



Melton Mowbray Distributor Road

Leicestershire County Council

Melton Mowbray Distributor Road Consultation

November 8, 2017



Melton Mowbray Distributor Road

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Executive Summary

Melton Mowbray is a vibrant market town which suffers from traffic congestion throughout the day, especially during peak commuting times. Leicestershire County Council has worked with Melton Borough Council to develop a recommended route for a distributor road around the outskirts of Melton Mowbray.

Leicestershire County Council held a public consultation in September and October 2017 to present the recommended route and request feedback on the scheme.

In total, 226 responses were received on the consultation response form, a further 80 emails and letters were received. Responses were received from across the Melton Borough scheme area and beyond. The most responses were received from the LE13 part of the scheme (146 responses), with fewer from the LE15 section (6 responses).

Responses were received from a broad range of residents, based on analysis of the demographic questions on the consultation questionnaire. Most residents travel into or through Melton Mowbray on a weekly basis (92%). The majority of respondents (88%) were car drivers and reside in the local area (88%).

Based on the responses from the questionnaire, most respondents (51%) agreed with the recommended route for the distributor road, 34% disagreed. Respondents highlighted the point that they believe the recommended route does not address Leicester road traffic (12 mentions) and won't solve the problems experienced in the town (9 mentions). However, the need for the scheme was mentioned by 15 respondents and one of the perceived benefits was the reduction of congestion in the town (14 mentions).

Of the 226 responses to the consultation, the proportions that agreed the following factors had been sufficiently taken into account in identifying the recommended route were:

- 45% agreed that minimising the impact on the environment had been taken into account
- 46% agreed that minimising the impact on residents (including noise and air quality) had been taken into account
- 56% agreed that minimising congestion in the town had been taken into account.

Proposed options for junction locations and the type of junctions were also presented to respondents:

- 57% agreed with the location for Roundabout 1 joining the A606 Nottingham Road at Sysonby Farm (11% disagreed, 19% neither agreed nor disagreed, 4% did not know and 9% did not answer the question)
- 56% agreed with Roundabout 2 crossing Scalford Road (13% disagreed, 18% neither agreed nor disagreed, 4% did not know and 10% did not answer the question)
- 54% agreed with Roundabout 3 crossing Melton Spinney Road (Twin Lakes Park) (14% disagreed, 19% neither agreed nor disagreed, 4% did not know and 10% did not answer the question)
- 54% agreed with Roundabout 4 crossing the A607 Thorpe Road (13% disagreed, 19% neither agreed nor disagreed, 5% did not know and 9% did not answer the question)
- 51% agreed with Roundabout 5 crossing the B676 Saxby Road (14% disagreed, 19% neither agreed nor disagreed, 5% did not know and 9% did not answer the question)
- 44% agreed with no through access from Lag Lane to Saxby Road and the recommended route (20% disagreed, 20% neither agreed nor disagreed, 7% did not know and 9% did not answer the question)
- 53% agreed with Roundabout 6 joining the A606 Burton Road at Sawgate Road (15% disagreed, 19% neither agreed nor disagreed, 4% did not know and 9% did not answer the question)

- 43% agreed with no through access from Sawgate Road to the A606 Burton Road and recommended route (17% disagreed, 23% neither agreed nor disagreed, 8% did not know and 9% did not answer the question)

Four in ten respondents (38%) agreed that the potential environmental impacts of the scheme had been captured, 26% disagreed and 29% neither agreed nor disagreed. Further comments included consideration of noise and the lack of consideration of Melton Country Park. A third of respondents (34%) agreed with the methods identified to mitigate the environmental impact of the scheme, 17% disagreed and 33% neither agreed nor disagreed. Further comments included that the consultation brochure lacked sufficient information (18 mentions), the recommended route was not seen to have an appropriate mitigation plan (5 mentions) and concerns were raised regarding the effects of the scheme on the wildlife corridor in Melton Country Park (4 mentions).

The key themes arising from the 80 letters and emails received included:

- comments relating to the recommended route. The main issues raised were questions and concerns about the speed limit of the recommended route and the perception that the route does not address the A607 Leicester Road traffic
- a number of comments that the route will not solve the current problems being experienced in Melton Mowbray
- A number of respondents also raised concerns about the lack of information and detail provided within the consultation literature regarding the scheme
- Queries related to the environment were also prevalent including concerns around the flood risk and whether this had been considered thoroughly. Noise and the general impact of the scheme on the environment were also key issues raised

The results from the consultation, together with other technical evidence, will be used as part of a business case which will be submitted to the Department for Transport to request funding for the whole scheme.

1. Introduction and background

Melton Mowbray is a vibrant market town which suffers from traffic congestion throughout the day. During peak commuting times the town centre becomes extremely congested resulting in unreliable journey times and long delays. This traffic is affecting the quality of life of residents in the area and produces a negative perception of the town as a place for business and people to visit.

A number of traffic studies have been conducted which show that the town centre's road network is close to capacity. Despite previous investments in highway improvements, Melton Mowbray continues to experience significant traffic congestion at key junctions in the town.

The draft Melton Local Plan sets out a vision for the sustainable growth of the borough up until 2036. The plan includes a number of strategic objectives and priorities to ensure the continued growth and success of the borough. To fulfil these aspirations and allow the future growth of Melton Mowbray and Melton Borough as a whole, the evidence suggested a major highways improvement was required.

Leicestershire County Council worked with Melton Borough Council to identify and develop options to reduce the levels of congestion in the town centre and fulfil the vision of the Draft Local Plan. This work led to the recommendation to build a distributor road around the eastern outskirts of Melton Mowbray town.

Leicestershire County Council held a public consultation in September and October 2017 to present the recommended route and request feedback on the scheme. The results will be used as part of a business case which will be submitted to the Department for Transport to request funding for the whole scheme.

1.1 Scheme objectives

The recommended route has the following key objectives linked to Melton Borough Council Transport Strategy and Local Plan:

- Improving access to potential housing and employment areas as identified in the draft local plan
- Reducing congestion on the local road network, especially within Melton town centre
- Improving access to Melton town centre enabling it to develop and grow
- Reducing the impact on residential roads in the town centre which are currently used as traffic short cuts
- Removing large Heavy Goods Vehicles (HGVs) which travel through Melton town centre on to other destinations
- Improving highway safety for all road users within Melton Mowbray town centre

The recommended route would create a 4.3mile single carriageway which passes to the east of Melton Mowbray. The road would begin on the A606 Nottingham Road to the north of the town, crossing Scalford Road, Melton Spinney Road, the A607 Thorpe Road and B676 Saxby Road before re-joining the A606 Burton Road to the south of the town. The proposed road would be 40mph between the A606 Nottingham Road and Melton Spinney Road and 60mph between Melton Spinney Road and A606 Burton Road.

Six junctions would be created as part of the route to improve connectivity to villages in the surrounding area and the proposed north and south sustainable neighbourhoods. The recommended route can be seen below in Figure 1.

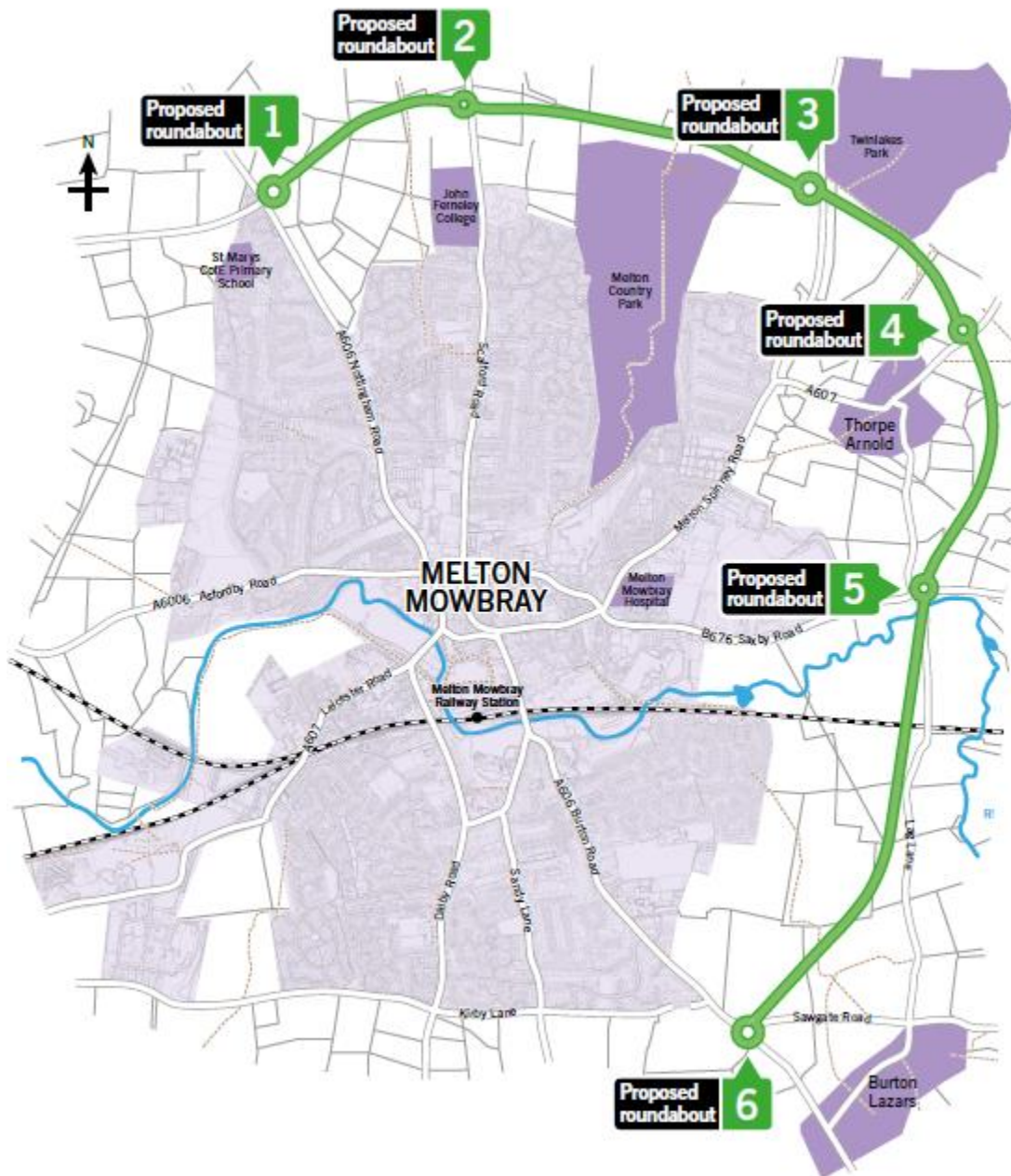


Figure 1. Recommended route

2. Methodology

The consultation period ran from 2 September 2017 to 15 October 2017.

The aim of the consultation was to allow the public to provide feedback on the recommended route for a distributor road around Melton Mowbray.

Table 1 provides a summary of the consultation activities which were undertaken as part of the Melton Mowbray Distributor Road consultation.

Table 1 Summary of consultation activities

Engagement activity	Date
Press release – Melton Times Newspaper <i>Moves to fast-track Melton's new bypass</i>	30 March 2017
Press release – BBC Radio Leicester, Leicester Mercury newspaper/website <i>Plans for bypass revealed – Council is asking people for their views on a distributor road running to the east of Melton</i>	30 August 2017
Consultation brochure sent to residents within 500m of the scheme (approx. 830) Consultation flyer hand delivered to residents located east of A606 and in Burton Lazars (approx. 6500)	Posted for arrival on/before 2 September 2017
Launch event – Parish and Ward councillors including representatives from: Melton Borough Council members Burton and Dalby Parish Council Scaford Parish Council Freeby Parish Council Waltham on the Wolds and Thorpe Arnold Parish Council	1 September 2017
Consultation brochure sent to key stakeholders (i.e. local schools, businesses, vulnerable users) and statutory consultees (i.e. public bodies, parish and ward councils)	1 September 2017
Public consultation website launched, including online questionnaire	2 September 2017
Meeting with Shout4Residents	6 September 2017
Press release – Melton Times Newspaper <i>Bypass plans – People are being asked to have their say on a major plan for a new town bypass near Melton</i>	7 September 2017
Exhibition - Public	15 September 2017
Exhibition - Public	16 September 2017
Press release- Melton Times Newspaper <i>Residents to get the chance to quiz officials about proposals for Melton distributor road</i> <i>Melton Borough Council has urged residents to take part in a consultation on a distributor road</i>	21 September 2017
Meeting with Friends of Melton Country park	25 September 2017
Meeting with Melton North Action Group	25 September 2017
Exhibition - Public	2 October 2017

Information event – Public (stall at the Melton Food Festival)

7 and 8 October 2017

2.1 Consultation materials and access

A consultation brochure was produced and included the following information:

- Details of the consultation process, exhibition dates and how to respond
- Need for the scheme
- Scheme benefits and history
- The recommended route
- Environmental considerations
- Next steps.

A copy of the brochure can be found in Appendix A.

A questionnaire to gather opinions about the scheme was also produced. The questionnaire asked respondents about the council's proposed plans for an Eastern Distributor Road and the extent to which they agreed or disagreed with the proposal. It also asked a number of open ended questions, requesting respondents to provide further information based on responses they had provided to the closed questions. The questions which required further elaboration are listed below:

- To what extent do you agree or disagree with the recommended route for the Melton Mowbray distributor road?
- To what extent do you agree or disagree that we have taken the following factors sufficiently into account in identifying the recommended route for the distributor road? (Minimising the impact on the environment; minimising the impact on residents (for example in terms of noise and air quality); reducing congestion in the town)
- Are there any additional factors which you feel should have been taken into consideration in identifying the recommended route?
- To what extent do you agree or disagree with the locations and types of junctions we are proposing for the distributor road? We will use this information to help refine the designs in the planning application (Roundabout 1 joining the A606 Nottingham Road at Sysonby Farm; Roundabout 2 crossing the Scaford Road north of the John Ferneley College; Roundabout 3 crossing the Melton Spinney Road just south of Twin Lakes park; Roundabout 4 crossing the A607 Thorpe Road east of Thorpe Arnold; Roundabout 5 crossing the B676 Saxby Road; No through access from Lag lane to Saxby Road and recommended route; Roundabout 6 joining the A606 Burton Road at Sawgate Road; No through access from Sawgate Road to the A606 Burton Road and recommended route)
- To what extent do you feel we have captured the potential environmental impacts of the scheme?
- To what extent do you agree or disagree with the possible methods described for mitigating any environmental impacts of the scheme?

A range of optional demographic questions were also asked, namely; gender, gender identity at birth, age, disability, ethnicity, religion, sexual orientation, postcode, whether respondents were an employee of Leicestershire County Council, whether the respondents are parents or carers of a young person aged 17 or under, or a carer of a person aged 18 or over

A copy of the questionnaire can be found in Appendix B.

There were 10 exhibition banners produced, which summarised the information in the engagement brochure, a copy of these can be found in Appendix C.

The consultation documents were available:

- Online, and in a downloadable format, from the scheme website: www.leicestershire.gov.uk/mmdr;
- Information points:
 - Melton Borough Council offices, Parkside, Station Approach, Melton Mowbray
 - Waterfield Leisure Centre, Dalby Road, Melton Mowbray
 - Melton Mowbray Library, Wilton Road, Melton Mowbray
 - Leicestershire County Council, County Hall, Glenfield, Leicester
- Copy of the brochure and questionnaire sent to all residents within 500m of the scheme. Additionally, flyers announcing the consultation and providing details of the consultation events were hand delivered to all addresses within Melton Mowbray located east of the A606, including Burton Lazars
- Prior to the consultation events, the project team met with landowners who are potentially affected by the scheme.

Responses were accepted via the following channels:

- Paper questionnaire at public events
- Online questionnaire
- By email, mmdr@leics.gov.uk
- By freepost address

2.2 Publicity

Awareness of the consultation was raised through press releases and a dedicated page on the council's website. It received coverage through BBC East Midlands Today, the Leicester Mercury and its website, BBC Radio Leicester and the Melton Times newspaper.

The consultation was also promoted via Leicestershire County Council's Twitter account, which has over 14,000 followers, throughout the consultation period. Respondents were given the opportunity to sign up for scheme updates.

2.3 Consultation events

Three public events and two information events were held as part of the consultation to allow members of the public to view the information and ask questions of the project team.

Details of the events and attendance numbers are provided below in Table 2:

Table 2 Details and attendance number for exhibitions and information events

Date	Time	Location	Attendance
Friday 15 September	2pm to 8pm	Melton Borough Council, Parkside, Station Approach, Burton Street, Melton Mowbray	67
Saturday 16 September	10am to 3pm	Melton Borough Council, Parkside, Station Approach, Burton Street, Melton Mowbray	36
Monday 2 October	5:30pm to 9pm	Thorpe Arnold Village Hall Lag Lane Thorpe Arnold Melton Mowbray	84
Saturday 7 and Sunday 8 October	10am to 4pm	Melton Mowbray Food Festival Melton Mowbray Livestock Market Scaford Road Melton Mowbray	Approx. 10,000 footfalls

2.4 Analysis Methodology

Graphs and tables have been used to assist explanation and analysis.

2.4.1 Analysis of open-ended comments

The survey contained 6 open-ended questions. Just over 721 comments were left by stakeholders across these questions. For the purpose of analysis, coding frames were devised for each of the questions. All of the comments were read and coded by analysts.

3. Responses received

In total, 306 responses were received to the consultation which ran between 2nd September and 15th October 2017, a breakdown is provided in Figure 2.

