 7million scheme had moved one step closer with a list of approved contractors being invited to tender. A large number of firms applied to be on the list and these have now been reduced to six. But the action group which has been campaigning for an alternative road for more than three years, said they will not be celebrating until the first sod of earth is turned.

Rearsby Bypass Action Committee spokesman Terry Ainge, said: "It's naturally a bad road, lives have been lost because of the nature of it – it twists and turns and people take chances. "And he added: "Our campaign shows that if people get behind something they can make a difference. "It was the death of two lads in the village that got me involved in the campaign. I was down there shortly afterwards and saw the carnage. "I just thought it was such a waste of life."

Funding for the bypass was agreed by the Department of Transport in August and tenders will be invited in November. Ecological and archaeological work along the route is underway and clearance work will start at the end of the month. County council leader David Parsons said: "This is another milestone in the development of the bypass. "This scheme will improve safety and ease congestion along the route as well as benefiting villagers by reducing noise and pollution."

Work Commences at Last

The start of construction work on the Rearsby Bypass was welcomed and celebrated by the Rearsby Bypass Action Committee and by all the residents of Rearsby. There was light at the end of the tunnel!

The occasion was marked with a ceremony of cutting the first sod and had widespread coverage in the local press.

BREAKING NEWS

FRIDAY, MAY 7, 2004

MELTON

APPROVAL: RELIEF ROAD GETS TRANSPORT MINISTER'S BACKING

Work starts on bypass

BY MIKE ROBERTS

The start of work on Rearsby bypass was given a governmental seal of approval.

Transport minister Tony McNulty turned over the first sod of earth yesterday and said he hoped the road would bring peace and quiet to the village.

Construction of the 2.2-mile carriageway will take 46 weeks. The bypass will ease congestion in Rearsby and East Goscote.

Mr McNulty was joined by Leicestershire County Council chairman David Knaggs at the ceremony.

Mr McNulty said the £7.3 million cost was not a large sum in terms of

"It has been designed to respect the environment through which it passes and will be an asset for road users as well."

Coun David Knaggs

transport spending but would make a huge difference to Rearsby residents.

He said: "Not only will it improve safety and ease congestion in the area, it will enhance the quality of life for those living near the existing A607 by reducing noise and pollution."

He said the Rearsby scheme fitted in with the Government's policy of using small-scale projects to improve the transport network.

Villagers in Rearsby redoubled their long-standing efforts to get a bypass after two men, Patrick Gamble, of Barsby, and Mark Clayton, of Syston, were killed in a car crash in the village in March 2000.



PICTURE: LIONEL HEAP / 653579-1

FIRST SOD: From left, Charlie Price, of Mowlem, transport minister Tony McNulty and David Knaggs

They formed an action committee, held demonstrations which blocked the A607 and collected more than 1,500 signatures on a petition.

Brian Frodsham, chairman of the Bypass Action Committee, said: "Today is a victory for the people of Rearsby who campaigned very hard to get us back on the list for new roads."

Charnwood borough councillor

Ron Jenkins said: "It will certainly be an asset to stop all that traffic going through the village."

Coun Knaggs said: "This £7.3 million scheme will provide great relief to the people of Rearsby, by reducing noise and pollution and improving road safety."

"It has been designed to respect the environment through which it passes and will be an asset for road

users as well. We look forward to the bypass opening in spring."

The first 800-metre stretch of bypass will cross the flood plains of Queniborough and Gaddesby brooks.

Several culverts have been included in the design of the road.

Leicestershire County Council has formed a partnership with contractor Mowlem to build the road.

'MOMENTOUS': REARSBY FINALLY GETS £8M RELIEF ROAD

Campaigners' delight as bypass work starts

Campaigners were today celebrating a momentous day as building work officially got under way on the £8 million Rearsby bypass.

Villagers say when complete, it will end years of misery caused by traffic gridlock on the A607, which runs through Rearsby, and which has been the scene of countless accidents.

The start comes nearly four years to the day since residents began campaigning for a bypass after two men died in a car crash on the village stretch of the A607.

Patrick Gamble, 21, of Barsby, and Mark Clayton 32, of Syston, died on April 20, 2000.

Patrick's mum Jackie Gamble today said she was pleased something positive was coming from her son's death.

BY MIKE ROBERTS

Jackie, 54, said: "There was a huge protest as a result of Patrick's accident, which evoked a real strength of feeling regarding traffic in Rearsby.

"I feel that if Patrick's death has helped bring about the work on the bypass then that is something positive we can take from it, which is brilliant."

Brian Frodsham, chairman of the Bypass Action Committee, said: "This is the best day ever. From starting our campaign four years ago we have gone from not being on the list for a bypass to getting started on building it. This is a remarkable achievement and has only been made possible by the people of Rearsby, who have marched and protested to get this far. It shows people power does work."

