



**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY**  
**COMMITTEE: 7 NOVEMBER 2019**

**A511 GROWTH CORRIDOR PROPOSALS**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Purpose of the Report**

1. The purpose of this report is to provide an update on progress of the A511 Growth Corridor project and consult the Committee on proposals to improve to corridor as part of Leicestershire County Council's Major Road Network bid submission to the Department for Transport (DfT).

**Policy Framework and Previous Decisions**

2. In March 2011 the County Council approved the third Leicestershire Local Transport Plan (LTP3). This contains six strategic transport goals, of which Goal 1 is to have a transport system that supports a prosperous economy and provides successfully for population growth. The LTP3 sets out the Council's approach to achieving this, namely to improve the management of the road network and continuing to address congestion issues.
3. In March 2014 the Cabinet approved the principles set out in the Leicester and Leicestershire Enterprise Partnership's (LLEP) Strategic Economic Plan, which prioritises support for the economy of Market Towns and rural Leicestershire.
4. The County Council's Enabling Growth Action Plan (approved in March 2015) supports the development of Market Towns for employment land as a priority and includes a specific action to work with North West Leicestershire District Council to plan for the future growth in the area and in particular Coalville.
5. In November 2015 the Committee were advised that given the significant opposition to making any changes to Hugglescote Crossroads, officers would not be recommending that any changes be made to the Crossroads and that future highways improvement work in the area be focused on the A511.
6. In March 2019 the Cabinet agreed to the development of the Strategic Outline Business Case and the Outline Business Case for submission to DfT via Midlands Connect's call for Major Road Network schemes.
7. The Director was authorised, following consultation with the Director of Corporate Resources and Cabinet Lead Members for Environment and Transport and

Corporate Resources to prepare and submit bids, as appropriate, to secure external funding for delivery of schemes identified in the Highways Capital Programme.

## **Background**

8. Congestion on the A511 Growth Corridor has been a long-standing issue recognised by both North West Leicestershire District Council and Leicestershire County Council; this can be dated back to 2008 when the Coalville Transport Strategy (CTS) was developed and investigated junctions on the corridor requiring improvement to facilitate housing growth in Coalville and Ashby.
9. An outcome of the CTS was the implementation of a process commonly known as the Coalville Contribution Strategy (CCS) which was initiated through a Memorandum of Understanding in 2014, to help facilitate the delivery of improvements along the corridor. Since that date all Section 106 agreements have required developers to make a developer transport infrastructure contribution towards works on the corridor. However, insufficient funding has currently been received from the CCS to deliver the necessary improvements required for the corridor. Due to this, issues along the corridor have become increasingly pronounced and are likely to be exacerbated further by growth in background traffic and the significant levels of growth planned for the town as part of North West Leicestershire's Local Plan.
10. The A511 Growth Corridor is recognised by the LLEP in its Strategic Economic Plan (SEP) as one of five Growth Areas. The SEP states through appropriate investment and improvements along the corridor, there is the potential to deliver at least 5,275 houses and 25 hectare of employment land. Importantly, a significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville.
11. Significantly, one of the main HS2 Phase 2b construction compounds is to be located near the A42 Junction 13, which forms the westernmost end the A511 Growth Corridor. Accessibility to the compound will potentially have major traffic implications on the corridor. The HS2 Phase 2 work is programmed to start mid-2023 and during construction phase, additional major works elsewhere on the A511 Growth Corridor would be unworkable for both road users and non-users alike.
12. It is the current level of traffic demand along the A511, the need to unlock the local benefit of housing and employment growth and the need to be ready for HS2 construction by 2023 that makes this scheme a priority for the Major Road Network.
13. Currently a small section of the A511 around the Broom Leys junction is designated as an Air Quality Management Area (AQMA). Without intervention to ease the current and future levels of congestion along the A511 there is a likelihood that air quality objectives will not be met at other locations, leading to the need to declare more AQMAs along the route. The scheme offers the

opportunity to reduce exhaust emissions through reducing acceleration/deceleration events, thus reducing particulates due to tyre and brake wear that such events cause. The proposed scheme also provides an opportunity to contribute to improving biodiversity through thoughtful landscaping. The table below sets out how the proposed scheme is aligned to the carbon reduction and biodiversity and habitat commitment set out in the County Council's Environment Strategy.