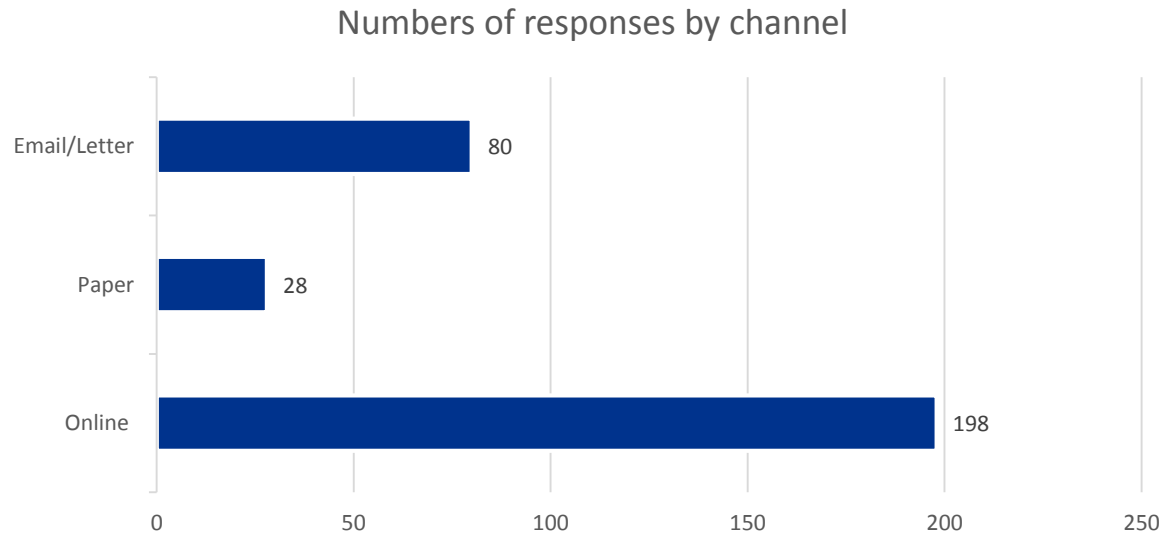


Figure 2. Number of response received, by channel

The following sections look at the 226 responses to the consultation received on the consultation questionnaire. Results from the paper and online forms are combined and discussed separately.

3.1 Responses by postcode sector

The feedback form asked respondents to provide postcode data to allow the geographical distribution of responses to be analysed, 217 respondents provided this information. The postcodes were then grouped into postcode sectors according to how many responses were received from each area. Figure 3 shows the geographical areas, and Figure 4 shows the responses received from each.

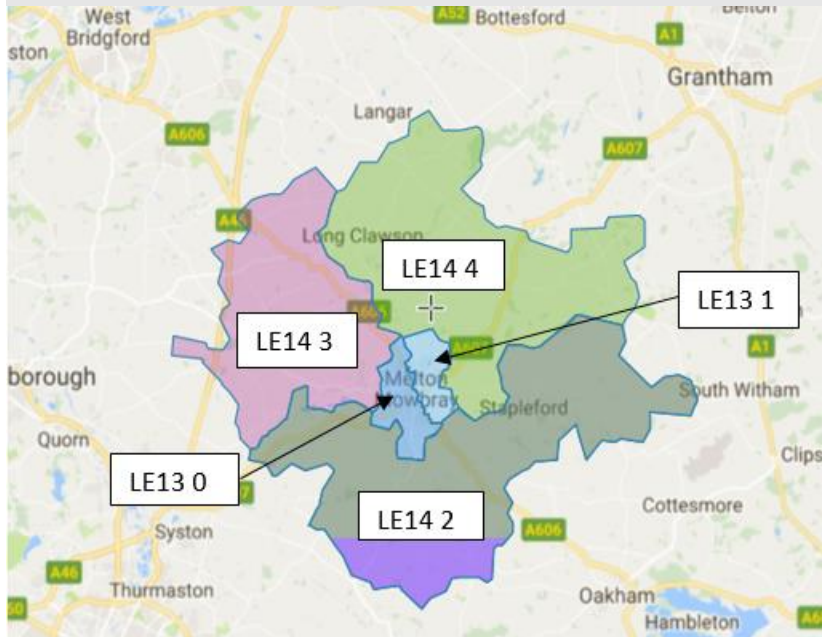


Figure 3. Postcode areas

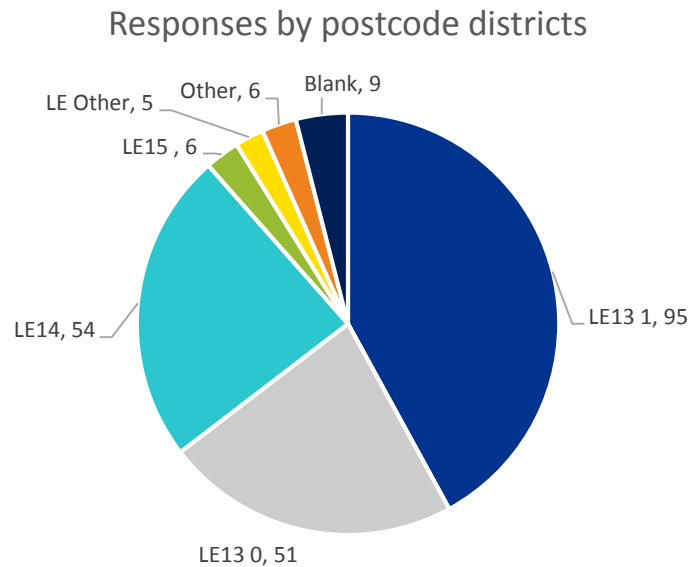


Figure 4. Responses received by postcode districts

The majority of the responses were received from the Melton Borough area. The most responses were received from 'LE13' part of the scheme (146 responses), which lies in the north eastern section of the borough (Figure 3). 6 responses were received from outside the LE postcode area.

3.2 Demographic information

Figure 5 shows the breakdown of responses by the optional demographic questions included within the questionnaire; it does not include responses received by email or letter. The figures show that the scheme received a range of responses across all characteristics, reflecting the demographic groups in Melton Borough.

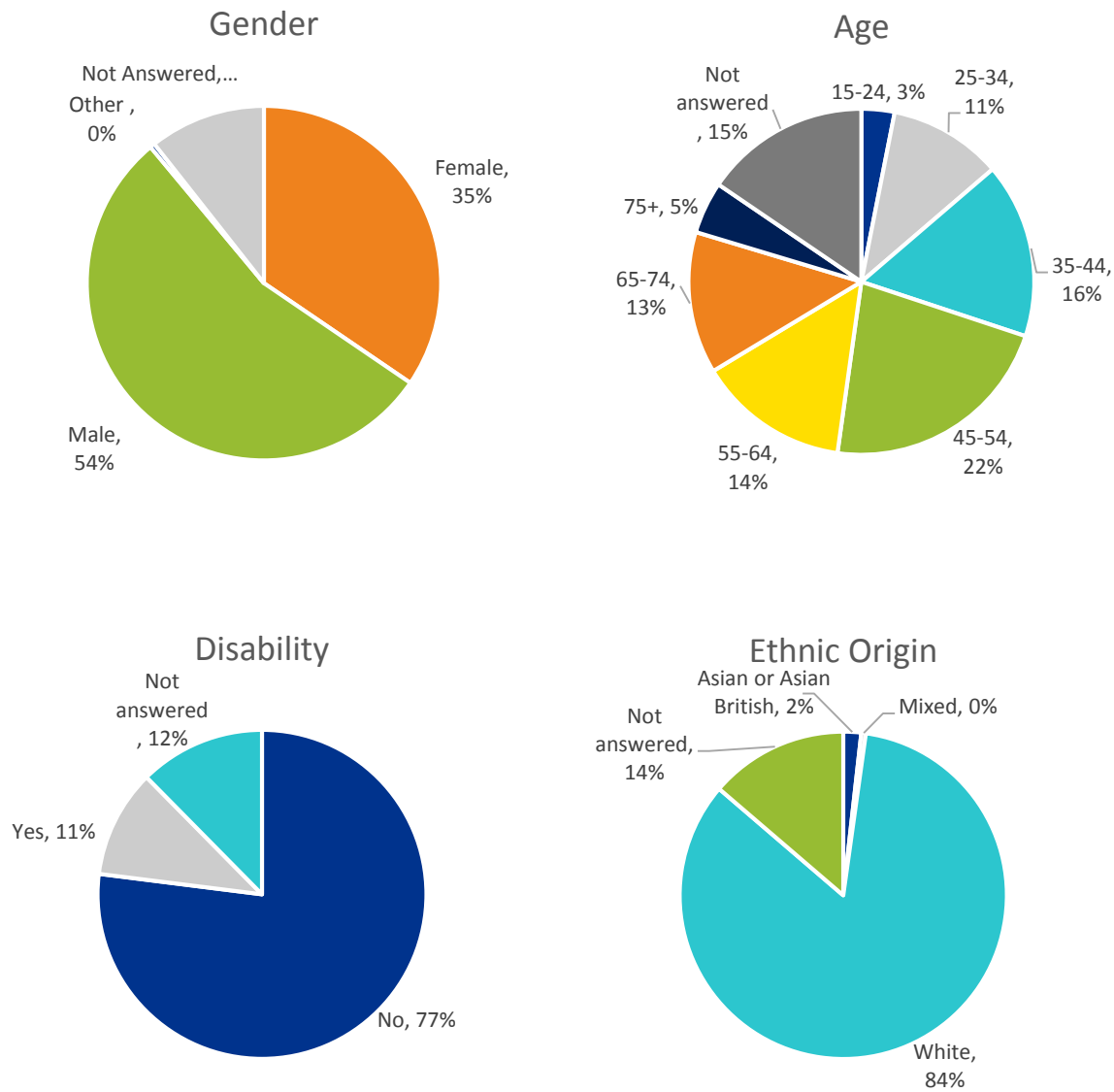


Figure 5. Gender, age, disability and ethnic origin breakdown of respondents

A full respondent profile for all demographic questions asked can be found in Appendix D.

3.3 Travel patterns in Melton Mowbray

The feedback form included questions about respondents' travel patterns within Melton Mowbray. The questions asked were:

- How do you normally travel into or through Melton Mowbray?
- Why do you travel into or through Melton Mowbray?
- How often do you travel into or through Melton Mowbray?

Almost all respondents (91%) said they travel into or through Melton Mowbray on a weekly basis, with over half (61%) travelling at least five days a week.

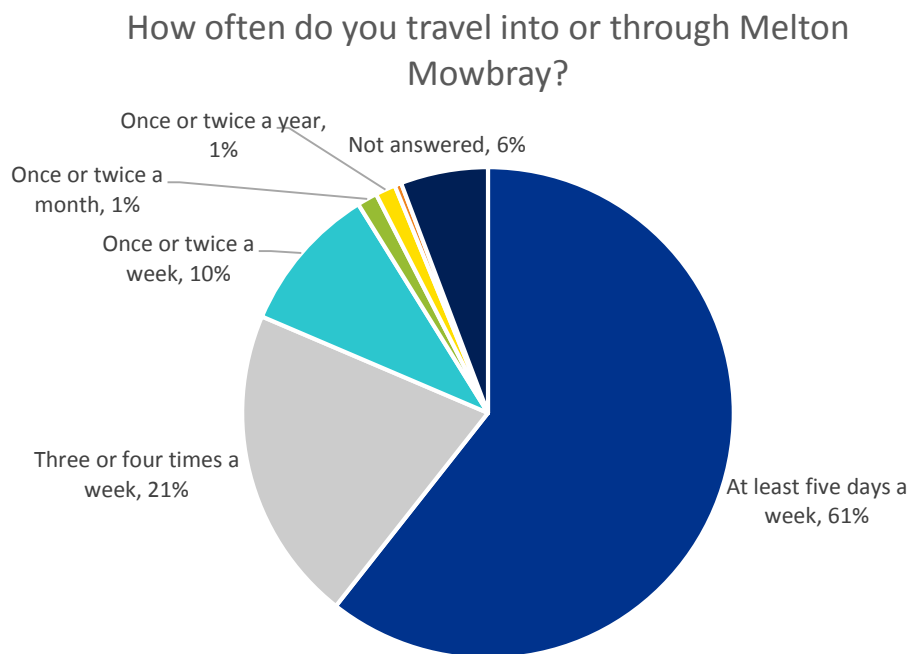


Figure 6. Frequency of travel in Melton Mowbray

The majority (88%) of respondents said they drove through Melton Mowbray, 51% said they travelled by foot, 42% said they travelled as a passenger in a car, and 17% said they travelled by bus.

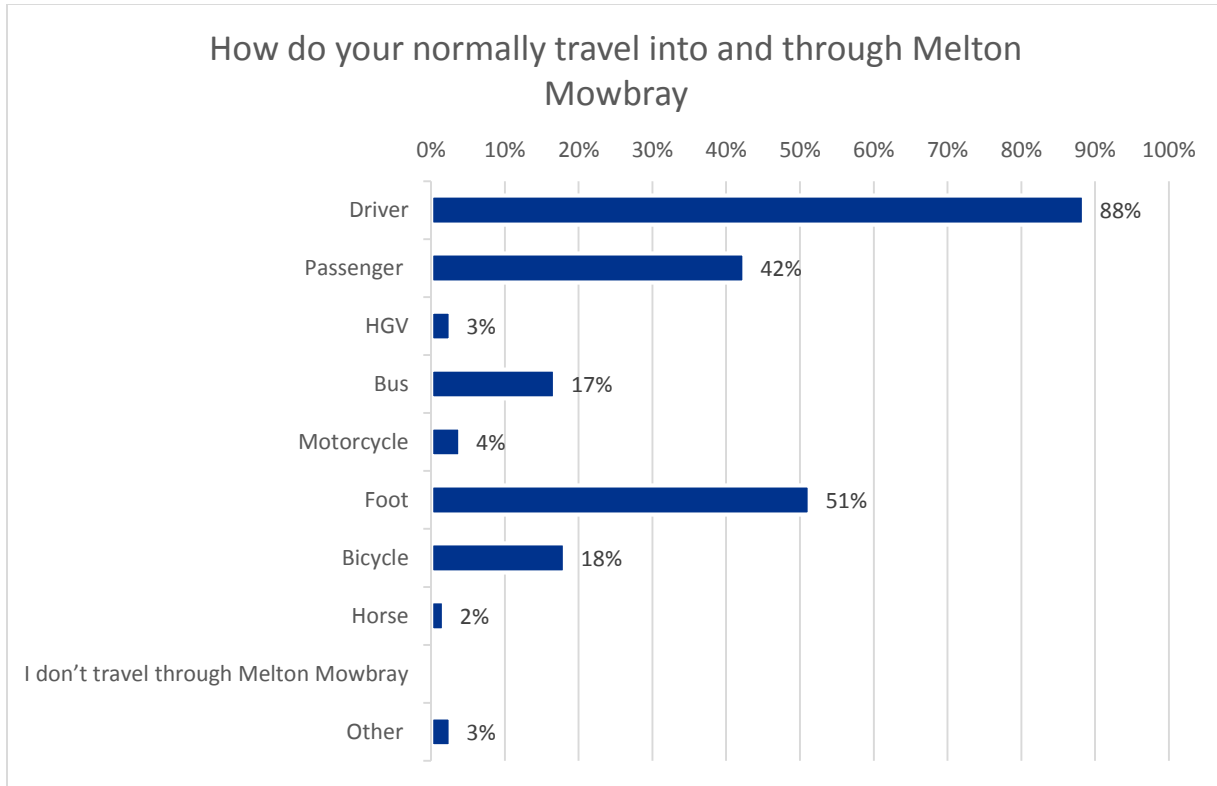


Figure 7. How respondents travel through Melton Mowbray

Most respondents (88%) said they lived in the local area, 73% said they travelled into or through Melton Mowbray to get to the local town centre/ shops, 58% said they travelled for leisure facilities, 33% said they worked/ studied in the local area and 4% said they travelled into or through Melton Mowbray for business purposes.

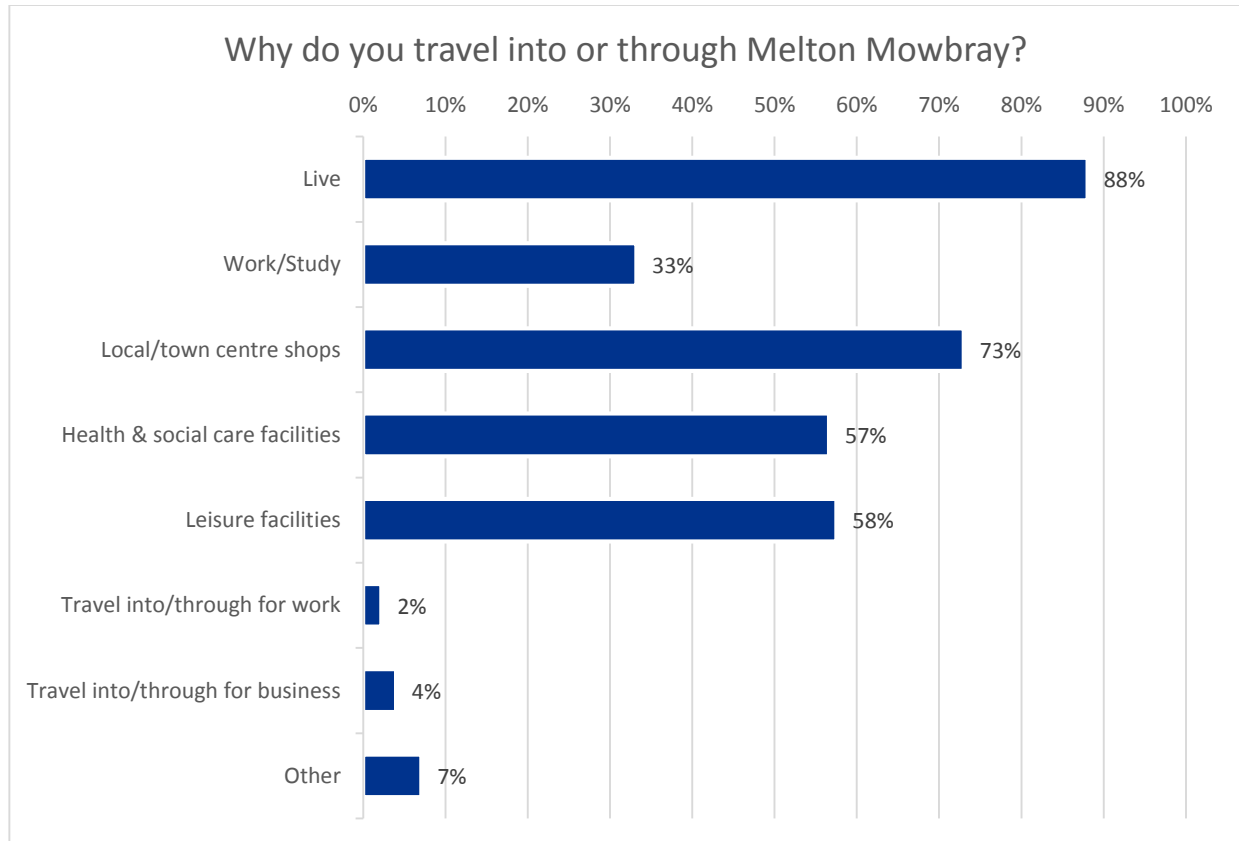


Figure 8. Why respondents travel into or through Melton Mowbray

The questionnaire contained 6 closed questions and 6 open ended questions where respondents could provide details on their responses. For the purpose of the open ended questions, the responses received were analysed to draw out key themes and individual issues raised with regards to the scheme. The most prevalent overall themes arising from this analysis are identified, with the more detailed subject material for each discussed further.