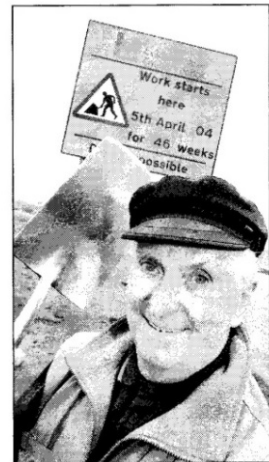
The building work will take 46

weeks to complete. The 2.2-mile section of road will start at the A607 Syston bypass and Rearsby Road roundabout in Queniborough, run past East Goscote and Rearsby and rejoin the A607 near Brooksby Grange Farm. It will remove most of the 11,000-plus vehicles passing through Rearsby each day.

Gail Forryan, headteacher of St Michael and All Angels' School, Rearsby, said: "We are looking forward to the bypass because it will increase the safety of our children who live the other side of the road."

A Leicestershire County Council spokesman said: "This scheme will provide great relief to the people of Rearsby by reducing noise and pollution and improving road safety. It has been designed to respect the environment through which it passes.

"We look forward to the bypass opening in spring next year."



PICTURE: LIONEL HEAP / 653497/3

BIG DAY: Brian Frodsham, of Rearsby Bypass Action Group

Following the cutting of the first sod, progress with the works advanced rapidly



The Rearsby Bypass Story



Residents' joy as road takes shape

REARSBY'S £7.3 million bypass is rapidly taking shape to the joy of residents who campaigned for years to get it.

Construction work started on the 2.2-mile stretch of road in April and some of the key structures, including several culverts, have already been installed.

Brian Frodsham, chairman of the Rearsby Bypass Action Group, visited the site yesterday and said he was amazed with the progress.

He added: "They have really got on with it and I couldn't believe how much they have achieved. I was driven along the length of the bypass and it is already looking fantastic."

The road is being built thanks to a partnership between contractor Mowlem and Leicestershire County Council. County council supervisor Chris Waterfield said: "All the key elements are in place, those are the eight main structures of the bypass and we have made good progress."

The campaign for the bypass was launched in 2000, after two men died in a road collision on the A607. The road had a history of serious accidents and within months the Government confirmed it would fund a bypass.



PICTURE: MAX EWEN/152213-01

CAMPAIGN: Brian Frodsham, chairman of Rearsby Action Bypass Committee, at the bypass works entrance



Progress went to plan and to everyone's joy Mowlem announced that it was likely that the bypass would finish early!

JOY: 'VILLAGE WILL BE REBORN AS ROAD OPENS'

Work on bypass may finish early

Villagers are celebrating the news that their long-awaited bypass could be ready ahead of schedule.

Work began on the £7.3 million Rearsby bypass in April and progress has been so quick that it may be ready before the original estimate of March.

Campaigners have demanded the relief road for years because of traffic dangers and congestion on the A607, which runs through the village.

Funding was finally agreed in 2000 after the deaths of two men in a road accident.

Leicestershire County Council said yesterday: "Good progress has been made and the bypass could well be open before March 2005.

"It is too early to speculate about whether it will be ready for Christmas, but the good weather has al-

BY NICK RENNIE

lowed the workmen to get ahead of schedule."

Brian Frodsham, chairman of the Rearsby Bypass Action Group, said the village would be reborn when the relief road opened.

He said: "The work is really going well on the bypass and we can't wait for it to open. For Rearsby, it will give us village status instead of being a community split by the Melton road.

"We get in the region of 12,000 vehicle movements through the village a day and around 1,000 of them are heavy goods lorries, so this will have a great impact in terms of taking them away."

Parish council chairman John Lambert said: "I've been talking to the engineers down there and they reckon the bypass will be ready to open around Christmas time, prob-

ably early in the New Year. It will make such a difference to Rearsby.

"There will be nowhere near as much noise or pollution and people who live on the Melton road will be able to open their windows at last."

The bypass which begins on the Melton side of Rearsby at Hives Farm, close to Brooksby College, runs to the roundabout at Queniborough.

The parish council is now planning a strategy for the village as part of a new era following the building of the bypass.

Villagers are being asked about their future needs for a survey conducted by the parish plan committee.

Leaflets and questionnaires will drop through the letterboxes of all 390 households this weekend.

The findings of the consultation will then be forwarded to the parish council.

Rearsby Bypass Walk

When work was nearly completed the residents of Rearsby, East Goscote and Queniborough were invited by Mowlem Construction to walk the length of the new Rearsby Bypass prior to it being completed and opened. It was likely to be the only opportunity to do so as the new road was not designed for pedestrian use.