Aim	Objective	Actions taken
A. Reduce our own greenhouse gas emissions and those in the wider county where we have influence	A2. Contribute to the reduction of greenhouse gas emissions across the County.	Reduce exhaust emissions through reducing acceleration/deceleration events
F. Reduce the environmental impacts of travel and transport	F4. Work with partners to reduce greenhouse gas and other pollutant emissions from the local transport network.	
G. Have due regard for biodiversity throughout all our activities and seek to improve the biodiversity value of our own land and influence improvements in the wider county	G4. Work with partners to support wider biodiversity improvements across Leicestershire.	As part of the detailed design, opportunities to improve biodiversity within the green areas of highway land will be considered.

14. Implementation of the scheme will also support the future implementation of a wider transport strategy of connectivity for Coalville and the surrounding area to address localised traffic issues, public transport improvements and walking and cycling connectivity; building on the work done as part of the Local Sustainable Transport Fund.
15. Expansion of job opportunities around East Midlands Airport and the prospect of future job opportunities in the Ratcliffe on Soar area gives the North West area of Leicestershire an opportunity to access wider job opportunities to the north of the county. Ease of access to the Strategic Road Network will reduce barriers to accessing these jobs.

### **Coalville Growth Strategy (CGS)**

16. The Coalville and Ashby area have been identified in North West Leicestershire's Local Plan as key areas for the delivery of major growth, including over 5,000 dwellings and further employment sites. However, modelling undertaken to develop the North West Leicestershire Local Plan, in connection with planning applications, has shown that the scale of the development proposed would have a severe impact on the highway network without specific targeted interventions.

Reflecting the National Planning Policy Framework, Highways England has previously delayed granting of planning permission until call-in of a decision was decided. Leicestershire County Council, as the local highway authority, has also expressed concerns about the impact of growth on the efficient and safe operation of the junctions along the A511.

17. Without intervention, the deteriorating performance of these key junctions will affect the efficient operation of existing businesses in North West Leicestershire and act as a constraint to future growth and regeneration.
18. As a consequence of this North West Leicestershire District Council has put in place a funding mechanism, known as the Coalville Growth Strategy (CGS), which prioritises financial contributions by developers, towards the delivery of transport infrastructure ahead of other items.
19. The objective of the CGS is to identify and implement highway network improvements to support growth, tackle congestion and maximise the use of the highway network in the context of planned growth in the area.

### **The A511 Growth Corridor Scheme**

20. Following review of the Government's published Major Road Network (MRN) scheme funding guidance and the separate Midlands Connect MRN criteria, the available evidence indicated that the A511/A50 corridor was the most suitable candidate scheme which could be delivered by Leicestershire County Council in the MRN funding period 2020 to 2025.
21. With one of the requirements of the MRN scheme funding being that the costs need to be below £50m, an appropriate scheme has been developed to achieve capacity benefits that would demonstrate transport benefits to the DfT.
22. In order to achieve meeting the MRN funding requirements, a Strategic Outline Business Case (SOBC) was submitted to the DfT via Midlands Connect in July 2019 and an Outline Business Case is due for submission in December 2019.
23. To ensure these business cases could be submitted approval for £4m of capital funding was sought and agreed by Cabinet on 29<sup>th</sup> March 2019. This funding has enabled an SOBC to be submitted in July 2019 and in October 2019 the DfT announced that scheme development funding was awarded to commence work on the OBC from July 2019 for submission in December 2019. The amount of funding confirmed by DfT is £1.28m.

### **Proposals**

24. A plan indicating all the location of infrastructure improvements are set out in Appendix A. An explanation of the locations indicated on this plan is set out in the following paragraphs.

25. As part of the SOBC, the infrastructure improvements which were included in the CCS were considered against the DfT guidance and Midlands Connect criteria for the MRN. Those that met with these guidelines included:

- i. Junction 1 – Hoo Ash Roundabout
- ii. Junction 2 – Thornborough Road Roundabout
- iii. Road 3 – Dualling of the section of the A511 between Thornborough Road and Whitwick Road
- iv. Junction 4 – Whitwick Road Roundabout
- v. Junction 5 – Broom Leys Junction
- vi. Junction 6 – Bardon Road Roundabout, including the extension to the Bardon Link Road
- vii. Junction 7 – Birch Tree Roundabout
- viii. Junction 8 – Charnwood Arms Roundabout
- ix. Junction 9 – Flying Horse Roundabout