3.4 Question 1- Recommended route

Respondents were asked to what extent they agreed or disagreed with the recommended route proposed for the distributor road. Figure 9 below shows the breakdown of responses received. It shows that over half of the respondents who responded to the consultation were in support of the scheme (51%); whilst three in ten disagreed with the recommended route for the distributor road (34%).

Eleven percent of respondents neither agreed nor disagreed; four percent did not answer and the remaining one percent stated they didn't know in relation to their support of the recommended route.

Q1. To what extent do you agree or disagree with the recommended route for the Melton Mowbray distributor road?

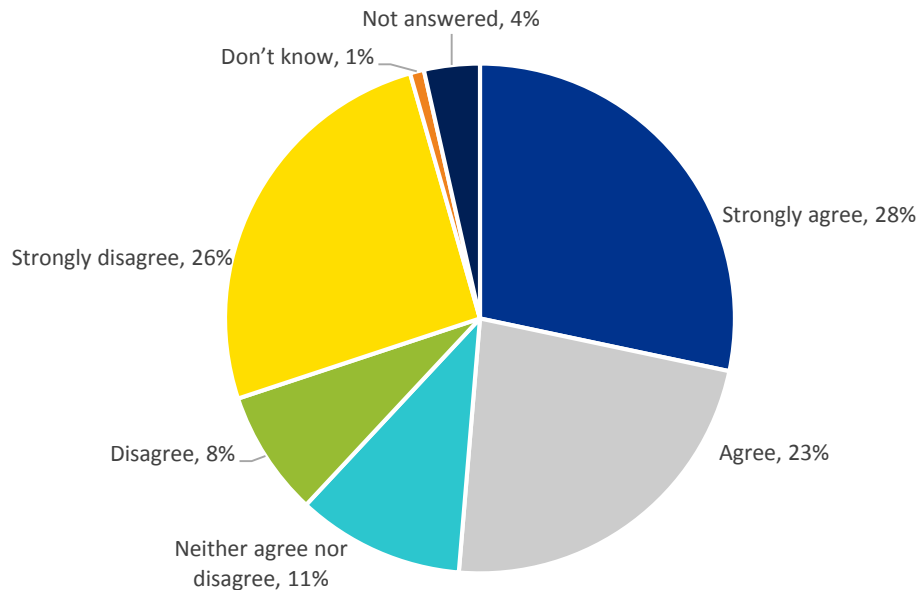


Figure 9. Agreement on recommended route for Melton Mowbray distributor road

Part b of the question asked respondents to provide more details on why they agreed or disagreed with the recommended route for the distributor road. The responses were reviewed and coded to draw together the main themes and issues. The main themes mentioned were:

- Recommended route - 72 respondents made comments related to this theme
- Other routes -71 respondents made comments related to this theme
- General Issues - mentioned by 68 respondents
- Traffic - mentioned by 47 respondents

- Benefits of the scheme - mentioned by 33 respondents
- Environment – mentioned by 29 respondents
- Consultation - mentioned by 19 respondents
- Future Developments - mentioned by 13 respondents
- Congestion - mentioned by 12 respondents
- Funding - mentioned by 7 respondents
- Junctions - mentioned by 5 respondents
- Speed - mentioned by 5 respondents
- NMUs - mentioned by 4 respondents
- Other issues – mentioned by 9 respondents

Comments related to the **recommended route** received the most mentions (mentioned by 72 respondents). The most prevalent issues within this theme were:

- Won't help Leicester road traffic (11 mentions), typical comments included:
"It won't help the traffic that comes from Leicester road." Online response form (Respondent 59)

"It does not address the issues of traffic to and from Leicester road leaving and arriving in the town." Online response form (Respondent 77)

"The proposed distributor road excludes the busiest road into Melton from Leicester." Online response form (Respondent 131)

"Will not relieve traffic on 607 road traffic will still got through town as bypass is a road to nowhere. no-starter unless linked to Leicester road." Paper response form (Respondent 151)
- Recommended route other (10 mentions)
"The route bypasses Thorpe Arnold and Melton Spinney Road" Online response form (Respondent 9)

"So many houses have now been built it is only possible route in the space that is left" Paper response form (Respondent 87)
- Won't solve problem (9 mentions)
"Melton is just a cross roads for two major roads, the 606 and 607 by building a link on just one will not solve the problem in Melton." Online response form (Respondent 49)

"Whilst this route may provide a partial solution it will by no means solve the problem." Online response form (Respondent 128)

"I am not convinced that the scheme will resolve the locally generated traffic issues that cause the congestion experienced in Melton Mowbray." Online response form (Respondent 205)
- Won't relieve traffic issues in town (7 mentions)
"This Distributor Road is a good start, but until there is a Ring Road around the town there will still be long delays within the town." Online response form (Respondent 79)

"Having a relief road which covers only one side of the town will not ease the continual congestion of vehicles passing through the town." Online response form (Respondent 118)

"I can't see how the proposed route will effectively reduce traffic flow through the town." Online response form (Respondent 216)

- Plan will not reduce congestion (6 mentions)
- Encourages rat running (6 mentions)
- Doesn't help Leicester to Nottingham road traffic (5 mentions)
- Doesn't accommodate east to west traffic (5 mentions)

Comments about **other routes** were raised by 71 respondents. The most mentioned comments were:

- Southern distributor road needed (14 mentions)
"The proposal route is incomplete without connecting the relief road from the Oakham Road to the Leicester Road." Paper response form (Respondent 145)

"But strongly suggest that the route between the A606 Burton Road/Oakham Road and A607 Leicester Road (Southern Distributor Road) is also included or secured by other means." Online response form (Respondent 212)

"Combining the Southern and Eastern proposals would give a significant element of future-proofing." Online response form (Respondent 63)
- A full bypass needed (12 mentions)
"It needs a full ring road." Online response form (Respondent 21)

"A completion of the circuit is needed." Online response form (Respondent 181)

"There is a need to link the A607 north and south and the A606 north and south." Online response form (Respondent 199)
- Link to A607 Leicester road needed (9 mentions)
- Other routes – Other (8 mentions)
- Western route better option (7 mentions)
- Eastern to Western distributor road needed (7 mentions)

General issues related to the recommended route was raised by 68 respondents. The majority of the comments were positive (71%), 18% were negative and 11% were neutral. Some of the most raised comments included:

- Scheme is needed (15 mentions)
"Melton clearly needs a distributor road." Online response form (Respondent 207)

"The road is obviously badly needed." Online response form (Respondent 220)
- Logical (12 mentions)
"The route appears the most sensible option." Online response form (Respondent 117)

"This proposed route seems a logical way of hopefully solving many of Melton's traffic problems." Paper response form (Respondent 100)

- Agree with proposed option (12 mentions)
"I strongly agree with the overall idea of the new road." Online response form (Respondent 222)
"Option one - I prefer the shorter road length" Paper response form (Respondent 94)

Benefits to be observed as a result of the recommended route were mentioned by 33 respondents:

- Scheme helps improve congestion in town (14 mentions)
"Recommended route will ease congestion." Online response form (Respondent 159)
"This looks as though it would provide the greatest benefit in terms of reducing congestion." Online response form (Respondent 173)
"needed for the level of traffic flow through Melton and congestion levels for the town" Paper response form (Respondent 97)
- Traffic taken out of town centre (12 mentions)
"Keeps traffic away from the town centre." Online response form (Respondent 48)
"Less traffic running through the centre of town especially at peak times." Online response form (Respondent 99)
- Stops HGVs in town (5 mentions)
- Improved traffic flow (4 mentions)

3.5 Question 2- Considerations for recommended route

The next series of questions focused on three different considerations to be taken into account in identifying the recommended route for the distributor road. The question asked was:

- To what extent do you agree or disagree that we have taken the following factors sufficiently into account in identifying the recommended route for the distributor road:
 - Minimising the impact on the environment
 - Minimising the impact on residents
 - Reducing congestion in town

3.5.1 Minimising the impact on the environment

Figure 10 shows that 45% of respondents agreed that steps to minimise the environmental impact of the scheme were sufficiently taken into account when identifying the recommended route. Three in ten (27%) respondents disagreed and two in ten (23%) respondents stated that they neither agreed nor disagreed with the steps taken to minimise environmental impact of the scheme.

Q2a. To what extent do you agree or disagree that we have taken the following factors sufficiently into account in identifying the recommended route for the distributor road?
(Minimising the impact on the environment)

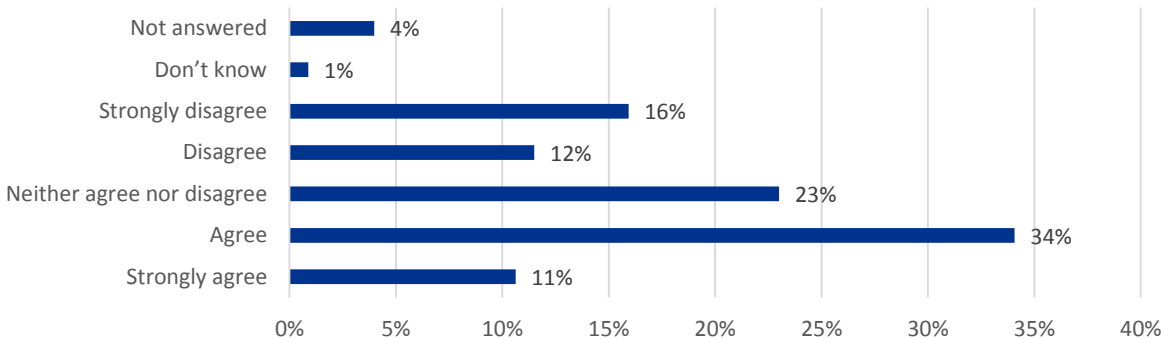


Figure 10. Minimising environmental impact

3.5.2 Minimising the impact on residents (for example in terms of noise and air quality)

Figure 11 shows that five in ten (46%) respondents believed that minimising the impact of the recommended route on residents within close proximity of the scheme was taken into consideration during the decision making process of the recommended route. Whereas, three in ten (30%) disagreed that the impacts on residents had been sufficiently considered.

Q2a. To what extent do you agree or disagree that we have taken the following factors sufficiently into account in identifying the recommended route for the distributor road?
(Minimising the impact on residents (for example in terms of noise and air quality))

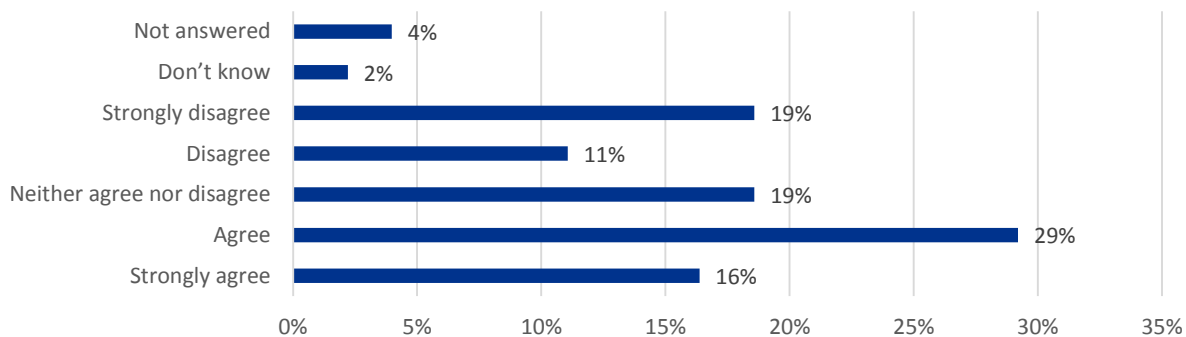


Figure 11. Minimising the impact on residents

3.5.3 Reducing congestion in the town

Congestion experienced within the town centre was one of the main factors behind the need for a distributor road within Melton Mowbray. Of the 226 responses received, six in ten (56%) agreed that that the reduction of congestion was taken into account when identifying the recommended route for the scheme. A further three in ten (33%) respondents disagreed that factors such as reducing congestion had been sufficiently taken into account.

Q2a. To what extent do you agree or disagree that we have taken the following factors sufficiently into account in identifying the recommended route for the distributor road?
(Reducing congestion in the town)

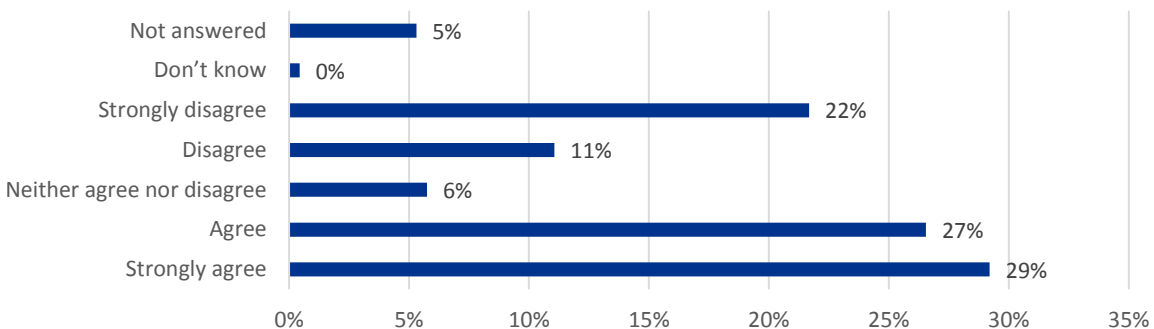


Figure 12. Minimising congestion in town

Respondents were then given the opportunity to provide comments to explain their response. The main themes raised included:

- Recommended route (mentioned by 55 respondents)
- Environmental issues (mentioned by 53 respondents)
- Other routes (mentioned by 33 respondents)
- Impact (mentioned by 29 respondents)
- General issues (mentioned by 26 respondents)
- Traffic (mentioned by 23 respondents)
- Consultation process (mentioned by 21 respondents)
- Benefits (mentioned by 20 respondents)
- Congestion (mentioned by 18 respondents)
- NMUs (mentioned by 3 respondents)
- Other issue (mentioned by 16 respondents)

Comments related to the **recommended route** received the most mentions (mentioned by 55 respondents). The main issues raised within this theme included:

- Won't relieve Leicester road traffic (16 mentions)
"The eastern route will not take Leicester traffic heading for the north of the town or Grantham from the town centre." Online response form (Respondent 7)

"The scheme does not include relief for traffic using the Leicester Road." Online response form (Respondent 120)

".... Will not relieve traffic on 607 road traffic will still got through town as bypass is a road to nowhere. no-starter unless linked to Leicester road." Paper response form (Respondent 151)

- Does not relieve town congestion (12 mentions)

"Not convinced it will stop congestion in the town." Online response form (Respondent 79)

"With respect to reducing congestion in the town centre, the recommended route will not take away the public from visiting the town centre for the purposes of business or pleasure, which is one of the main causes for the congestion." Online response form (Respondent 223)

- Does not address east to west traffic (8 mentions)
- Proximity to Melton Country Park (6 mentions)

"First of all, the road is to be built much is too close to Melton Country Park." Online response form (Respondent 122)

"The proximity of the northern section of the road to the Park is of concern." Online response form (Respondent 139)

Key **environmental issues** (mentioned by 53 respondents) related to this theme included:

- Noise pollution (18 mentions)

"To the north the road is above the houses and will therefore increase noise pollution to the houses between Scalford road and Saxby road." Paper response form (Respondent 152)

"Building the link road does not minimise the noise." Online response form (Respondent 49)

"Has the level of noise disruption been considered for the country park and the nature/life living there?" Paper response form (Respondent 97)

"It will be noisier." Paper response form (Respondent 155)

"Commitment to reducing the impact of noise is not clear enough." Online response form (Respondent 192)

- Air quality impact/ air pollution (17 mentions)

"The road provides an area to infill with housing, which, together with the use of roundabouts along the proposed route will worsen the air quality and pollution for the town." Online response form (Respondent 178)

"I worry about the decrease in air quality for those living on the outskirts and close to the new route." Online response form (Respondent 207)

"Traffic fumes will be moved to a different location." Online response form (Respondent 197)

- Environmental impact Melton Country Park (9 mentions)

- Preservation of habitat (6 mentions)

3.6 Question 2b- Additional considerations for recommended route

Respondents were asked whether there were any additional considerations that they felt should have been taken into account in identifying the recommended route. Figure 13 displays the results, in which 48% of respondents provided additional suggestions; whilst 52% of respondents provided no further comment.