A large number of residents turned out for to mark the occasion and young and old enjoyed the opportunity to walk the bypass and enjoy the view of Rearsby village from a new perspective. It was time to reflect that soon the majority of traffic that had blighted Rearsby would be a thing of the past and this new road would take it away from the centre of the village.

The Bypass Opening Ceremony – the official opening ceremony document is detailed below



A607 REARSBY BYPASS

**Opening Ceremony
15th December 2004**



The Rearsby Bypass Story

BACKGROUND

The existing A607 passing through East Goscote and Rearsby is a single carriageway with substandard width in places and has poor visibility. It also traverses through what is substantially a residential area.

Three alternative routes for the Bypass were considered and displayed at the Public Exhibition in December 1988. The current route was approved in February 1989.

HR Wallingford was commissioned in 1991 to carryout an hydraulic model study for the section of the route within the flood plain. Planning permission for the scheme incorporating the outcome of the hydraulic model study was obtained in 1992.

However, due to a lack of funding the works were delayed. The Planning permission was resubmitted in August 2001 and approval obtained in May 2002. The Compulsory Purchase Orders (CPO) and Side Roads Orders (SRO) were confirmed in March 2003.

Design

Detail design works commenced in March 2003. The new road is a single carriageway, 7.3m wide with metre strips, giving an overall width of 9.3m. The length of the bypass is 3.6km.

The road has been designed and constructed in accordance with the national standard set by the Department for Transport. The flood culverts within the flood plain have been designed in accordance with the requirements of the hydraulic model study. The drainage works also include balancing ponds and large diameter storage pipes to ensure that water run off from the bypass does not exacerbate flooding down stream. The flood culverts, other waterway crossings and drainage design are as per the Environment Agency's requirements and approval.

There are eight structures on the route, comprising three cast insitu reinforced concrete multi-span structures and five precast box culverts.

Contract Details

Employer	Leicestershire County Council
Project Manager	Mr. D.W.Needham
Design Consultant	Leicestershire Highways
Contractor	Mowlem Infrastructure North/Leicestershire Highways Joint Venture
Contract Manager	Mr. P.Brighton
Contract Type	NCC-ECC - Option D-Target Price with Bill of Quantities
Tender Sum	£5,601,020.37

Funding

The works have been funded jointly by The Department for Transport and Leicestershire County Council

The effect on the environment has been considered throughout the project, taking in to account not just drainage and landscaping but also issues such as wildlife, agriculture and archaeology.

Advance ecological and archaeological works were carried out prior to the construction work as per the planning condition. The findings of the archaeological work are to be displayed at a separate exhibition. Landscaping work will be carried out during the coming planting season under a separate contract

Tenders for the construction work were invited in November 2003.

Construction

The construction contract was awarded to the joint venture between Mowlem Infrastructure North and Leicestershire Highways in January 2004. Works started on site on 13th April 2004.

The Project Management Team comprised experienced staff from Leicestershire Highways and Mowlem Infrastructure North who worked in partnership from the outset, meeting regularly to eliminate problems and manage residual risks. With their extensive contracting and design skills, the team were able to take innovative approaches to many of the construction operations, whilst maintaining a safe environment for the workforce.

Regular communication was maintained throughout the scheme via meetings with representatives of the Parish Councils and by articles in the local newsletters. A successful fundraising walk was arranged for the local schools prior to completion.

The post-award value engineering resulted in significant savings, both in time and money, leading to completion being achieved three months early, thus minimising disruption to local communities and, in particular, providing relief from noise and pollution to the residents of Rearsby.

The opening ceremony was a momentous affair albeit somewhat hijacked by local hunt supporters. However the distraction was not allowed to detract from the celebrations.

The people of Rearsby could enjoy their celebrations and be proud of their efforts and the efforts of The Rearsby Bypass Action Committee in achieving something that had been desired for more than seventy years.

Melton Times Report on the Opening

£7M BYPASS WORTH THE WAIT

Published 16/12/2004 Melton Times

PRO-HUNT demonstrators yesterday disrupted the opening of Rearsby's new £7million bypass.

More than 50 local hunt supporters – about 12 on horseback – caused havoc protesting at the presence of Transport Minister Charlotte Atkins, who had voted in favour of the hunting ban and was supposed to open the new route.

Some Rearsby residents were disillusioned at the protest. Pensioner Betty Woodcock said: "I'm not against hunting, but I think that by coming today, the demonstrators have taken the occasion away from Rearsby. This is our day and I do think they have spoiled it for us. The ribbon was finally cut by Peter Winkless, chairman of Leicestershire County Council, who borrowed a huntsman's knife. He said: "I think the opening has been spoiled for the people of Rearsby. We've waited 15 years for this but I'm sure villagers understand how the protesters feel.