26. In addition to the above, two junctions (10 and 11), which developers of the South Coalville Sustainable Urban Extension (SCSUE) were conditioned to provide were identified. As the timescales for delivery appeared to fit in with the scheme these were included at the developers costs as this would assist in meeting the requirements for local contributions. Along with this one other junction (12), which had suffered increased problems as a result of capacity improvements at the junction of the M1 J22 was identified for inclusion in scheme development work. These include:

- i. Junction 10 – Grange Road Roundabout (developer)
- ii. Junction 11 – Beveridge Lane Roundabout (developer)
- iii. Junction 12 – Field Head Roundabout

27. In order to ensure a strong bid demonstrating value for money several options and combinations were tested including:

- Each junction improvement scheme to be assessed individually;
- Dualling of a section of the A511 Growth corridor (J3);
- A potential bypass for the A511;
- 5 package junction improvement schemes:
  - i. Package 1 – J1, J2, J3, J4, J5, J6, J7, J8, J9, J10, J11, J12
  - ii. Package 2 – J1, J2, J3, J4, J5
  - iii. Package 3 – J6, J7, J8
  - iv. Package 4 – J9, J12
  - v. Package 5 – J2, J8, J9, J12
- 11 public transport options.

28. In all, 28 different potential interventions were assessed against the scheme objectives, wider objectives and criteria relating to feasibility, acceptability and affordability to identify the better performing options. This assessment was derived from the evidence base which had previously been commissioned by both Leicestershire County Council and North West Leicestershire District Council. The outcome of the testing of these interventions is shown in Appendix C.

29. To arrive at the preferred option for the A511 Growth Corridor, the performance of the various options against the scheme objectives and the five case model (Strategic, Economic, Management, Financial and Commercial) were assessed, following which it was decided that only Package 1 would be taken forward to the next stage of appraisal as this was the only package identified as high priority in the tested interventions (see Appendix C).

### **Outline Business Case Preparation and Submission**

30. Following submission of the bid proposals in July discussions work carried out as part of the OBC meant that further refinement to the proposals was required.

31. Discussions with the developers of the SCSUE indicated that progress on their house building programme was proceeding faster than initial information suggested. As a result, it became clear that the delivery of the new accesses into the development on Grange Road and Beveridge Lane would be constructed prior to the delivery of the A511 Growth Corridor Package. It was therefore decided that these junctions would be taken out of the package of measures for the A511 Growth corridor proposals. As a result, Package 1 was altered to exclude J10 and J11.

32. Further work to test the transport benefits of the remaining options was carried out. As a result of this, the Charnwood Arms junction (Junction 8) demonstrated no transport benefits and would have a negative impact on the business case. As such a decision was made to further alter Package 1 to exclude J8.

33. The range of junctions to address the identified issues along the corridor were refined to included:

- i. J1 – Hoo Ash Roundabout
- ii. J2 – Thornborough Road Roundabout
- iii. J3 – Dualling between Thornborough Road and Whitwick Road
- iv. J4 – Whitwick Road Roundabout
- v. J5 – Broom Leys Junction
- vi. J6 – Bardon Road Roundabout, including the extension to the Bardon Link Road
- vii. J7 – Birch Tree Roundabout
- viii. J8 – Flying Horse Roundabout
- ix. J9 – Field Head Roundabout

34. The approval of the SOBC put the proposals into the public domain. This provided an opportunity to begin consultation with affected residents which would also provide the following benefits:

- Residents who may only be aware of those proposals which directly affect them would have an opportunity to understand how these proposals fitted within a wider package of measures;
- Feedback from residents would contribute to any further refinement of the proposals;

- Residents would be able to provide comment before detailed design work had commenced, providing greater opportunities for their comments to be addressed.

## **Consultation**

35. A four-week public consultation took place between 26 September and 23 October 2019, based on a package of improvements to eight junctions and a proposed dual carriageway as shown in the plan in Appendix C.

36. The consultation comprised:

- An on-line consultation questionnaire (also available in paper format on request) on the County's websites.
- Public Exhibitions, which were attended by around 200 people.

37. To maximise publicity and encourage the public response the Council ensured:

- Coverage in Coalville Times, Leicester Mercury, parish newsletters
- Radio and television coverage
- 2000 letters posted to those within 200 metres of the A511 Route
- Social media alerts
- All member briefing notes both before and during the consultation.