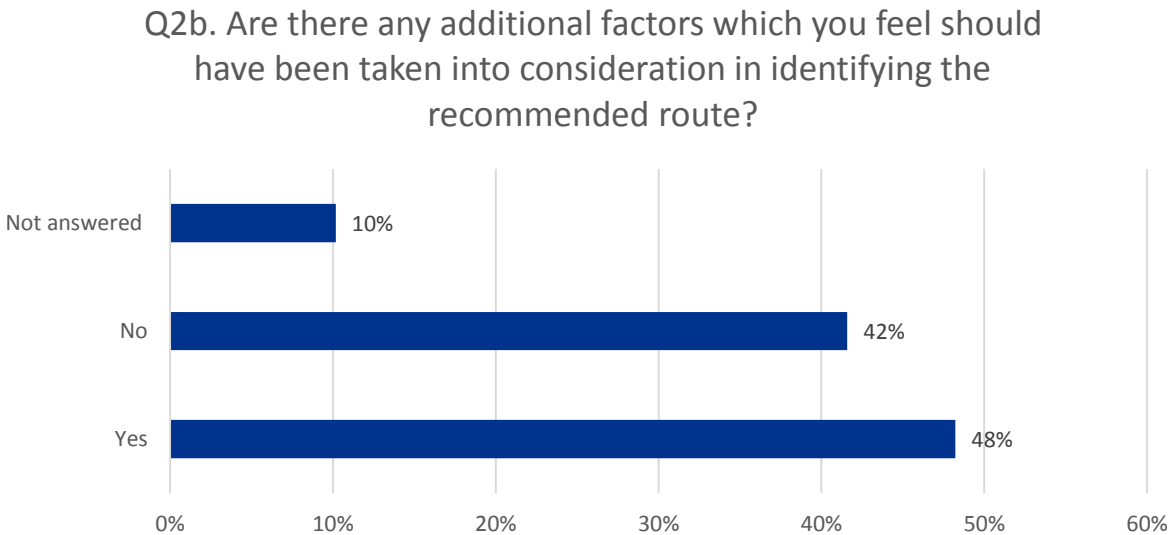


Figure 13. Additional factors to be considered

A number of suggestions were put forward by respondents. Suggestions made included:

- Traffic Flows (mentioned by 37 respondents)
- Other route (mentioned by 25 respondents)
- Environmental (mentioned by 21 respondents)
- Suggestions/considerations for route (mentioned by 16 respondents)
- Opposition (mentioned by 12 respondents)
- Other suggestions for Melton Mowbray (mentioned by 8 respondents)
- Housing developments (mentioned by 7 respondents)
- General support (mentioned by 5 respondents)
- Consultation (mentioned by 5 respondents)
- Other (mentioned by 3 respondents)

Traffic flows (mentioned by 37 respondents) keys issues included:

- Industrial areas/Leicester Road industrial area not considered (5 mentions);
"The wider gain for the community in terms of business development to the west of the town have not been taken into account, particularly with regard to the proposed industrial allocation at the Asfordby Business Park." Online response form (Respondent 199)
- *"The proposed route appears to neglect the areas of industrial development on Leicester Rd."* Online response form (Respondent 129)

Key issues raised within the **Other routes** (mentioned by 25 respondents) theme included:

- Southern distributor road needed/ in addition to eastern route (8 mentions)
"Traffic impact through the town centre, which will only reduce significantly with a 'southern' relief road." Paper response form (Respondent 150)

"The proposal route is incomplete without connecting the relief road from the Oakham Road to the Leicester Road. As it stands, there will still be a 'rat run' at Eye Kettleby." Paper response form (Respondent 145)

A diverse range of issues were raised under the **Environment** theme (mentioned by 21 respondents) these included:

- Wildlife/wildlife crossing (4 mentions)
"Wild Life - buzzards, badgers etc. around the melton country park and surrounding (currently pasture land) area" Online response form (Respondent 200)
- Impact on farming (3 mentions)
"...I will cut through beautiful farmland north of Coventry park and north of Fernley school..." Paper response form (Respondent 153)
- Impact on countryside (3 mentions)
"Disruption of the countryside and impact on peoples views and livelihoods for some." Online response form (Respondent 192)

Suggestions/ considerations for other routes (mentioned by 16 respondents) included:

- NMU provision (3 mentions)
"Ensure cycle needs are met." Online response form (Respondent 15)
- Investigate route for water drainage (2 mentions)
"Hydrology, utility infrastructure, the environment, wildlife and Melton's very essence as a rural market town." Online response form (Respondent 190)

"Will the route be investigated as to water drainage?" Online response form (Respondent 40)

3.7 Question 3- Junction types and location

Stakeholders were asked a series of questions related to the type and locations of junctions to be put in place on the distributor road. Various options were discussed and stakeholders answered these questions based on the proposed location of the junction. Figure 14 displays the results for the proposed junction options offered to respondents.

Q3. To what extent do you agree or disagree with the locations and types of junctions we are proposing for the distributor road?

■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree ■ Don't know ■ Not answered

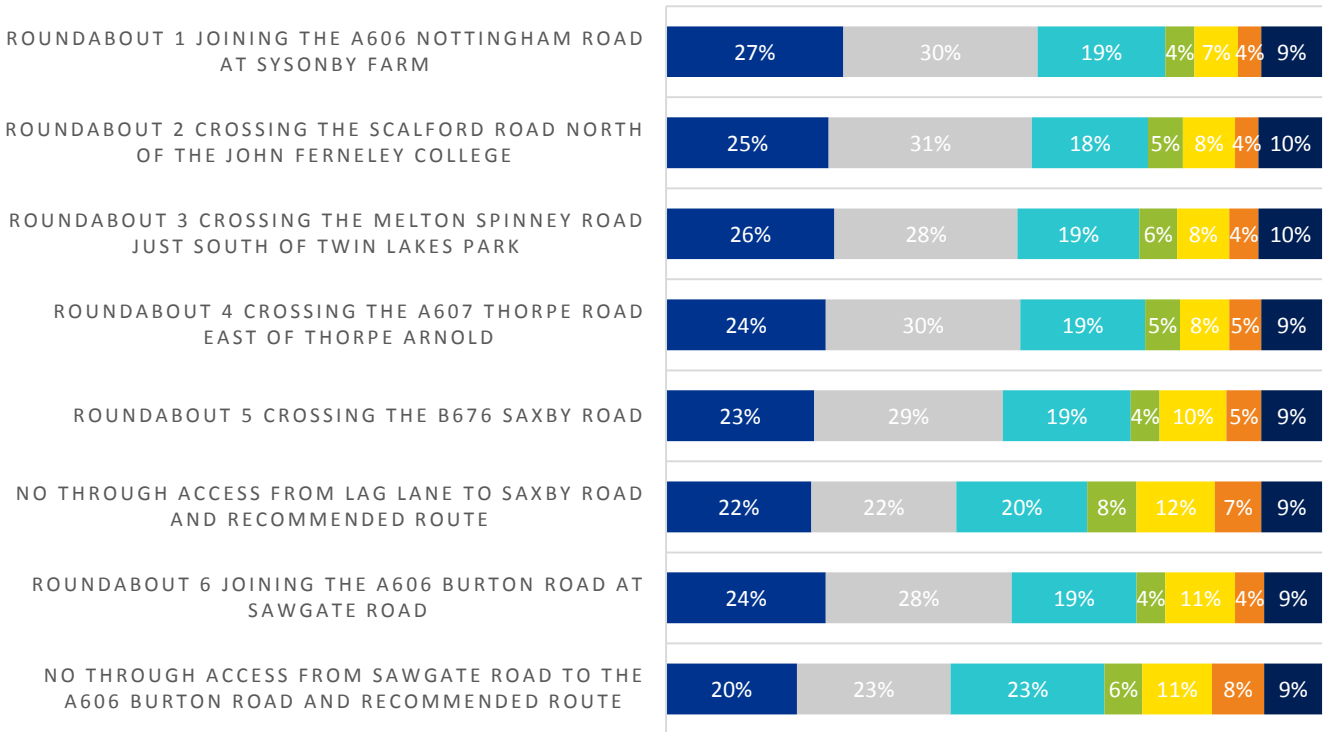


Figure 14. Proposed junction locations

3.7.1 Roundabout 1 joining the A606 Nottingham Road at Sysonby

The first proposed junction involved the construction of a roundabout linking the new distributor road to the A606 Nottingham Road at Sysonby. Respondents were asked if they agreed or disagreed with this option. The majority of respondents agreed with this option, with six in ten (57%) approval rate by respondents, and 11% of respondents disagreeing with the proposed option.

3.7.2 Roundabout 2 crossing Scalford Road

The next question required respondents to state whether they agreed or disagreed with the option of a roundabout crossing for the Scalford Road junction. 56% of respondents agreed with the roundabout crossing and 13% disagreed with this option.

3.7.3 Roundabout 3 crossing Melton Spinney Road (Twin Lakes Park)

Respondents were asked to what extent they agreed or disagreed with the option of a roundabout crossing Melton Spinney Road, south of Twin Lakes Park. Results showed that five in ten (54%) respondents said they agreed; whereas, 14% disagreed with the proposed option for this location.

3.7.4 Roundabout 4 crossing the A607 Thorpe Road

Following on, respondents were asked if they agreed or disagreed with the option of a roundabout crossing the A607 Thorpe Road, east of Thorpe Arnold. The majority of respondents (54%) agreed with this proposed option, and 13% stating that they disagreed with the option provided.

3.7.5 Roundabout 5 crossing the B676 Saxby Road

Respondents were generally in support of the plans for roundabout five, 51% agreed with the option and 15% disagreed with the option.

3.7.6 No through access from Lag Lane to Saxby Road and recommended route

The next option provided to respondents involved the closure of access from Lag Lane to Saxby Road and the recommended route. Four in ten respondents (44%) agreed with the idea of no through access from these points, and 19% disagreed.

3.7.7 Roundabout 6 joining the A606 Burton Road at Sawgate Road

The final junction option proposed involved a roundabout linking the distributor road to the A606 Burton Road at Sawgate Road. Over half of respondents (53%) agreed with this option, and 15% disagreed.

3.7.8 No through access from Sawgate Road to the A606 Burton Road and recommended route

The option of no through access from Sawgate Road to the A606 Burton Road was also presented to respondents. Of the responses received, 43% of respondents agreed with this proposed option and 16% disagreed.

The second half of the question allowed respondents to provide more details if they wished on why they agreed or disagreed with the proposed locations and types of junctions. The responses were reviewed and coded to draw together the main themes and issues mentioned. The main themes were:

- Sawgate Lane/Lag Lane, mentioned by 32 respondents. The main issues within this were:
 - NMU access to Sawgate Lane/Lag lane (7 mentions)
"I hope that access via Lag Lane and Sawgate road will still be possible by foot, cycle and horse, but this is not clear from the plans available at the moment." Online response form (Respondent 70)

"Lag Lane and Sawgate Rd are popular with dog walkers, runners and cyclists (myself included in all three of these). I'm concerned about the impact that the route will have on the junctions specified above for these users. It would be a great shame if access was reduced or made less NMU friendly by the construction work." Online response form (Respondent 110)
 - Antisocial behaviour/ fly tipping (6 mentions)
"Creation of a dead end would also encourage more fly tipping." Online response form (Respondent 184)
 - Why no access to Sawgate/Lag Lane? (4 mentions)
 - Happy with no through access (4 mentions)
- General support (mentioned by 27 respondents)

- Roundabout OK/best/safest/improve environmental impact/keeps traffic out of town/ helps flow of traffic/logical (9 mentions)
"Traffic roundabouts will slow the traffic but also keep it moving." Online response form (Respondent 12)

"They are good ways of joining everything up." Online response form (Respondent 172)

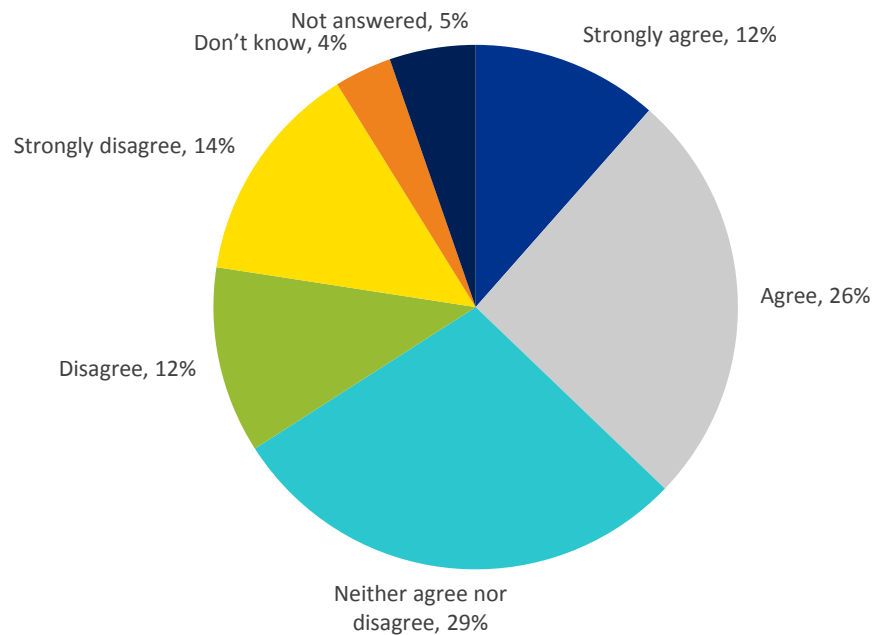
"The positioning of the roundabouts keep the traffic clear of the town. A huge percentage of traffic entering MM is purely passing through." Online response form (Respondent 46)
- Agree with route/ junction designs (7 mentions)
"The locations look reasonable, and I would agree with no access from Lag Lane or Sawgate Road for motorised traffic." Online response form (Respondent 197)

"The general layout seems well thought out and needs no modifications." Online response form (Respondent 71)
- Opposition (17 mentions)
 - Disagree with route (6 mentions)
 - Blocks NMU routes (4 mentions)
 - Too close to Melton Country Park (2 mentions)
- Other route (14 mentions)
 - Full bypass (6 mentions)
 - Western route (4 mentions)
- Roundabout 2 (13 mentions)
 - Scaford road not designed for through traffic (3 mentions)
"Scaford road isn't designed for a lot of through traffic." Paper response form (Respondent 99)
 - Extend further north (2 mentions)
- Roundabout 3 (10 mentions)
 - Ok/ good location (2 mentions)
 - Dedicated filter lane for Twin Lakes (1 mention)
 - Reduce speed limit to 50mph (1 mention)
- Roundabout 6 (10 mentions)
 - Move north/south (2 mentions)
 - Realign for direct route between Saxby Road and Burton Road (1 mention)

3.8 Question 4- Environmental impacts of the scheme

The views of respondents were sought in regards to the environmental impact of the scheme. Respondents were asked to what extent they felt the potential environmental impacts of the scheme had been captured. Of the 226 respondents asked, 38% agreed that the environmental impacts had been captured, whilst 26% disagreed.

Q4. To what extent do you feel we have captured the potential environmental impacts of the scheme?



Part b of Q4 allowed respondents to provide more details on why they agreed or disagreed with the environmental impacts of the scheme; 95 respondents provided comments. The most frequent themes in the responses were:

- Environmental impact (mentioned by 44 respondents)
 - Noise pollution (9 mentions)
 - "Pollution, noise and light into the country park and into proposed and existing housing."* Online response form (Respondent 152)
 - "Noise pollution."* Online response form (Respondent 85)
 - "Noise pollution... on distributor road may affect the new housing development of the north side of town."* Paper response form (Respondent 97)
 - Melton Country Park (7 mentions)
 - "There is no mention of Melton Country Park within the 'Environmental Considerations' section."* Online response form (Respondent 139)
 - "As yet there is no indication of how you will deal with the Melton Country Park."* Online response form (Respondent 132)

- No considerations mentioned (7 mentions)
"No regard has been paid towards the environment." Online response form (Respondent 190)
- Wildlife impact (6 mentions)
"Surveys need to include the movement of wildlife in and out of the Park, particularly to the North, including a recognition of seasonal patterns rather than just a snapshot in time." Online response form (Respondent 139)
- Consultation process (mentioned by 26 respondents)
 - Insufficient information (16 mentions)
"needs more info" Paper respondent form (Respondent 151)

"The consultation is lacking in facts." Online response form (Respondent 167)

"Insufficient information." Online response form (Respondent 7)
 - Consultation process other (5 mentions)
"The consultation combines questions ie asking people about travelling into and through Melton Mowbray as opposed to asking this question separately as two questions. Data generated around this question and any mitigating steps will not be suitably informed about peoples travel patterns and associated environmental impacts and therefore appropriate mitigating steps cannot be appropriately considered" Online response form (Respondent 167)
 - Surveys yet to be completed (3 mentions)
"An environmental impact assessment has not been completed." Online response form (Respondent 223)

"Surveys haven't been completed." Online response form (Respondent 221)
- General issues (mentioned by 19 respondents)
 - Can't comment (3 mentions)
 - Not qualified to judge (3 mentions)
- Impact (mentioned by 19 respondents)
 - Countryside (6 mentions)
"Negative (building on countryside)." Online response form (Respondent 42)

"Unfortunately you have chosen a route that impacts the most on the local countryside." Online response form (Respondent 205)
 - Impact on communities (5 mentions)
"As mentioned before, I feel that the impact on the countryside and the quality of life of the residents have not been fully considered." Online response form (Respondent 193)
 - Additional housing (3 mentions)
- Other issues (mentioned by 12 respondents)

3.9 Question 5- Mitigation of environmental impacts

The final question aimed to gain the view of respondents on the possible mitigation methods of environmental impacts of the scheme. Figure 16 displays the results of this question, with 34% of respondents agreeing with the potential mitigation methods, 17% disagreeing and 33% of respondents neither agreeing nor disagreeing.

Q5. To what extent do you agree or disagree with the possible methods for mitigating any environmental impacts of the scheme?

