

Appendix C

Location	Comments	Response
Hoo Ash	No Comments Received	
Thornborough Road	No Comments Received	
Dualling between Thornborough Road and Whitwick Road	<ol style="list-style-type: none"> 1. The section is too short to dual. 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. 	<ol style="list-style-type: none"> 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 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.
Whitwick Road	No Comments Received	
Broom Leys Road junction	<ol style="list-style-type: none"> 1. Banning the right turn into Broom Leys Road is a ridiculous idea. 2. The right hand turn from a511 towards schools will mean parents cut through dense housing – creating school run rat races 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 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 	<ol style="list-style-type: none"> 1. The removal of a limited number of drivers using the right turn into Broom Leys Road was considered to accommodate two ahead lanes (X 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.

	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.	
Bardon Road junction	<ol style="list-style-type: none"> 1. The Bardon Link Road will be on my front door and this proposal will affect property values 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. 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. 	<ol style="list-style-type: none"> 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. 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. 3. Comments received regarding motoring violations will be passed on to the Police for any action they may wish to take.
Birch Tree Roundabout	No Comments Received	
Flying Horse Roundabout	<ol style="list-style-type: none"> 1. The Flying Horse gets congested every morning and is made worse if cars start to turn right. 2. Flying horse just needs speed cameras or traffic brought further up road. 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. 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. 	<ol style="list-style-type: none"> 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. 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.
Field Head Roundabout	No Comments Received	