38. Full details of the consultation feedback is detailed in a separate report, which can be viewed on the County Council's website at

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/a511-growth-corridor-scheme>.

The headline results and key issues are summarised below.

39. The principle opportunity for consultees to comment was through the consultation questionnaire. In total, 95 responses were received to this, online or by post, and demonstrated a good overall level of support.

40. In determining the response of residents to proposals they were given six options. These were:

- Strongly Agree
- Tend to agree
- Neither Agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

41. Unless either of the strongly agree/disagree options have prominence the two agree and disagree options have been aggregated together. A summary of responses is outlined below.

42. 77% of respondents agreed that the A511 already suffers from congestion and delays; 85% of respondents agreed that minimising the impact on residents was important; and 79% of respondents agreed that minimising the impact on the environment was important.

43. Whilst 46% of respondents disagreed with the overall proposed scheme outlined in the supporting statement, when asked to elaborate, the majority of comments wanted a relief road, wanted the A511 widening, felt that individual junction improvements did not go far enough or felt that until people travel sustainably and use cycling, buses and walking when they can, the problems will remain.
44. Of the package of improvements, the majority supported individual junction proposals with the exception of the dual carriageway, Broom Leys Crossroads and the Flying Horse Roundabout.
45. When asked to elaborate, the majority of comments regarding Broom Leys Road and Flying Horse Roundabout indicated that those opposed to these junctions did not support the right turn restrictions. The concerns regarding the dual carriageway related either to concerns that other sections of the A511 were not being dualled or that the increase in road capacity from the dualling would attract additional traffic.
46. The main points raised are set out in Appendix D.

### **Summary of key issues raised through engagement and consultation**

47. Whilst most agreed that congestion along the A511 is bad and will only get worse, overall the feedback was that the proposals did not go far enough. The outcomes of the consultation have identified some concerns which cannot be delivered through the MRN funding. To reflect comments received, further design work to junctions such as Broom Leys Crossroads and Flying Horse Roundabout is needed. This work will enable consideration to be given on improvements that can be made which continue to meet the MRN criteria.
48. Early discussion with DfT has indicated that the scheme has opportunities to include public transport, cycling and walking given this is a key route for local employers for trips under 1km. However, under current transport assessment such facilities give a negative benefit to the business case. Whilst DfT has offered to explore opportunities in these areas it does not have sufficient resources to provide such advice until after the OBC is submitted.
49. Due to the tight timescales for submission of the OBC, the recommended package of measures should still be used for the purposes of submitting the OBC with a view to making it clear that suitable amendments to the package of measures will be required before submitting a Full Business Case to maximise the benefits that public transport, cycling and walking facilities can make to the scheme. This may also provide an opportunity to carry out further design work to junctions such as Broom Leys Crossroads and Flying Horse Roundabout, whilst being able to demonstrate positive transport benefits.

### **Resource Implications**

50. The total cost of the A511 Growth Corridor scheme is around £49m including further development costs, of which £42m is expected to be met from DfT funding should the Major Road Network Bid be successful, with the remaining £7.0m



being funded from the Coalville Contribution Strategy agreed with North West Leicestershire District Council.

### **Timetable for Decisions**

51. The closing date for the consultation of 23<sup>rd</sup> October 2019 and this report provides an overview of the responses to date.
52. The views expressed by Scrutiny will be reported to Cabinet on 22 November 2019.

### **Next Steps**

53. The deadline for OBC submission is December 2019. A decision on the outcome of this is not expected until April 2020 at the earliest.
54. If the OBC is successful, then submission of a planning application for the Bardon Link Road Extension is expected in August 2020. The planning determination period is 16 weeks, so a decision would be expected by late January 2021/early February 2021. This will provide an opportunity to carry out further consultation with residents and stakeholders.
55. With funding for MRN schemes not being available until April 2022, it is expected that the Full Business Case approval is timed to coincide with this.

### **Conclusions**

56. The opportunity to bid for funding from the Major Road Network fund to provide infrastructure to mitigate current housing and commercial development as well as mitigating the impact of development proposals is set out in North West Leicestershire Local Plan.
57. The recent consultation agrees with the need for improvement but would like the proposals to go further, but work is ongoing to shape the package of measures and Scrutiny views are sought.