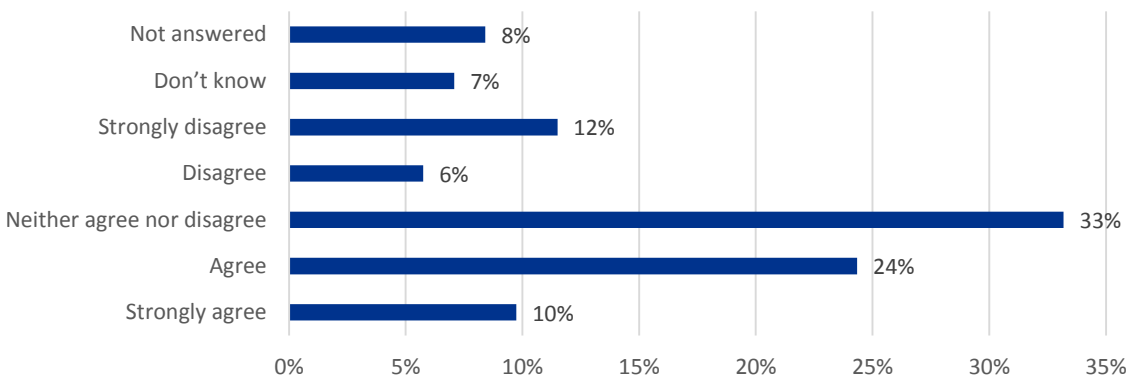


Figure 16. Mitigation of environmental impacts

The question allowed for respondents to provide further comments to explain their answer, these comments were coded and analysed to draw together the main themes. The main themes mentioned were:

- Consultation (mentioned by 30 respondents)
 - Insufficient information (18 mentions)

"A few words of intention is not the same as a detailed proposal." Online response form (Respondent 69)

"The methods contained within the consultation document are very limited." Online response form (Respondent 139)
 - More detail needed (6 mentions)
- Environment, mentioned by 29 respondents. The main issues within this theme were:
 - Mitigation plan (5 mentions)

"What mitigation of environment impacts have been taken? I don't know yet." Online response form (Respondent 37)

"Until an environmental impact assessment has been completed, how can anyone suggest possible methods for mitigating any risks. The proposal has merely listed a number of possible environmental factors that should be considered." Online response form (Respondent 223)

"The mitigation methods suggested are generic and appear to still be in their early stages of development." Online response form (Respondent 209)

- Effect on wildlife corridor (4 mentions)
"Mitigation is required to allow for wildlife corridors, perhaps there should be a bridge of some description to allow the wildlife to continue to enter and leave the park." Online response form (Respondent 191)

"Concerns about the effect on the country park and a wildlife corridor." Online response form (Respondent 181)
- Flood plans (3 mentions)
"Extra attention should be paid to flooding." Online response form (Respondent 67)
- General (mentioned by 15 respondents)
 - Happy with recommendations (3 mentions)
"Happy with all recommendations." Online response form (Respondent 42)
 - Disagree with chosen route (3 mentions)
"I strongly disagree with the logic of choosing an eastern option." Online response form (Respondent 205)
- Preferred route (mentioned by 9 respondents)
 - Community impact (3 mentions)

4. Open format responses

In addition to the 226 responses received on the consultation response form, a further 80 responses were received from 67 different respondents (Note: some respondents submitted more than one response) as letters, reports or emails. These were reviewed, coded and analysed to understand the main issues and concerns raised. Three responses were received after the deadline and have not been included in the following analysis.

The majority of responses received were from individuals, landowners and business (57 separate responses), 20 responses were on behalf of key stakeholder or councilors, 3 responses did not provide a name. The table below shows the organisations who responded by email or letter, for confidentiality purposes we have not listed the landowners and general public who responded.

Table 3 Responses received

Respondent Type	Number of other formats	Name of Organisation
General Public / business / landowner	57	
Unknown	3	
Key Stakeholders	20	Waterway society
		Local access forum
		Melton North Action Group
		Natural England
		CPRE Leicestershire
		Severn Trent (x2)
		Waltham on the Wolds and Thorpe Arnold Parish Council
		Loughborough NW
		Kirby Bellars Parish Council
		Historic England
		Melton North Action Group
		Ab Kettleby Parish Council
		Melton Craven Council
		Office of Rail and Road
		Highways England
		Environment Agency
		Burton & Dalby Parish Council
		Leicestershire & Rutland Bridleways Association
		Leicestershire & Rutland Wildlife Trust

4.1.1 Processing of responses

As with the consultation response form, all responses were reviewed and coded to draw out issues and themes raised in responses. This section looks at these themes and issues rather than at individual responses. Individual responses have been sent by Leicestershire County Council to those who commented in a letter or email.

4.1.2 Themes and issued raised in responses

The main themes raised in the responses are provided below:

- Recommended Route – mentioned in 35 of the 80 open format responses
- Consultation – mentioned in 33 of the 80 open format responses
- Environment – mentioned in 23 of the 80 open format responses
- General – mentioned in 17 of the 80 open format responses
- Other routes – mentioned in 16 of the 80 open format responses
- Assessments – mentioned in 15 of the 80 open format responses
- Roads/ Traffic – mentioned in of the 80 open format 13 responses
- Impacts – mentioned in 11 of the 80 open format responses
- NMU – mentioned in 10 of the 80 open format responses
- Junctions – mentioned in 9 of the 80 open format responses
- Funding – mentioned in 9 of the 80 open format responses
- Congestion – mentioned in 7 of the 80 open format responses
- Benefit – mentioned in 6 of the 80 open format responses
- Opposition – mentioned in 4 of the 80 open format responses
- Further developments – mentioned in 1 of the 80 open format response
- Other – mentioned in 5 of the 80 open format responses

The main themes raised in the letters and emails are discussed in more details below:

- Comments about the recommended route, mentioned 35 by respondents. The main issues within this theme were:
 - Speed (8 responses)
“why does Eastern Road need to be 60 mph?” Email response (Respondent 7)

“The speed limit between Roundabouts 4 and 5 should be 40mph not 60mph as proposed to improve safety and to reduce noise and vibration” Email response (Respondent 6)
 - Preferred route doesn't address A607 traffic (7 mentions)
“Can you tell me what happens to the traffic inbound from Leicester or traffic from the other major directions that wish to get onto the Leicester Road?” Email response (Respondent 14)

“the eastern route proposed seems unlikely to alleviate the traffic flows on the western side of town (Leicester Road and Asfordby Road)” Letter response (Respondent 72)
 - Respondents believed the recommended route won't solve the current problems being experienced in Melton Mowbray (6 mentions)
“The building of the stores for Sainsburys, LIDL and ALDI have all added to the congestion and bring traffic and trade into the town, and the proposed MMDR will have little effect.” Email response Letter response (Respondent 75)

“Numerous traffic studies of Melton town centre, and empirical local knowledge, indicate that congestion in Melton town centre originates largely from local journeys within the town. This would remain a problem.” Letter response (Respondent 73)

- Through traffic will continue (5 mentions)
“Without a link from the A607 Leicester Road to the Grantham road via Thorpe Arnold - traffic will still congest through the town on Wilton Road, Norman Way and Thorpe Road” Email response (Respondent 61)

- Consultation process (33 mentions)

- Lack of sufficient information (12 mentions)
“....difficult to make any meaningful comments due to the lack of available detail.” Email response (Respondent 51)

“Although recognised as public documentation, the consultation documents do not provide much detail on the methodology used to assess the impacts of each option.” Email response (Respondent 68)

- Requesting further information (5 mentions)
“We understand there will be changes to traffic flows through the parish of Waltham on the Wolds and Thorpe Arnold via the A607 caused by MMDR. Would you please supply the information you have in this regard as soon as possible” Email response (Respondent 39)
“Can you tell me about any bye pass that will run behind my house on freeby close Melton” Email response (Respondent 2)
- No previous consultation before recommending a route (3 mentions)
- Documents don't depict full extent of scheme (3 mentions)

- Environment (23 mentions)

- Flood risk (6 mentions), which called for flood mitigation to be considered (5 mentions)
“The land cannot cope with the high amount of water now, so if a new road is also put in, it will only add to the flooding we are experiencing. All of the culverts around this area are blocked. Are you aware of the flooding and blockages?” Email response (Respondent 15)

“The risk of flooding to the town will be increased.” Email response (Respondent 48)

“Have the Environment Agency and the Lead Local Flood Authority been consulted?” Email response (Respondent 48)

“.... is not convinced that the severity of flooding in this area has been appreciated and that sufficient mitigation is planned”. Email response (Respondent 51)

- Noise issue amongst respondents (5 mentions)
“Roundabout 6 ...increased noise and pollution outside my property entrance and my neighbours.” Email response (Respondent 62)
- Impact of scheme (5 mentions)

“destruction of productive agricultural land and wildlife habitats etc to accommodate new roads and warehousing.” Email response (Respondent 33)

- General comments (17 mentions)
 - Support scheme (6 mentions)
“I fully support the proposal 100 %.” Email response (Respondent 24)

“We therefore support the County Councils proposals for the Eastern Distributor Road and the recommended route proposed” Email response (Respondent 64)

- Need for scheme (4 mentions)
“A much needed addition to the town.” Email response (Respondent 56)

5. Key themes and LCC responses

Leicestershire County Council will review all comments received during the consultation and where possible and appropriate incorporate these into the final design of the scheme.

Following the analysis of the responses received, a number of key themes emerged in the comments across the open questions on the feedback form and the email and letter responses. LCC has considered these concerns and has provided a response to each.

Each theme is addressed separately below.

5.1 Leicester Road (A607) traffic and no connection to distributor road

Respondents indicated that Leicester Road experiences high levels of traffic and that the recommended route does not accommodate or improve this situation.

LCC Response

Traffic modelling has shown that a high proportion of traffic travelling on Leicester Road (A607) is heading to or from Melton's town centre and therefore not travelling through Melton onto further destinations. As such providing a link to the A606 north or south from the A607 Leicester Road will have less impact on reducing congestion in the town centre than the Eastern Option. The A606 Nottingham Road to Burton Road, receives a significantly higher proportion of through traffic, the proposed eastern route will allow through traffic to travel around the outskirts of the town reducing the volume of traffic travelling through the centre, increasing capacity within the town centre and improving congestion.

It was not clearly stated in the consultation brochure but a link from Leicester Road to A607 Burton Road, and so to the Eastern Distributor Road, will be facilitated through the construction of a southern distributor road. This section of the distributor road will be funded by developer contributions as part of the southern housing development plans included in Melton's Draft Local Plan. This road is not part of this consultation which is currently seeking funding from the Department for Transport (DfT), which is why no details were included in the consultation brochure.

5.2 Other suggested routes

Respondents suggested that other routes such as a southern or western distributor road or a total bypass around the town would be more appropriate.

LCC Response

The consultation brochure included details of why the eastern distributor road was considered the best option. In summary the route met the objectives of the scheme while providing a better Benefit to Cost Ratio and presenting fewer engineering challenges.

LCC notes the suggestions for alternative routes and has provided further details of the southern distributor road option in 5.1 above. The final quadrant of an "full distributor road" would be from A607 Leicester Road to A606 Nottingham Road, there are currently no plans to build this section. For the majority of traffic travelling from Nottingham to Leicester there are several already existing and preferred routes. As such there is little demand for through traffic on this quadrant.

5.3 Environmental concerns

Respondents raised concerns over the proximity to Melton Country Park, impacts on wildlife and noise and air pollution, along with the need to investigate potential flooding issues.

LCC Response

The potential impacts on noise and air pollution will be assessed as part of the Environmental Impact Assessment (EIA). This assessment is in its initial stages with surveys currently being undertaken, further surveys are planned during spring/summer 2018 to provide an accurate representation of the existing area. The findings of these surveys will be combined within the EIA report and used to assess the potential impacts during and after construction. The EIA will include appropriate mitigation to be implemented and changes to the design.

Leicestershire County Council has met with the Environment Agency to discuss the scheme and its potential impact on flooding in the area. The council is undertaking a flood modelling assessment and will provide mitigation to reduce the potential for flooding, should a problem be identified. All flood mitigation designs will be approved with the Environment Agency before work commences.

Some respondents expressed a preference for Option 2 which passed further west traversing the Brentingby Flood Alleviation scheme, this option was dismissed because the Environment Agency expressed concerns over this, they provided the following response as part of the consultation:

“From a flood risk perspective we are pleased that the proposed route avoids crossing our flood defence asset at Brentingby.”

The council also met with the Friends of Melton Country Park on the 25th September. This meeting was very productive and the council will continue to work with this group to ensure that the scheme minimises any impacts on the park and its wildlife. Suggestions to maintain the link between the park and the countryside including specific wildlife crossing points, the inclusion of landscaping to mitigate any effects of the road and reduced lighting in the vicinity of the park will all be considered.

5.4 Consultation

Respondents expressed their concern at the lack of detailed information within the consultation brochure including details of environmental data and mitigation.

LCC Response

The information provided within the brochure reflects the early design stage of the recommended route. LCC will provide more detailed information about how the scheme has developed once the detailed design phase and the environmental impact assessment have been conducted.

A full Environmental Impact Assessment (EIA) will be conducted for the scheme which will provide detailed information on each of the indicators within the consultation brochure. This assessment is still in its early stages and all of the surveys have yet to be completed, this may take up to a year to ensure that the most accurate representation of each of the environmental indicators in the area is achieved. Once all of the surveys are completed a detailed report will be produced and available to members of the public via the schemes website:

mmdr@leics.gov.uk

It is currently anticipated that this will be available in late 2018 and will include more detailed information about the scheme, its location and junctions. The information will be available via the scheme's website: mmdr@leics.gov.uk.

5.5 Sawgate Lane and Lag Lane

Respondents expressed concern about Non-motorised User (NMU) access and the potential for anti-social behavior and fly tipping if these lanes are stopped and become dead ends.

LCC Response

Leicestershire County Council will maintain NMU access on both lanes, closing the lanes to motorised traffic only and providing turning places. Measures to reduce fly tipping and anti-social behavior will also be included, such as installing bollards at both ends of the lanes to stop motorised access.

5.6 Speed limits on the recommended route

Residents queried why the scheme has two speeds limits; they also expressed concern over the 60 mph section between Roundabout 3 (Melton Spinney Road) and Roundabout 6 (A606 Burton Road).

LCC Response

We want the distributor road to be as attractive as possible for traffic which is travelling through the area rather than into Melton. One way to do this is to make the journey time as short as possible, both by having the shortest feasible route and the highest feasible speed limit. However, we also want Melton to continue to be a pleasant place to live. For this reason, we have kept to the shortest possible route while keeping a reasonable distance from existing housing. We have also considered the most appropriate speed limits along the distributor road. Allowing traffic to travel at 60mph between the A606 Burton Road and Melton Spinney Road reflects the fact that this part of the route is travelling through countryside with few residential properties in the area. Between Melton Spinney Road and the A606 Nottingham Road roundabout the route travels through an area designated for new housing development. To reflect this more urban nature of the road – to reduce noise as much as possible – the proposed speed limit along this section is 40mph.

Leicestershire Country Council will review the proposed speed limits during the detailed design stage of the scheme, taking account of the comments raised as part of the consultation process.

5.7 Roundabouts

Respondents provided individual suggestions and comments for each of the six roundabouts. A broad range of comments were received some of the key themes raised are discussed further in Table 4 below.

Leicestershire Country Council will review all of the comments received and factor these into their consideration during the detailed design stage of the scheme, we do not propose to provide individual responses within this document.

Table 4 Key themes raised

Roundabout	Suggestion	LCC response
Roundabout 1	Too close to housing	<p>The proposed roundabout needs to form a link between the new Distributor Road, A606 Nottingham Road and St Bartholomew's Way. This requirement dictates the broad area where the roundabout will be. However, we are aware of the potential to impact on the existing houses, and also the need to keep the A606 flowing during construction, for this reason we therefore propose to build the roundabout to the east of the existing road (on the old Sysonby Farm site) to reduce these impacts.</p> <p>Noise monitoring is taking place, and once we have a more final design we will use noise modelling to determine this impact on the existing houses in the area. Once we know the potential impact we will consider appropriate noise mitigation. We will provide landscaping to mitigate any visual intrusion.</p>
Roundabout 2	Extend northwards	<p>The proposed roundabout needs to form a link between the new Distributor Road and Salford Road. This requirement dictates the broad area where the roundabout will be. We will be moving the proposed roundabout north east, to the east of Salford Road.</p> <p>To ensure Salford Road continues to flow during construction we propose to build the roundabout to the east of the existing road.</p>
	Too close to school	<p>The proposed roundabout will help to slow traffic on Salford Road travelling into Melton town centre, prior to reaching the college. This should reduce the impact of traffic in general on the school by reducing the speed at which it passes the school.</p> <p>The distributor road will also significantly improve access to the college with a proportion of traffic avoiding Melton town centre by approaching via this road instead.</p>
	Will cause chaos	<p>The road will be designed in line with the Design Manual for Roads and Bridges to ensure it meets current standards and maintains traffic flows.</p> <p>There will be some traffic disruption during construction, as stated above we propose to build the new roundabout slightly away from Salford Road to reduce this impact as much as possible.</p>
Roundabout 3	Good location	N/A

Roundabout	Suggestion	LCC response
Roundabout 4	Too close to properties	<p>The proposed roundabout is located adjacent to the A607 approximately equidistant between properties to the north and south.</p> <p>Noise monitoring has taken place and mitigations will be considered dependent on outcomes.</p> <p>Landscaping will be provided to mitigate any visual intrusion in the landscape</p> <p>The roundabout will be constructed slightly away from the A607 to minimize disruption during construction.</p>
	Unnecessary	<p>In order for the distributor road to perform its function as a distributor of traffic access has been provided for all the key roads it meets along the route.</p> <p>Modelling has suggested that traffic through Thorpe Arnold would reduce following the opening of a distributor road as the distributor road will be more attractive to traffic whose destination is not Melton itself.</p>
	Move closer to golf course	<p>This would significantly increase the length to the proposed route, which would increase the cost of its construction, reducing the benefit to cost ratio of the scheme and making it less likely to receive funding.</p> <p>Such an alignment would also pass very close to the properties in the vicinity of Lodge Farm. For these reasons this option has been discounted.</p>
Roundabout 6	Move north or south	<p>The proposed roundabout needs to form a link between the new Distributor Road, A606 Burton Road and the proposed new road to the development south of Kirby Lane. This requirement dictates the broad area where the roundabout will be.</p> <p>The archaeological site at Burton Lazars is also a constraint on where the roundabout can be positioned.</p>

Appendix A. Consultation brochure

Melton Mowbray Distributor Road

Public consultation on recommended route
2 September until 15 October 2017



Don't miss your chance,
have your say.