WORK on the new Rearsby bypass started in April this year and has been completed three months ahead of schedule thanks to good weather. The bypass, which cost more than 7 million, includes a section with an earth mound known as a noise bund and an acoustic fence specially designed to reduce noise. Some 51,000 trees have been planted along the new route along with nearly four miles of new hedging. Wildlife has been provided for with the fitting of bat boxes and hibernation shelters for newts. Further work will include grass seeding with wild flower mixes. Leicestershire County Council designed the bypass and it was constructed in a joint venture between Mowlem Infrastructure North and Leicestershire Highways Construction Services.

The construction is the end result of a high profile campaign launched by Rearsby Bypass Action Group. Brian Frodsham, group chairman, got involved with the scheme after two men were killed in a car crash on the A607 in 2000 and said he was delighted with the news. Mr Frodsham said: "I think it's absolutely fantastic the bypass is opening ahead of schedule. It's an excellent piece of work. "I have been along the bypass at various stages of the project and it's very impressive. The village has been plagued by traffic problems as an estimated 12,000 vehicles pass through Rearsby every day, 1,000 of which are trucks. Mr Frodsham said he has sat on his drive on Melton Road in the past for up to 20 minutes trying to get onto the main road.

Peter Winkless, chairman of Leicestershire County Council, addressed the feelings of many Meltonians who feel the town's size and traffic problem warrants a bypass. Mr Winkless said: "My advice to people in Melton is to start doing as the people of Rearsby have done and make yourselves heard. Start writing letters to the county council and engaging in peaceful protest. "He added the number of deaths from road accidents over the years, plus a number of protests by the village action group, strengthened the case for a bypass in Rearsby.

The Rearsby Bypass Story

The first vehicle to use the bypass was a green Jaguar XJ8 carrying Mr Winkless, although one man said he saw a pushbike on the bypass a few minutes earlier.

Aerial views of the new bypass



The completion of the Bypass meant celebration time for the successful campaigners and the break of the Bypass Action Committee.

A celebratory cake marked the occasion and with a representative of Leicestershire County Council, the Rearsby Bypass Action Committee, and the Construction Manager of Mowlem Construction all joining in the celebrations, with not least, many of the villagers Rearsby who were involved in the successful campaign.



PICTURE: LIONEL HEAP /654139-1

BREAKING UP: Chris Waterfield of Leicestershire County Council, Brian Frodsham, chairman of Rearsby Bypass Action Committee, and Paul Brighton, construction manager of Mowlem, with a celebratory cake

Celebration time for successful campaigners

CAMPAIGNERS who successfully fought for a bypass marked the break-up of their action group with a celebration party.

The Rearsby Bypass Action Committee, formed in March 2000, gathered for a celebration in the village hall and presented a cake in the shape of a hard hat to the two project managers.

Brian Frodsham, who was chairman, said: "We outlined the history of the bypass campaign from when it was first mentioned in 1831 up to the opening. We can't thank the contractors enough – they completed the work three months early and bent over backwards to be helpful.

"The secret of our success is to do your planning, then go for it."

Brian added that at the height of the campaign, 230 placards had been made.

"Should any action group campaigning for a bypass for Melton Mowbray be set up, they are welcome to have them, for a nominal fee for village hall funds," he said.

"It would save them the trouble of making their own."

And One Year Later

Melton Times Report

ALL QUIET IN REARSBY

Published 15/12/2005

VILLAGE life in Rearsby is now what it should be – quiet and peaceful.

Residents are still counting their blessings a year since the 7m bypass was opened. It marked the end of a long and hard-fought campaign to improve safety in the village and ease congestion.

Brian Frodsham, chairman of Rearsby's Bypass Action Group, said: "It has been the most fantastic thing that has happened to Rearsby. Traffic has increased since the bypass was built but it's nothing compared to the volume of traffic we would have had. I feel sorry for Melton now. It must be splitting at the seams. He added: "We had a lot of accidents and a number of fatalities in the village before the bypass was built. We still get the odd one who drives like a maniac up to the speed camera, slows down and then speeds up again. You will always get a few people who want more restrictions but I am happy with what we've got. The bypass has also meant we've lost a lot of the fumes so Rearsby has become a healthier and more desirable place to live."

Rearsby Parish Council chairman John Lambert said the bypass had transformed the village. He said: "Rearsby is much more like a village. It's quieter and you can walk across the road without the fear of being knocked over. Before the bypass there was a lot of heavy traffic at rush hour and a constant flow during the day. Schools and homes had to keep their windows shut because of the pollution."



The Rearsby Bypass Story