### **Background Papers**

Cabinet 29 March 2019. 'Environment and Transport 2019/20 Highways Capital Programme and Highways Transportation work Programme':

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5601&Ver=4>

Cabinet 16 March 2015. 'Enabling Growth Plan':

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4360&Ver=4>

Cabinet 5 March 2014. 'Strategic Economic Plan and City Deal':

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3988&Ver=4>

County Council 23 March 2011. 'Final Draft Local Transport Plan (LTP3)Proposals':  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=3057&Ver=4>

### **Circulation under Local Issues Alert Procedures**

58. A copy of this report has been circulated to members representing the electoral divisions in the North West Leicestershire and Hinckley and Bosworth areas - Mr. J. Coxon CC, Dr T Eynon CC, Mr M. Wyatt CC, Mr. T Gillard CC, Mr. P Bedford and Mr. N. Rushton CC.

### **Equality and Human Rights Implications**

59. An Equality and Human Rights Impact Assessment Screening Report and County Council Equality and Human Rights Impact Assessment (EHRIA) Screening have been produced in order to understand the potential impacts, both negative and positive, on protected characteristic groups. Comments have been sought on both reports from Public Health and the Departmental Equalities Group.

60. The conclusion of this screening is that there are a number of potential impacts that could affect groups with protected characteristics across North West Leicestershire. In particular groups most likely be affected are younger people, older people, people with disabilities and low income/deprived groups. At this stage there is insufficient clear evidence as to the level or direction of these impacts in terms of equalities and therefore it is proposed that a full impact assessment is undertaken using findings from the EHRIA process, as well as undertaking consultation with relevant groups and organisations.

### **List of Appendices**

Appendix A – Plan – A511 Growth Corridor Junction Improvements  
 Appendix B – Map – A511 Growth Corridor  
 Appendix C – Testing of Interventions  
 Appendix D – Comments and response