Introduction

Melton Mowbray's town centre suffers from traffic congestion. Studies have shown that there is a significant need to improve the road network to help support the growth of the town. This is a key ambition of Melton Borough Council's draft local plan. Leicestershire County Council has worked closely with partners and Melton Borough Council to develop a recommended route for the creation of a distributor road which would pass around the outskirts of the town.

From 2 September until 15 October 2017 a public consultation will be held about the proposed changes for the Melton Mowbray distributor road (MMDR). In this brochure you will find information about the recommended route, its design and features and the next steps in the process. This information is designed to allow you to make an informed contribution to the public consultation.

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- 3 Consultation & How to respond
- 4 Need for the scheme
- 6 Benefits of the scheme
- 7 Scheme development history
- 8 The options
- 11 Developing the proposed routes
- 12 The recommended route
- 16 Environmental considerations
- 18 Next steps
- 18 Further information
- 19 Leaflet collection points

Have your say
leicestershire.gov.uk/mmdr

Consultation

Your views are sought on the recommended route and proposed junction locations and designs. This is your opportunity to express your thoughts, what concerns you may have and share any local or specialist knowledge that may help to improve the scheme.

The consultation will run for six weeks starting on 2 September 2017 and closing at 11:59pm on 15 October 2017.

Public consultation exhibitions will be held for you to find out more about the scheme and ask the project team any further questions you may have.

The public exhibitions are being held as follows:

Friday 15 September 2017, 2pm to 8pm

Melton Borough Council
Parkside, Station Approach,
Burton Street, Melton Mowbray, LE13 1GH

Saturday 16 September 2017, 10am to 3pm

Melton Borough Council
Parkside, Station Approach,
Burton Street, Melton Mowbray, LE13 1GH

Monday 2 October 2017, 5.30pm to 9pm

Thorpe Arnold Village Hall
Lag Lane, Thorpe Arnold,
Melton Mowbray, LE14 4RU

Further information will also be available at the Melton Mowbray Food Festival held at Melton Mowbray Livestock Market on **7 and 8 October between 10am and 4pm.**

How to respond

You can provide your feedback by completing the consultation questionnaire online at the scheme page at leicestershire.gov.uk/mmdr or by sending your completed questionnaire to the address below.

**Melton Mowbray distributor road consultation,
Room 300B,
Leicestershire County Council,
Have Your Say,
FREEPOST NAT18685,
Leicester LE3 8XR**

You can also provide feedback by emailing:
mmdr@leics.gov.uk

Printed copies of the brochure and questionnaire will be available at the exhibitions and at various locations in Melton Mowbray throughout the consultation, further details of these locations can be found on page 19.

**Don't miss your chance,
have your say.**

**Please ensure your response is received
by 11:59pm on 15 October 2017.**

**If a response is sent to any address
other than the ones set out above,
responsibility cannot be accepted for
ensuring that it will be considered as
part of the consultation process.**

Have your say
leicestershire.gov.uk/mmdr

Need for the scheme

Melton Mowbray is a vibrant market town which suffers from traffic congestion throughout the day. During peak commuting times the town centre becomes extremely congested resulting in unreliable journey times and long delays. This traffic is affecting the quality of life of residents in the area and produces a negative perception of the town as a place for business and people to visit.

A number of traffic studies have been conducted which show that the town centre's road network is close to capacity and cannot cope with the levels of road traffic created by its residents, businesses and traffic travelling through the town to other destinations. Despite previous investments in highway improvements, Melton Mowbray continues to experience significant traffic congestion at key junctions in the town.

The draft Melton local plan sets out a vision for the sustainable growth of the borough up until 2036, it includes a number of strategic objectives and priorities to ensure the continued growth and success of the borough, some key objectives include:

- Improving the local economy and infrastructure
- Revitalising Melton Mowbray town centre
- Reducing traffic congestion in Melton Mowbray
- Making existing structures and projects more accessible
- Enabling and supporting the provision of affordable housing

As part of these objectives the draft local plan also identifies the need to build 6,125 houses and provide 31 hectares of employment land within the borough of Melton between 2011 and 2036, of which 3,980 houses and 31 hectares of employment land are proposed within Melton Mowbray. It identifies three main growth locations, in the south and north of the town and at Asfordby Business Park:

Melton Mowbray South sustainable neighbourhood

- 1,700 new houses by 2036, 2000 total
- 20 hectares of employment land (for manufacturing and industrial purposes)
- A new primary school (2.5 hectares)

Melton Mowbray North sustainable neighbourhood

- 1,500 houses by 2036, 1700 total
- 1 hectare of employment land (for business offices)
- A new primary school (2.5 hectares)

Asfordby Business Park

- 10 hectares of employment land (for manufacturing and industrial purposes)

To fulfil the draft local plan aspirations and allow the future growth of Melton Mowbray and Melton borough as a whole, evidence demonstrates that a major highways improvement is required.

Traffic modelling has shown that the best option for the town is to create a distributor road around its outskirts. A distributor road would allow traffic to travel around the town without the need to travel through the congested town centre. It would also provide access to future housing and employment growth areas through its new junctions.

The county council has been working with the borough council to develop a transport strategy for the borough, which includes a Melton Mowbray distributor road (MMDR). In addition to a distributor road, the transport strategy will also include measures to improve the town centre. These measures have yet to be decided, but could include improving the walking and cycling provision, as well as public transport and road junctions within the town centre.

The strategy has identified a number of key objectives:

- Improving access to potential housing and employment areas as identified in the draft local plan
- Reducing congestion on the local road network, especially within Melton town centre
- Improving access to Melton town centre enabling it to develop and grow
- Reducing the impact on residential roads in the town centre which are currently used as traffic short cuts
- Remove large Heavy Goods Vehicles (HGVs) which travel through Melton town centre on to other destinations
- Improve facilities in the town centre for walking and cycling and make the area more attractive to business investment
- Increase levels of walking and cycling within the town centre
- Improve highway safety for all road users within Melton Mowbray town centre

In July 2016, the county council worked with the borough council to jointly submit a bid to the Department for Transport (DfT) Large Local Major Transport Schemes Fund. The bid was approved, and in November 2016 the county council was awarded up to £2.8m to complete the initial design work and obtain overall approval for a Melton Mowbray distributor road. This funding provides the first steps in obtaining funding for the whole scheme which is expected to cost in excess of £50 million and may approach up to £100 million, if it is approved.

Benefits of the scheme

Leicestershire County Council has worked with key stakeholders, including Melton Borough Council, to design a scheme that would provide a range of local and regional benefits, these are described below:

Local benefits of the scheme:

- **Expansion of key growth locations**

The new road would help to facilitate the draft local plan aspirations for growth in the borough and provide access to important development sites which would bring more opportunities for affordable housing for local residents and help to attract new businesses to the area.

- **Opportunity to improve active travel in Melton Mowbray**

The distributor road will be designed to include new routes for pedestrians and cyclists. As the new road would remove traffic from the town centre it would make walking and cycling in Melton much more attractive and allow buses to run more efficiently and without delay.

- **Reducing travel time through Melton Mowbray**

The new road would divert traffic passing through Melton town centre onto other destinations around Melton; this would help to reduce the delays and congestion experienced in the town centre.

- **Improving air quality**

Air quality is expected to improve for local residents in the town centre as the new road would divert through traffic away from Melton's centre and reduce traffic congestion.

- **Reduction in noise and vibration levels**

As the new road would allow large HGVs to travel around the town, the amount of noise and vibration caused by these vehicles in Melton's town centre would reduce.

Regional benefits of the scheme:

- **Improving the network accessibility**

The new road would improve access for people living in the surrounding smaller towns and villages. It would also contribute towards improving travel across Leicestershire and the Midlands (including travelling to and from the East Midlands Gateway Strategic Rail Freight Interchange). This is one of the key priorities of the Midlands Connect initiative.

- **Supporting economic growth**

The new road would improve journey times across the region, making it easier and more reliable to travel which would help to attract new business to the Midlands.

Scheme development history

A study was conducted in 2014 to look at how future development within Melton Mowbray will affect traffic congestion in the town centre. The study showed that the road network in Melton Mowbray's town centre is close to its capacity and any future development will require significant improvement to the current road network.

Using this information the borough council held a workshop with representatives from the county council and other stakeholders including local residents in December 2014. This workshop aimed to identify a number of different options to reduce the levels of congestion in the town centre. A list of 60 different options ranging from suggestions to improve public transport, highways infrastructure and traffic demand such as park and rides were raised. The list was used to look at each option in terms of its deliverability, affordability and acceptability which allowed it to be narrowed down to 24 separate options which were investigated further.

These options were assessed using the seven objectives shown below to consider how well each would:

- Improve access to Melton Mowbray town centre and the areas of potential development
- Reduce congestion on the local network; in particular key pinch points in and around Melton Mowbray town centre
- Address HGV impact in Melton Mowbray town centre
- Improve connectivity to local and regional centres, for example Leicester and Nottingham
- Increase levels of walking and cycling within the study area
- Improve effectiveness of public transport facilities within Melton Mowbray
- Improve highway safety for all road users within the study area

In February 2015 workshops were held with representatives from the borough council to assess these options further. The results showed that the highest performing options were all different types of distributor road.

Using this information a traffic modelling assessment was carried out which looked at the option to create an inner distributor road or an outer distributor road to improve the levels of congestion experienced in the town centre and allow for future growth in Melton borough.

Inner distributor road: linking the A606/Mucky Lane junction to the A606 at the Cattle Market junction via the A607/Dalby Road junction and onwards to the A6006/Park Avenue junction.

Outer distributor road: linking the A606 Burton Road in the south to Scaford Road in the north via a westerly route which passes, the B6047 Dalby Road, A607 Leicester Road and the A6006, before heading in a north westerly direction along Welby Road and Welby Lane to the A606 Nottingham Road.

The results indicated that both an inner and outer distributor road would reduce the levels of traffic congestion in the town centre; however the outer distributor road would provide a greater reduction in congestion and also provide the additional road capacity to support Melton Mowbray's growth aspirations.

In September 2015 Leicestershire County Council's Cabinet approved the development of a Transport Strategy for Melton Mowbray.

The options

Using this information the outer distributor road was investigated further, looking at four different options. These included a smaller northern or southern distributor road along with a more extensive western or eastern distributor road. The western distributor road included the southern distributor road and part of the northern distributor road options; the eastern distributor road included the northern distributor road option.

Northern Distributor Road

- Linking the A606 Nottingham Road to Scafford Road and Melton Spinney Road.

Western Distributor Road

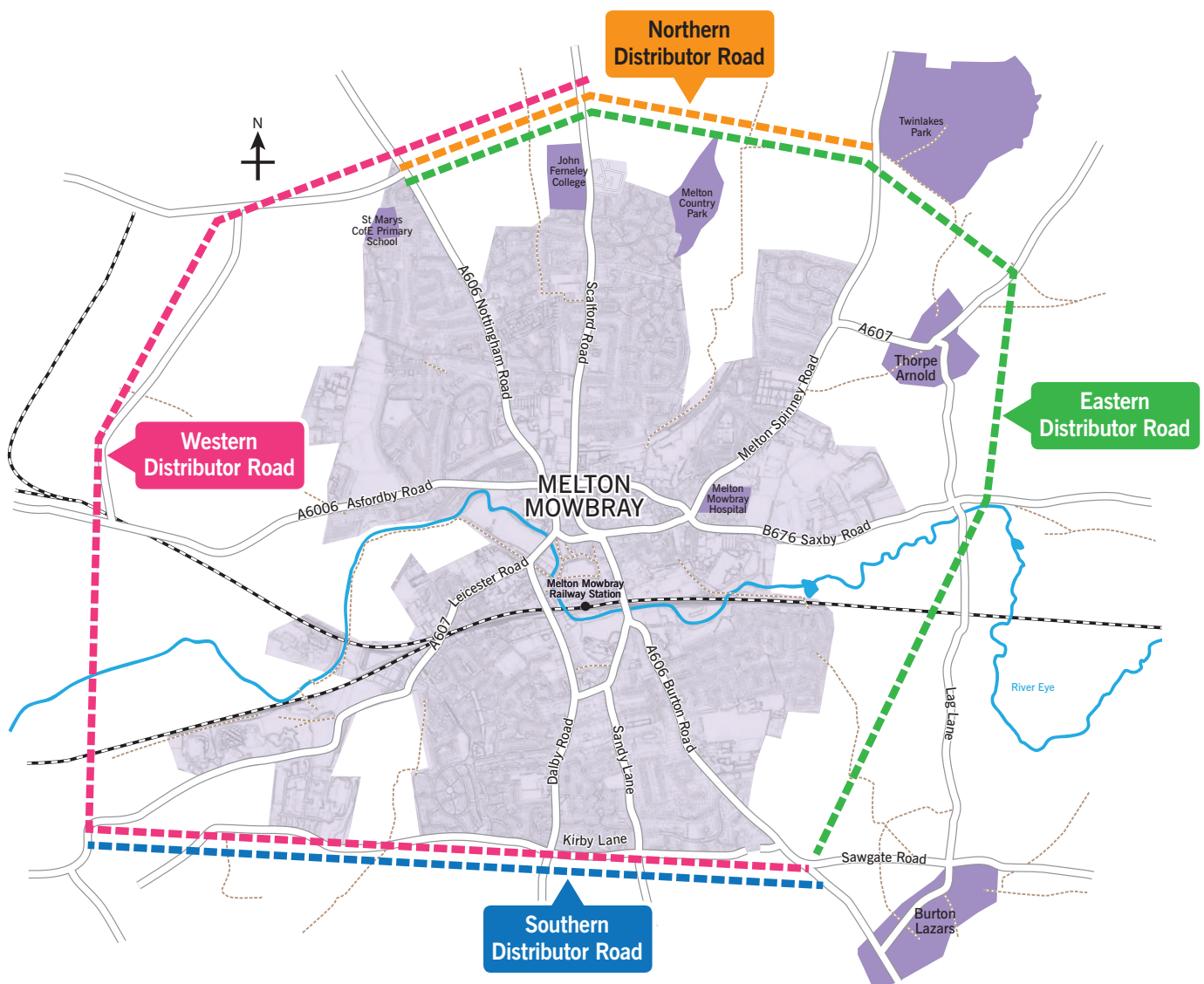
- Linking the A606 Burton Road to Leicester Road A607 to A6006 Asfordby Road, and the A606 Nottingham Road round to Scafford Road in the north.

Eastern Distributor Road

- Linking the A606 Burton Road to the A606 Nottingham Road via B676 Saxby Road; A607 Thorpe Road; Melton Spinney Road and Scafford Road.

Southern Distributor Road

- Linking the A606 Burton Road and A607 Leicester Road.



A comparison was undertaken to identify which options provided the greatest benefits in relation to the scheme's objectives. As part of this the cost of construction and maintenance was considered for each of the options, their value for money and the cost savings they provide to road users. A traffic modelling programme was used to look at how each of the options improved the peak morning and evening rush hour traffic at key junctions within the town centre.

The results for the options comparison are shown below:

Option cost and maintenance: Initial cost analysis indicated that the western distributor road option was the most expensive at £97 million followed by the eastern option at £76 million. The northern and southern distributor route options were significantly cheaper at £26 million and £30 million.

Economic benefits: The distributor road options were analysed against how they improved vehicle operating costs, travel time and the amount of tax revenue generated. The western and eastern options provided the greater economic benefits for the road user than the more limited northern and southern options, with the eastern route option being the best overall.

Peak traffic flows: The eastern distributor road was the most successful in reducing congestion levels within the town centre and allowing for future growth associated with the draft local plan.

The modelling showed that in the morning traffic it reduced traffic delays on five of the seven key junctions and in the evening on six of the seven key junctions. The western route performed the second best reducing delays in the morning and evening on four of the junctions.

Value for money: The eastern distributor road provided the best benefit to cost ratio and therefore the best value for money.

The options comparison showed that the eastern and western distributor roads were the best options to improve the congestion experienced in Melton Mowbray. These two routes were presented to a workshop group who were asked to assess which one they thought performed the best against the key objectives of the Melton transport strategy. The workshop showed that neither of the route options addressed all of the transport strategy objectives but the eastern distributor road performed the best.

The options comparison report concluded that an eastern distributor road would provide the greatest benefit to Melton Mowbray.

The decision to focus on developing an eastern route option was agreed by Leicestershire County Council's Cabinet in May 2016.

In July 2016 two potential routes were developed for the eastern distributor road. The map shows the overall eastern distributor road. The two potential route options are shown in red and green.

Option one

- A shorter route (green) passing to the west of the River Eye (shown in blue).

Option two

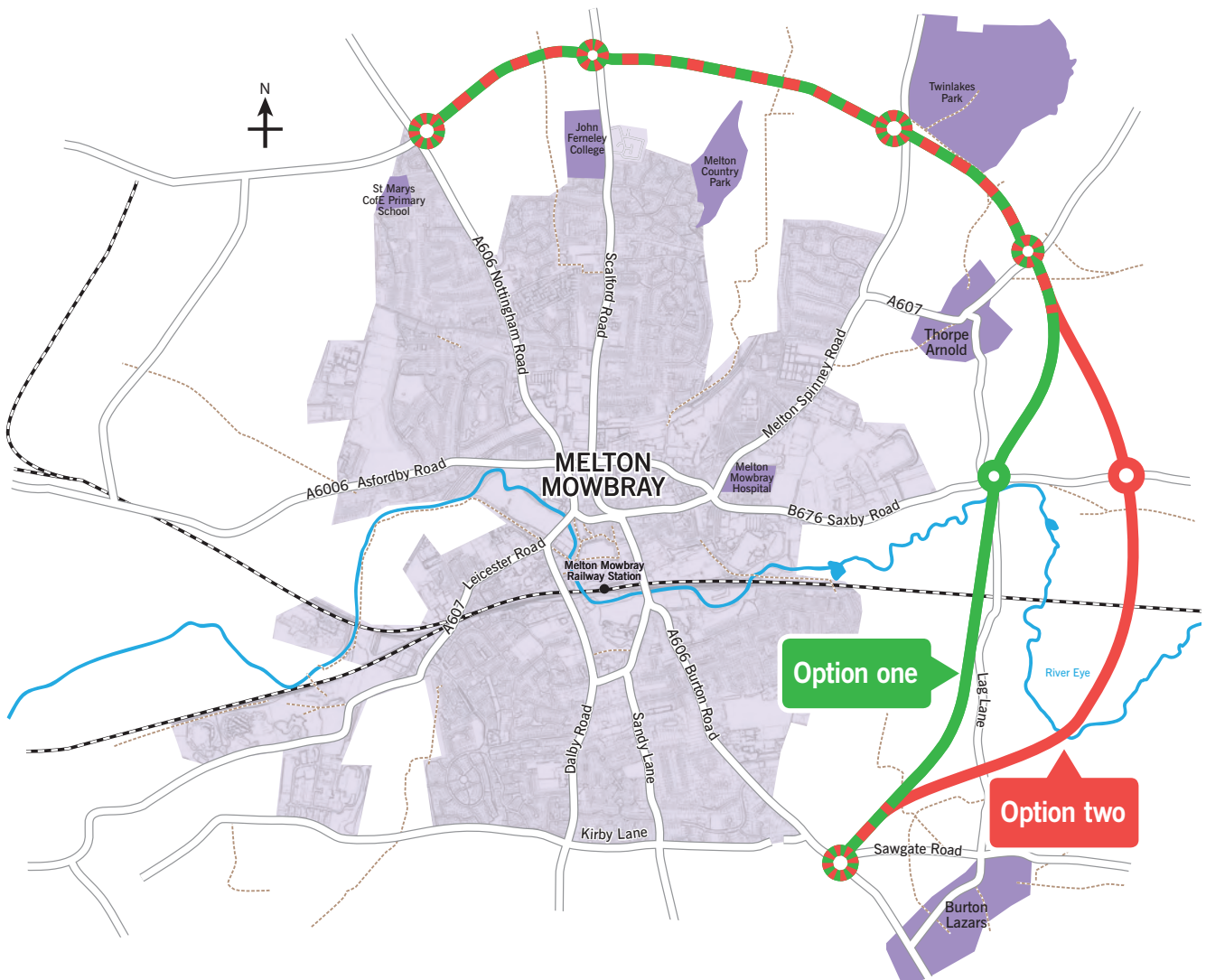
- A longer route (red) passing to the east of the River Eye (shown in blue).

The requirements in terms of highways, structural and environmental work were considered to develop each of the route options further.

The options comparison indicated that option one was the best option due to:

- Requiring a shorter road length
- The construction of fewer structures such as bridges and culverts
- Crossing less floodplain than option two
- The potential for better ground conditions along the route due to crossing less of the flood plain which has soft ground requiring more construction work.

Option two also passed through Brentingby Flood Alleviation Scheme, which is an area of land set aside to reduce flooding in Melton Mowbray, this was seen as a negative impact for the route.



Developing a recommended route

Since the awarding of £2.8m Department for Transport funding in November 2016 the following additional work has been conducted to assist in identifying a recommended route:

- **Design**

Designs have been further developed to identify the best route for the distributor road, as well as looking at the location and type of junctions needed. Following the public consultation in September and October 2017, any comments received will be reviewed and used to refine and develop the design further.

- **Traffic**

In 2014, initial studies were carried out using the Leicester and Leicestershire Integrated Transport Model (LLITM) to identify the number and types of vehicles travelling through Melton's town centre at different times of the day, now and in the future. These forecasts helped to understand the impact of increased traffic on the existing road networks around Melton Mowbray and so to assess how a distributor road would help reduce congestion in the town centre.

- **Ground condition investigations**

A number of ground condition surveys have been undertaken around Melton Mowbray to understand any issues that would influence the recommended route and detailed design of the scheme. Further surveys will be undertaken in the coming months to help develop the design of the distributor road further.

- **Working with partners**

The county council have been working closely with the borough council to develop a transport strategy including plans for the new distributor road.

- **Landowners**

Landowners have been contacted within the area of investigation to request access to their land to undertake detailed environmental and topographic surveys to ensure the best location and design for the recommended route is achieved.

- **Environment**

Surveys have been undertaken on land in the vicinity of both options one and two to assess the ecology, water environment and landscape features, to ensure that all the data required is available for both routes. The findings will be used to refine the recommended route and provide mitigation measures to address any environmental impacts the proposed distributor road may have. This work will continue throughout the design and construction process to avoid, remove or reduce these impacts and to identify areas where environmental improvements can be made.

The recommended route

The work undertaken has helped to identify that option one should be the recommended route.

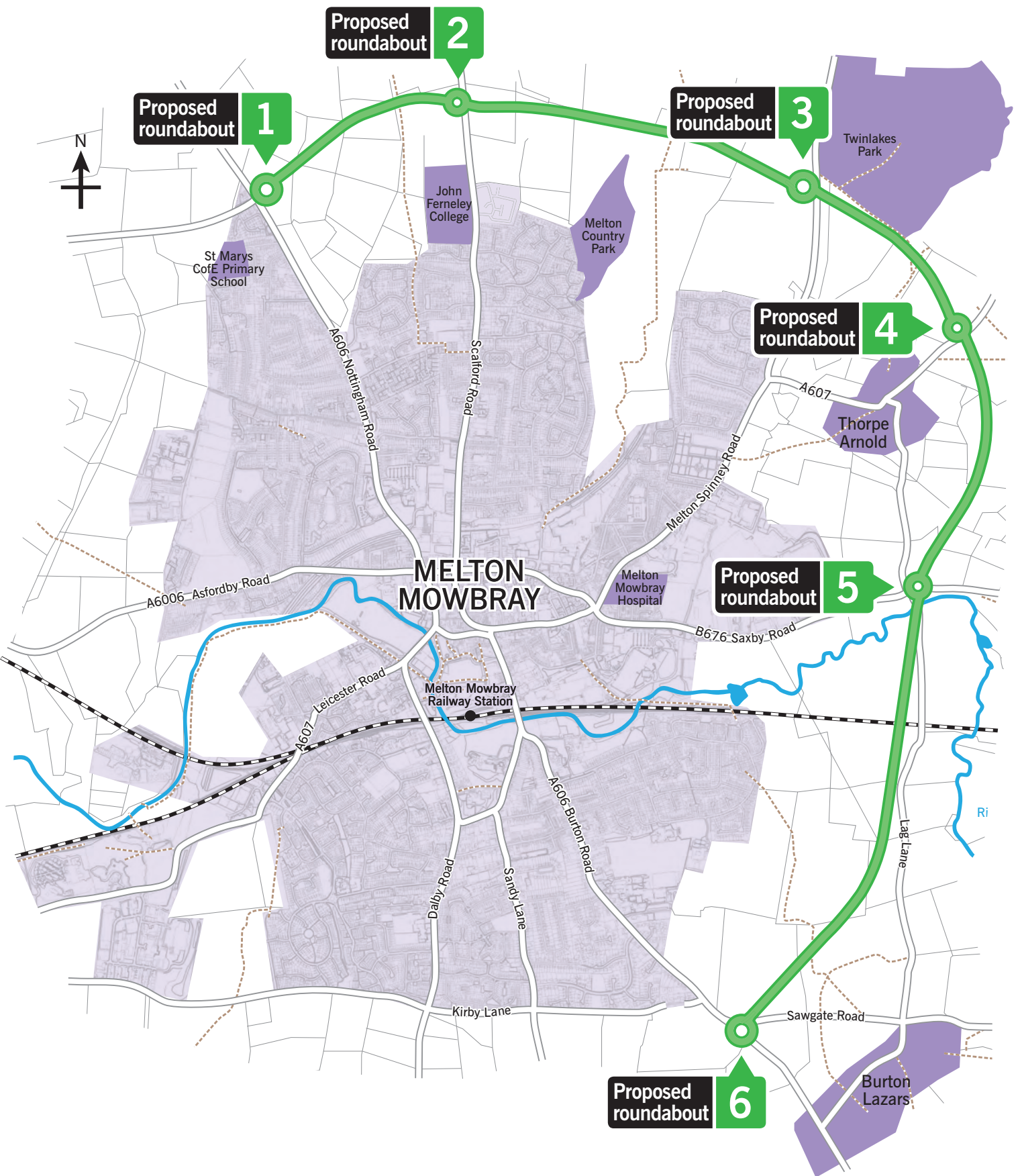
Further information on this route is provided here including its proposed location and key features. Please use this information to assist you in completing the attached questionnaire, providing further comments you may have on the route and its proposed junctions.

The recommended route would create a 4.3 mile single carriageway which passes to the east of Melton Mowbray. The road would begin on the A606 Nottingham Road to the north of the town, crossing Scaford Road, Melton Spinney Road, the A607 Thorpe Road and B676 Saxby Road before re-joining the A606 Burton Road to the south of the town. The proposed road would be 40mph between the A606 Nottingham Road and Melton Spinney Road and 60mph between Melton Spinney Road and A606 Burton Road.

The route would pass to the north of Melton Country Park and to the south of Twinlakes before passing east of the village of Thorpe Arnold. Eight public rights of way would be crossed along with a short section of the River Eye Site of Special Scientific Interest (SSSI).

There would be four bridges, one of these would cross the railway lines at Brentingby Junction and the others would cross the River Eye, Scaford Brook and Thorpe Brook. A number of minor watercourses would pass through culverts under the proposed road.

Six junctions would be created as part of the route to improve connectivity to villages in the surrounding area and the proposed north and south sustainable neighbourhoods. The diagram to the right shows the recommended route. Further information on each of the six proposed junctions is shown in the next two pages. These are for illustrative purposes only and may change as the design progresses.



Proposed
roundabout **1**

A606 Nottingham Road linking to recommended route option

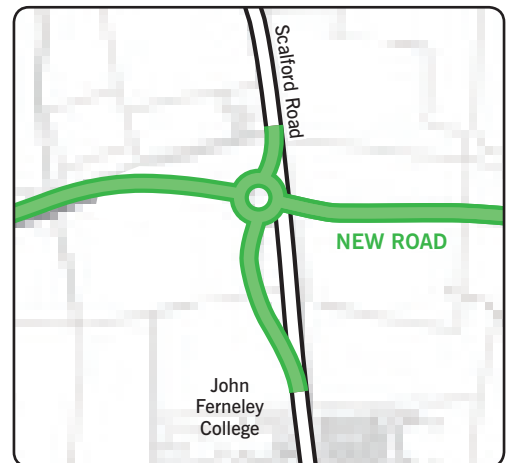
The roundabout would join the existing A606 Nottingham Road to the recommended route. It would be located to the east of the A606 to reduce any disruption to traffic during its construction. The derelict Sysonby Farm would be demolished and partially replaced by the roundabout.



Proposed
roundabout **2**

Scalford Road linking to recommended route option

The roundabout would be located approximately 300m north of John Ferneley College and would provide access to the proposed recommended route and Scalford Road. An additional road not shown on the diagram may be added to allow access to a new development southwest of the roundabout.



Proposed
roundabout **3**

Melton Spinney Road linking to recommended route option

The roundabout would provide access to the proposed recommended route, Melton Spinney Road and the existing Twinlakes Theme Park. The new recommended route to the east of the junction would be 60mph and to the west 40mph.

The junction would be located west of the existing Melton Spinney Road to reduce any disruption to traffic during its construction. Melton Spinney Road would be diverted to the new roundabout once the junction is complete.

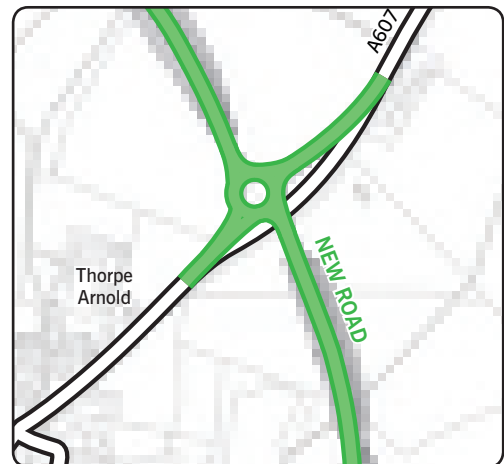


Proposed
roundabout

4

A607 Melton Road linking to recommended route option

The roundabout would be located approximately 500m north east of the village of Thorpe Arnold. Once the junction is complete it would link to the A607 Melton Road. The junction would be constructed north of the existing A607 to reduce disruption to existing traffic.

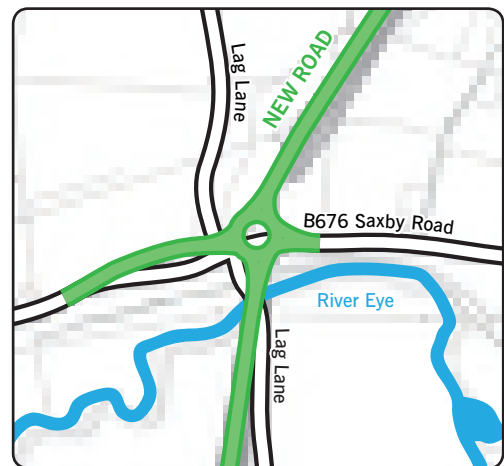


Proposed
roundabout

5

B676 Saxby Road linking to recommended route option

The location of the roundabout is constrained by overhead pylons to the north and south of the recommended route. Saxby Road would be diverted to the new roundabout once the junction is complete. There would be no through access from Lag Lane to either Saxby Road or the recommended route. A place to turn would be provided before Lag Lane crosses the recommended route and Saxby Road. The existing Lag Lane Bridge would be demolished to enable the construction of a new bridge for the recommended route.

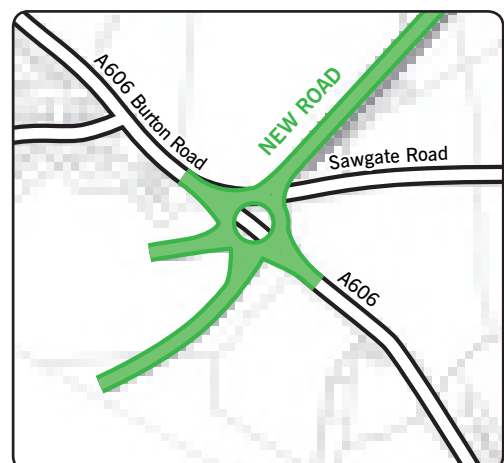


Proposed
roundabout

6

A606 Burton Road linking to recommended route option

The new roundabout would link with the A606 Burton Road. Two arms would be provided to the west to allow future development in the area. There would be no through access from Sawgate Road to either the new junction or the A606 Burton Road. A place to turn in the road would be provided to the south-east of the roundabout. The location of the roundabout is constrained by the existing properties located to the north west of the recommended route.



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Environmental considerations

An Environmental Impact Assessment (EIA) is currently taking place, which looks at the likely environmental impacts the recommended route would have on the surrounding area. This EIA is in its initial stages but will continue to be updated as more information from the data gathering and surveys is received, this will help to refine the recommended route as the design progresses.

Once the EIA is completed it will form part of an Environmental Statement (ES), which will provide a detailed description of the existing area, identifying features of environmental importance such as protected land or species. The ES will analyse any impacts that might occur during the construction and use of the road. The EIA will also describe any changes made in the design to avoid or reduce these impacts.

The ES will be submitted as part of the planning application to the local planning authority.

Environmental indicators

A number of different environmental indicators will be considered to see how they may be affected by the recommended route. Construction and environmental plans will be produced that detail what will be done to mitigate any impacts identified before any construction work begins. All the work undertaken will form part of good construction practice guidelines.

Some of the environmental indicators for consideration include:

Air quality: An air quality assessment will be carried out during and after the road has been constructed to understand any effects the scheme has on surrounding air quality. As part of this measures will be considered to reduce dust whilst the road is being constructed.

Noise and vibration: Noise and vibration will be monitored to understand any changes in noise during and after the road has been constructed. Construction best practice will be considered to control and reduce construction noise such as restricting the number of hours contractors can work during the construction of the road. Where noise monitoring identifies an issue mitigation measures will be considered to reduce noise levels where required and appropriate.

Cultural heritage: There are a number of important historic sites located on the recommended route. Archaeological investigations will take place before, during and after construction to identify and avoid/reduce any impacts identified. During the construction works if any important archaeological remains are found they would be recorded and preserved where applicable under the guidance of archaeological specialists.

Landscape and visual impacts: Investigations will be made into any visual impacts the road has on the landscape and seek to reduce these by looking at the design, its location, height and the option to plant trees or shrubs or create areas of planted higher and lower ground. Similar trees and shrubs would be planted to those already in the landscape.

Nature and conservation: Protected species surveys will continue to be undertaken to assess the impact on species and their habitats. Any construction work that is undertaken will avoid or reduce any disturbance to bird species where practicable. Structures, fencing and planting will be introduced to provide opportunities for species to cross the road and enhance or create replacement habitats where required and practicable.

Health impact assessment: An assessment will be undertaken that looks at interactions between human health and wellbeing and other environmental factors such as biodiversity, climate and landscape to ensure residents' health is not compromised as a result of the recommended route.

Geology, soils, material resources and waste: Agricultural soil surveys and site investigations to identify potentially contaminated land will be undertaken and mitigation measures put into place to minimise or avoid any effects they may have. A Site Waste Management Plan will be created to help focus on identifying opportunities to reduce waste and re-use suitable materials wherever possible.

People and communities: To reduce impacts on people and communities investigations will be made into alternative routes and crossing points for non-motorised users such as pedestrians, cyclists and horse riders. Alternative access routes will be provided for farmers as required and land will be restored to appropriate uses where applicable.