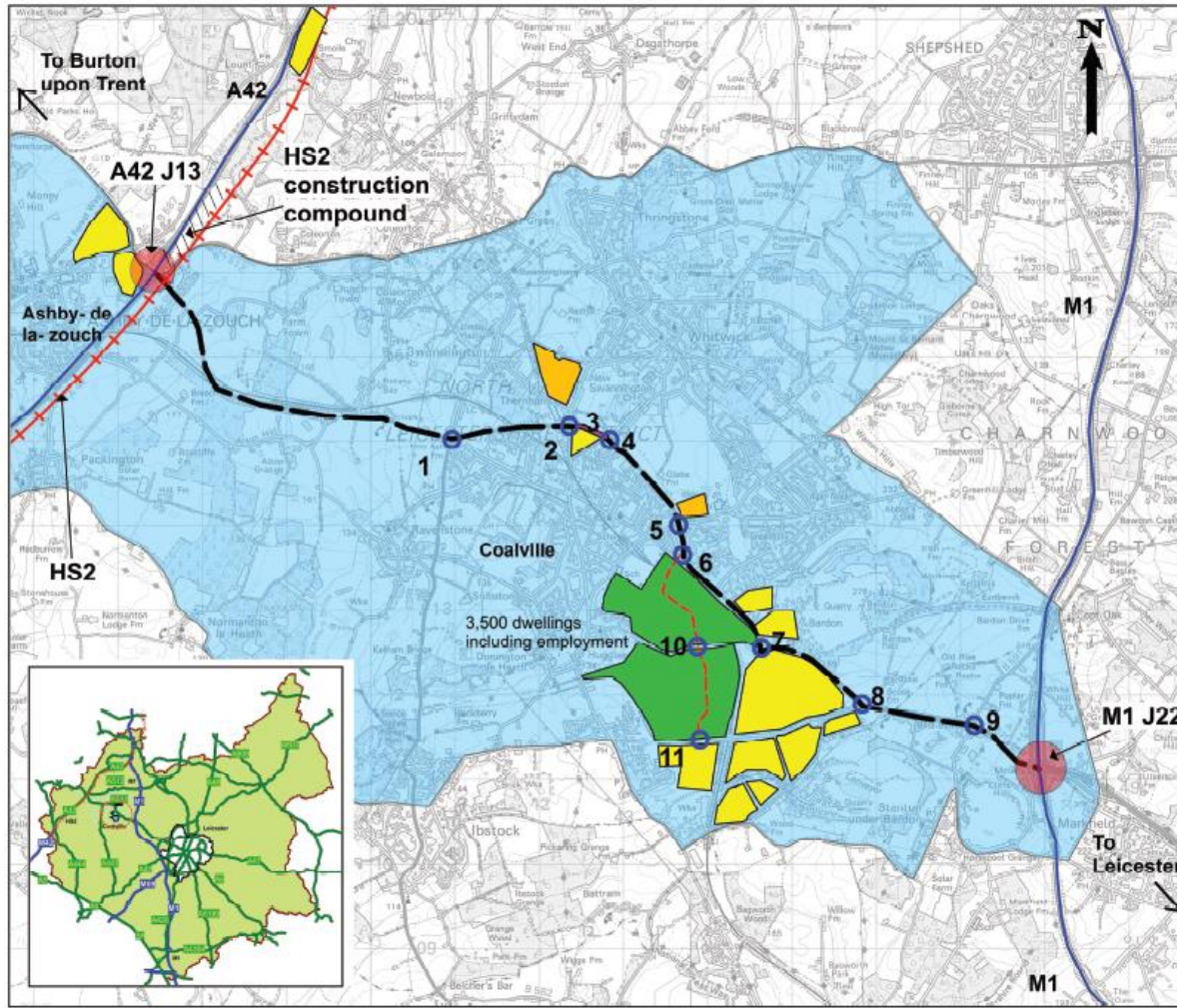
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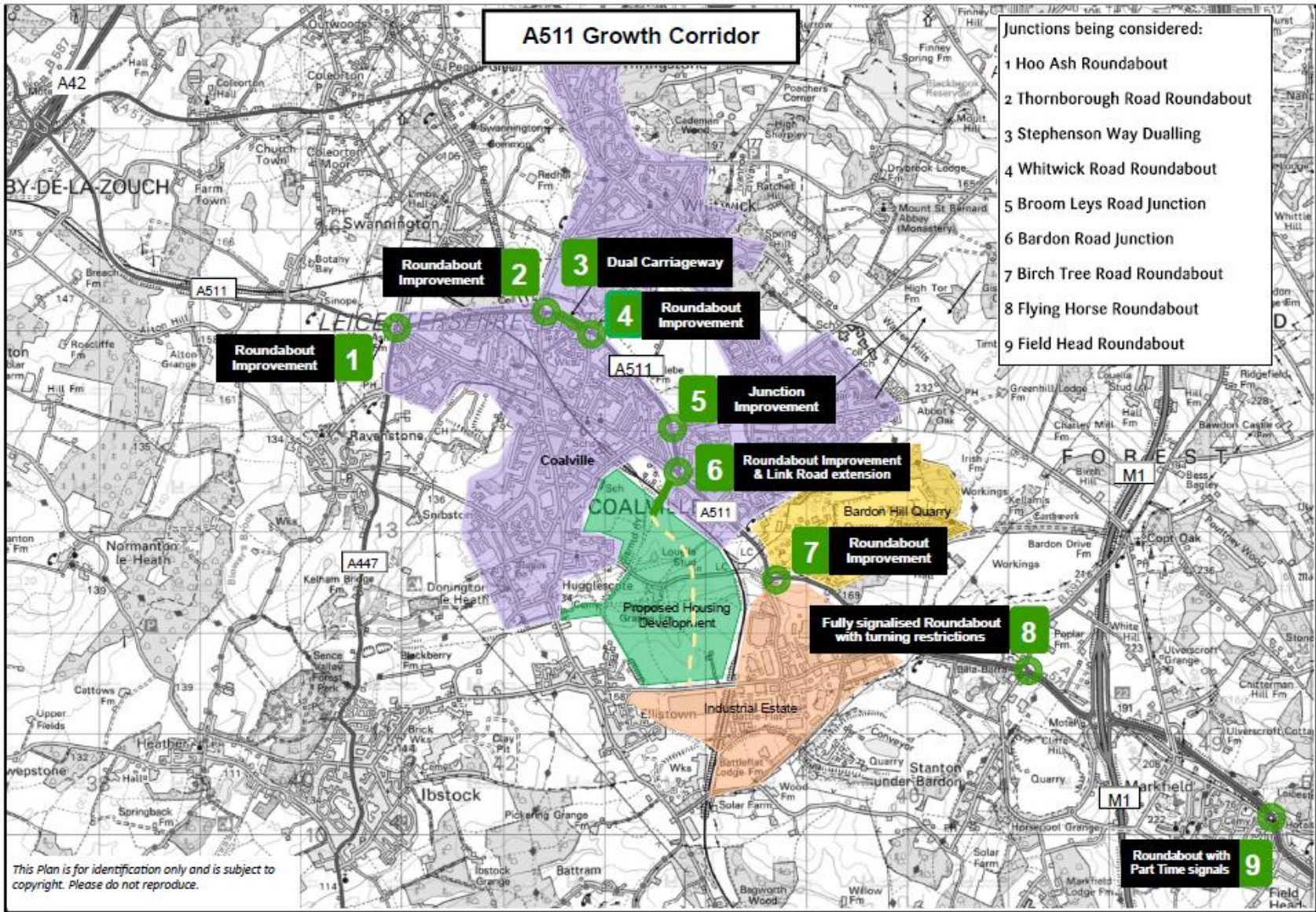
- A511 Growth Corridor Junction Improvements**
- (1- 5 Coalville Bypass)
- 1- Hoo Ash Roundabout
  - 2- Thornborough Road Roundabout
  - 3- Dual Carriageway
  - 4- Whitwick Road Roundabout
  - 5- Broom Leys Road Junction
  - 6- Barton Link Road Junction
  - 7- Birch Tree Roundabout
  - 8- Chamwood Arms Roundabout
  - 9- Flying Horse Roundabout
- New Local Distributor Road including Junctions
- 10- Grange Road Roundabout
  - 11- Beveridge Lane Roundabout
- \*Bid total approx. £42million

- Coalville Growth Area
- Previous Roundabouts Upgraded
- Major Employment Areas
- Applications
- Development Areas
- Dual Carriageway
- Indicative H62 Route
- Motorway/ SRN
- Barton Link Road
- A511 Corridor
- Junction Capacity Improvements



## A511 GROWTH CORRIDOR

This plan is for identification only and its accuracy cannot be guaranteed. Not to scale.



Needs Ranking	Intervention	Overall Weighted Score	Priority Needs Assessment
1	Package 1 - Junction Improvements at nine existing junctions J1,J2,J4,J5,J6,J7,J8,J9 and J10, dualling of the A511 between J2 & J4 and provision of a new and road connection to the Bardon Link Road being provided by developers	82%	High Priority
2	Package 5 - Junction Improvements at at J2, J8,J9 and J10	74%	Medium Priority
3	Package 3 - Junction Improvements at three existing junctions J6,J7 and J8	70%	Medium Priority
4	Package 2 - Junction Improvements at four existing junctions J1,J2,J4 & J5, and dualling of the A511 between J2 & J4	66%	Medium Priority
5	Package 4 - Junction Improvements at two existing junctions J9 and J10	62%	Medium Priority
6	Junction 9 - A511/Copt Oak Road Junction (Flying Horse )	57%	Medium Priority
7	Junction 7 - A511/Grange Road Roundabout (Birch Tree);	55%	Medium Priority
8	Junction 5 - A511/Broom Leys Junction	52%	Medium Priority
9	Junction 6 - A511/Bardon Road roundabout new road connection to the Bardon Link Road being provided by developers	51%	Medium Priority
10	Junction 8 - A511/Charnwood Road roundabout	50%	Medium Priority
11	Junction 10 - A511/Field Head Roundabout	49%	Medium Priority
12	Junction 2 - A511/Thornborough Road Roundabout	47%	Medium Priority
13	Junction 1 - A511/Swannington Roundabout (Hoo Ash);	46%	Low Priority
14	Junction 4 - A511/Whitwick Road Roundabout	40%	Low Priority
15	Increase Frequency if Bus Services Across Day	35%	Low Priority
16	Express Bus Service	34%	Low Priority
17	Re-opening of the Leicester to Burton Railway Line to passenger on currenet alignment	33%	Low Priority
18	Re-opening of the Leicester to Burton Railway Line to passenger using Tram Train	33%	Low Priority
19	Investment in enhanced routes between bus stops and residences	32%	Low Priority
20	A511 Bus Development Plan	32%	Low Priority
21	Cross Town Bus Services	30%	Low Priority
22	Investment in Hybrid/Electric Buses	30%	Low Priority
23	Bus Priority Measures	29%	Low Priority
24	Bardon Road Bypass	29%	Low Priority
25	Re-route Buses in Leicester to Connect to Leicester Railway Station	27%	Low Priority
26	Upgrading of Bus Stop Facilities and Information	26%	Low Priority
27	Dual Carriageway between Thornborough (McDonalds) Roundabout and Whitwick Road Roundabout	23%	Low Priority

Location	Comments	Response
<b>Hoo Ash</b>	No Comments Received	
<b>Thornborough Road</b>	No Comments Received	
<b>Dualling between Thornborough Road and Whitwick Road</b>	<ol style="list-style-type: none"> <li>1. The section is too short to dual.</li> <li>2. Dual Carriageway - I think this will make it more difficult to access the new leisure centre which is to be built on the land to the side of the road. This will not encourage people to get there by alternative transport options, such as cycling as it looks as if it will be too busy and dangerous.</li> </ol>	<ol style="list-style-type: none"> <li>1. Due to its limited length the use of merge lanes at either end could cause conflict. The dualling of this section is the best means of enabling 2 lanes access and egress to the roundabout</li> <li>2. In developing these measures further, a signalised crossing is being considered to promote the use of alternative transport modes to access the Leisure Centre.</li> </ol>
<b>Whitwick Road</b>	No Comments Received	
<b>Broom Leys Road junction</b>	<ol style="list-style-type: none"> <li>1. Banning the right turn into Broom Leys Road is a ridiculous idea.</li> <li>2. The right hand turn from a511 towards schools will mean parents cut through dense housing – creating school run rat races</li> <li>3. No right turn means that we have to travel further to get home from Ashby direction. We would have to go further on to the Bardon Link roundabout, turn right heading to Coalville town centre, which is incredibly narrow and blind between the bridge and Broom Leys Road</li> <li>4. I live off Broomleys Road/Long Lane and I feel that the no right turn on the 511 is disgraceful, I use that lane all the time some times late at night and I do not see why the right turn as to be taken away, I would have to go through town or go out of my way to get home, going through town at night</li> </ol>	<ol style="list-style-type: none"> <li>1. The removal of a limited number of drivers using the right turn into Broom Leys Road was considered to accommodate two ahead lanes (66 in peak hour). The current layout of the junction has traffic queuing beyond the normal morning and evening peak, due to its limited capacity. The potential to provide additional signing will enable motorists to determine their route decisions at more appropriate junctions to arrive at their destination. The right turn to Broom Leys School will remain.</li> </ol>

	would not be an option I wouldn't feel safe. its almost as if we are being penalised for living on the wrong side of the A511.	
<b>Bardon Road junction</b>	<ol style="list-style-type: none"> <li>1. The Bardon Link Road will be on my front door and this proposal will affect property values</li> <li>2. I live on Bardon Rd, do I need to say any more. !! My house vibrates on occasion when some of the large articulated lorries thunder past my property. Speed limits are not monitored and the road is no longer fit for purpose.</li> <li>3. Bardon Road/Link Road. The focus of this road should be to reduce the traffic flow of HGVs on Bardon Road. Currently there is a constant stream of HGV, and when peak times occur for cars Bardon Road becomes incredibly busy, and frustratingly difficult to turn right onto.</li> </ol>	<ol style="list-style-type: none"> <li>1. The possibility of the building of the Bardon Link Road extension has been in the planning arena for some time and there is no evidence that this has adversely affected property values.</li> <li>2. Bardon Road forms part of the A511 and HGV's are encouraged to use A and B roads rather than less suitable unclassified roads.</li> <li>3. Comments received regarding motoring violations will be passed on to the Police for any action they may wish to take.</li> </ol>
<b>Birch Tree Roundabout</b>	No Comments Received	
<b>Flying Horse Roundabout</b>	<ol style="list-style-type: none"> <li>1. The Flying Horse gets congested every morning and is made worse if cars start to turn right.</li> <li>2. Flying horse just needs speed cameras or traffic brought further up road.</li> <li>3. Flying horse roundabout has only been in place for a few years the money would be better spent on traffic lights at this junction so that Stanton residents can use it safely.</li> <li>4. The Flying Horse Island needs a redesign as it needs to be a signalised cross road which would improve vehicle movements. The whole length of the A511 needs to be duelled thus preventing any bottle neck delays.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposals seek to address the current congestion problem caused by right turning vehicles backing up across the roundabout, preventing other traffic from using it.</li> <li>2. A traffic light option has been considered as part of the option appraisal for the junction. This does not give the necessary capacity benefits and is more expensive. This would therefore not provide sufficient transport benefits to make this option viable as part of this MRN bid.</li> </ol>
<b>Field Head Roundabout</b>	No Comments Received	

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