Water environment: Flood risk modelling and water quality assessments will be undertaken to ensure that the recommended route does not reduce water quality or increase the chances of flooding. Opportunities to slow the flow of surface water off the roads into the surrounding environment will be considered through the use of sustainable drainage systems (SuDS), which will help prevent discharges of silt and pollutants into local watercourses.

Effects on motorised and non-motorised users (NMUs): During construction there will be increased disruption to road users, this will be mitigated by creating construction phasing and traffic management plans, which will be in place throughout the works and will ensure a safe environment and facilities for all users.

A shared footway/cycleway will be included for NMUs. Where existing rights of way, footpaths or bridlepaths cross the route, appropriate crossing points will be provided to ensure they are not severed. Although it may be necessary to undertake some temporary (during construction) or permanent diversions.

Land take: Some land take will be required for the recommended route and during the construction phase, for storage of soil, machinery and materials to allow safe construction. The exact boundaries for the permanent land take and the temporary land take will be refined as the scheme design progresses and contact with potentially affected landowners will be maintained throughout this process.

Next steps

Following the close of the consultation on 15 October 2017, a consultation report will be produced, which will be available on the county council website, which will be found from the scheme page at leicestershire.gov.uk/mmdr. The report will be used in conjunction with other information to help inform and progress the design of the recommended route. In December 2017 the final recommended route will be presented to Leicestershire County Council Cabinet to seek approval of a preferred route.

If a preferred route is approved, additional information will be gathered, with the intention of submitting a planning application to the planning authority in spring of 2018. There will be an opportunity for you to comment further on the proposed route during the planning process.

2 September to 15 October 2017	Consultation on a recommended route.
December 2017	Seek approval from Cabinet for a preferred route.
January to June 2018	Detailed design and environmental investigation work.
2018 to 2019	Subject to funding, submission of planning application and completion of necessary statutory procedures including Compulsory Purchase Orders as necessary.
Spring 2020	Construction commences (subject to funding).
2022	Scheme completion

Further information

You can find further information about the Melton Mowbray distributor road and assessments undertaken on the scheme at leicestershire.gov.uk/mmdr. The website will be updated over the duration of the development and construction period, providing the latest information on how the scheme is progressing right through to its completion.

For further enquiries related to the scheme, you can email the Melton Mowbray distributor road project team at mmdr@leics.gov.uk

Have your say
leicestershire.gov.uk/mmdr

You can also be part of a distribution list, and receive all the latest updates regarding the scheme directly. To receive email alerts sign up via the scheme web page, leicestershire.gov.uk/mmdr or email mmdr@leics.gov.uk with your preferred contact details.

Leaflet collection points

You can find printed copies of the brochure and questionnaire in the following locations which will be available throughout the consultation period:

Melton Borough Council offices

Parkside, Station Approach
Burton Street
Melton Mowbray
Leicestershire
LE13 1GH

Open Mon – Fri 9am to 5pm
Wed 9am to 4pm
Sat and Sun closed

Waterfield leisure centre

Dalby Road
Melton Mowbray
LE13 0BG

Open Mon – Sun 7am to 10pm

Melton Mowbray library

Wilton Road
Melton Mowbray
LE13 0UJ

Open Mon – Wed 10am to 6pm,
Thurs closed
Fri 10am to 6pm
Sat 10am to 4pm
Sun closed

Leicestershire County Council

County Hall
Glenfield
Leicester
LE3 8RA

Open Mon – Thurs 8am to 5pm
Fri 8am to 4:30pm

Have your say
leicestershire.gov.uk/mmdr

Appendix B. Consultation questionnaire

Have your say on the Melton Mowbray Distributor Road

Consultation feedback form on recommended route

Please provide us with your postcode, so that we can understand where people are responding from.

The responses received will form part of the report on public consultation which will be made available via the Leicestershire County Council website. Please note all comments made during the consultation process will be made public.

If you would like to be kept informed on the progression of the scheme please email us at mmdr@leics.gov.uk and provide us with your preferred contact details.

If you are responding on behalf of an organisation, please name the organisation, your role within it and how the views of members were gathered.

Organisation name:

Your role in the organisation:

How the views of members were gathered:

Data Protection: Personal data supplied on this form will be held on computer and will be used in accordance with the Data Protection Act 1998. The information you provide will be used for statistical analysis, management, planning and the provision of services by the county council and its partners. The information will be held in accordance with the council's records management and retention policy.

Q1 To what extent do you agree or disagree with the recommended route for the Melton Mowbray distributor road?

Strongly agree

☐

Agree

☐

Neither agree
nor disagree

☐

Disagree

☐

Strongly
disagree

☐

Don't know

☐

Please tell us your reasons for this

Q2a To what extent do you agree or disagree that we have taken the following factors sufficiently into account in identifying the recommended route for the distributor road...?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Minimising the impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimising the impact on residents (for example in terms of noise and air quality)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing congestion in the town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please tell us your reasons for your responses above

Q2b Are there any additional factors which you feel should have been taken into consideration in identifying the recommended route?

☐ Yes

☐ No

If yes, please provide further details

Q3 To what extent do you agree or disagree with the locations and types of junctions we are proposing for the distributor road...?
We will use this information to help refine the designs in the planning application.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Roundabout 1 joining the A606 Nottingham Road at Sysonby Farm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roundabout 2 crossing the Scalford Road north of the John Ferneley College	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roundabout 3 crossing the Melton Spinney Road just south of Twin Lakes Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roundabout 4 crossing the A607 Thorpe Road east of Thorpe Arnold	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roundabout 5 crossing the B676 Saxby Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No through access from Lag Lane to Saxby Road and recommended route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roundabout 6 joining the A606 Burton Road at Sawgate Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No through access from Sawgate Road to the A606 Burton Road and recommended route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please tell us your reasons for your responses above

Q4

To what extent do you feel we have captured the potential environmental impacts of the scheme?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

☐☐☐☐☐☐

Please tell us your reasons for this

Q5

To what extent do you agree or disagree with the possible methods described for mitigating any environmental impacts of the scheme?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

☐☐☐☐☐☐

Please tell us your reasons for this

Q6

How do you normally travel into or through Melton Mowbray? (Tick all that apply)

☐ In a car/van as the driver

☐ In a car/van as a passenger

☐ In an HGV

☐ On a bus

☐ On a motorcycle

☐ On foot

☐ On a bicycle

☐ On a horse

☐ I don't travel into or through Melton Mowbray

☐ Other (please write in)

Please specify 'other'

If you ticked 'I don't travel into or through Melton Mowbray' to Q6, please skip to the 'About you' section.

Q7 Why do you travel into or through Melton Mowbray? (Tick all that apply)

- ☐ I live in the local area
- ☐ I don't live in the local area but travel into or through Melton Mowbray to get to work
- ☐ I work/study in the local area
- ☐ I don't live in the local area but travel into or through Melton Mowbray on business
- ☐ I visit the local and/or town centre shops
- ☐ Something else (please write in below)
- ☐ I use the health and social care facilities
- ☐ I use the local leisure facilities, for example the country park or library

Please specify 'something else'

Q8 How often do you travel into or through Melton Mowbray?

- At least five days a week

☐
- Three or four times a week

☐
- Once or twice a week

☐
- Once or twice a month

☐
- Once or twice a year

☐
- Less often than once a year

☐
- Never

☐
- Don't know

☐

About you

Leicestershire County Council is committed to ensuring that its services, policies and practices are free from discrimination and prejudice and that they meet the needs of all sections of the community.

We would therefore be grateful if you would answer the questions below. You are under no obligation to provide the information requested, but it would help us greatly if you did.

Q9 What is your gender identity?

- ☐ Male
- ☐ Female
- ☐ Other (e.g. pangender, non-binary etc.)

Q10 Is your gender identity the same as the gender you were assigned at birth?

- ☐ Yes
- ☐ No

Q11 What was your age on your last birthday? (Please enter your age in numbers not words)

Q12 Are you a parent or carer of a young person aged 17 or under?

- ☐ Yes
- ☐ No

Q13 Are you a carer of a person aged 18 or over?

- ☐ Yes
- ☐ No

Q14 Do you have a long-standing illness, disability or infirmity?

- ☐ Yes
- ☐ No

Q15 What is your ethnic group? Please tick one box only.

- | | |
|---|---|
| <input type="checkbox"/> White | <input type="checkbox"/> Black or Black British |
| <input type="checkbox"/> Mixed | <input type="checkbox"/> Other ethnic group |
| <input type="checkbox"/> Asian or Asian British | |

Q16 What is your religion?

- | | |
|--|---|
| <input type="checkbox"/> No religion | <input type="checkbox"/> Jewish |
| <input type="checkbox"/> Christian (all denominations) | <input type="checkbox"/> Muslim |
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Sikh |
| <input type="checkbox"/> Hindu | <input type="checkbox"/> Any other religion |

Q17 In total, how many cars or vans are owned or available for use by members of your household?

- | | |
|-------------------------------|---------------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> Three |
| <input type="checkbox"/> One | <input type="checkbox"/> Four or more |
| <input type="checkbox"/> Two | <input type="checkbox"/> Don't know |

Q18 Are you an employee of Leicestershire County Council?

- ☐ Yes
☐ No

Q19 Many people face discrimination because of their sexual orientation and for this reason we have decided to ask this monitoring question. You do not have to answer it, but we would be grateful if you could tick the box next to the category which describes your sexual orientation.

- | | |
|--|----------------------------------|
| <input type="checkbox"/> Bi-sexual | <input type="checkbox"/> Lesbian |
| <input type="checkbox"/> Gay | <input type="checkbox"/> Other |
| <input type="checkbox"/> Heterosexual / straight | |

Thank you for your assistance. Your views are important to us.

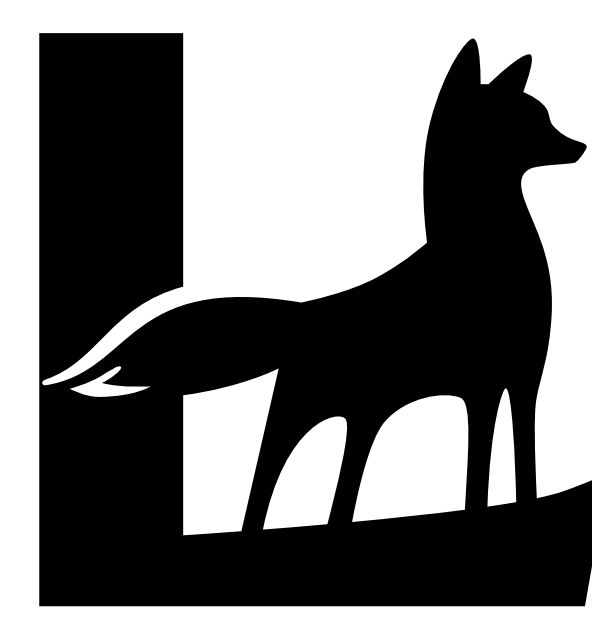
After the consultation closes at 11:59pm on 15 October 2017, we will report the results back to you through the scheme website: www.leicestershire.gov.uk/mmdr.

Please return your completed paper survey to: Melton Mowbray Distributor Road Consultation, Room 300B, Leicestershire County Council, Have Your Say, FREEPOST NAT18685, Leicester, LE3 8XR

Data Protection: Personal data supplied on this form will be held on computer and will be used in accordance with the Data Protection Act 1998. The information you provide will be used for statistical analysis, management, planning and the provision of services by the county council and its partners. The information will be held in accordance with the council's records management and retention policy.

Appendix C. Exhibition banners

Don't miss your chance,
have your say.

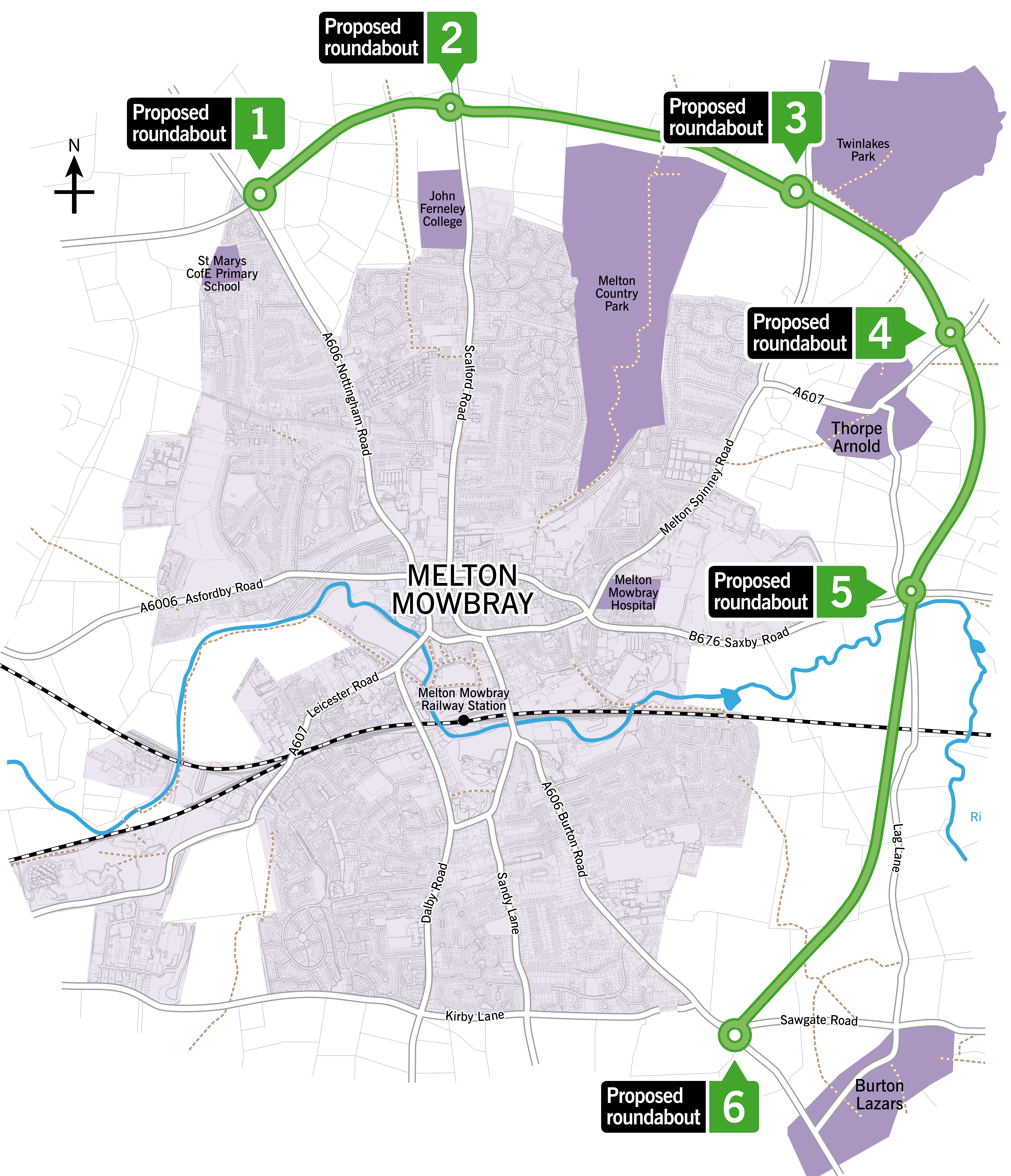


**Leicestershire
County Council**

Melton Mowbray Distributor Road

**Public consultation on recommended route
2 September until 15 October 2017**

Welcome to the exhibition



You can provide your feedback by filling out a consultation questionnaire at the exhibition, by completing it online at the scheme page at www.leicestershire.gov.uk/mmdr or by sending your completed questionnaire to the address below.

Melton Mowbray distributor road consultation,
Room 300B, Leicestershire County Council,
Have Your Say, FREEPOST NAT18685,
Leicester LE3 8XR

You can also provide feedback by emailing: mmdr@leics.gov.uk

Please ensure your response is received by 11:59pm on 15 October 2017. If a response is sent to any address other than the ones set out above, responsibility cannot be accepted for ensuring that it will be considered as part of the consultation process.

Don't miss your chance,
have your say.

Need for the scheme

The draft Melton local plan sets out a vision for the sustainable growth of the borough up until 2036, it includes a number of key objectives:

- Improving the local economy and infrastructure
- Revitalising Melton Mowbray town centre
- Reducing traffic congestion in Melton Mowbray
- Making existing structures and projects more accessible
- Enabling and supporting the provision of affordable housing

As part of this it identifies the need to build 6,125 houses and provide 31 hectares of employment land between 2011 and 2036, the majority of which are proposed to be located in three main growth areas:

Melton Mowbray South sustainable neighbourhood

- 1,700 new houses by 2036, 2000 total
- 20 hectares of employment land (for manufacturing and industrial purposes)
- A new primary school (2.5 hectares)

Melton Mowbray North sustainable neighbourhood

- 1,500 houses by 2036, 1,700 total
- 1 hectare of employment land (for business offices)
- A new primary school (2.5 hectares)

Asfordby Business Park

- 10 hectares of employment land (for manufacturing and industrial purposes)

A transport strategy is being developed to support the town's future growth. As part of this traffic modelling has shown that the best option to improve congestion and support the draft local plan is to create a Melton Mowbray distributor road.

Don't miss your chance,
have your say.

Benefits of the scheme

Leicestershire County Council has worked with key stakeholders, including Melton Borough Council, to design a scheme that would provide a range of local and regional benefits, these are described below:

Local benefits of the scheme

Opportunity to improve active travel in Melton Mowbray

The distributor road will be designed to include new routes for pedestrians and cyclists.

Expansion of key growth locations

The new road would help to facilitate the draft local plan aspirations for growth in the borough.

Reducing travel time through Melton Mowbray

The new road would divert traffic passing through Melton town centre onto other destinations; this would help to reduce the delays and congestion.

Improving air quality

Air quality is expected to improve in the town centre as the new road would divert through traffic away from Melton's centre and reduce traffic congestion.

Reduction in noise and vibration levels

As the new road would allow large HGVs to travel around the town, the amount of noise and vibration caused by these vehicles in Melton's town centre would reduce.

Regional benefits of the scheme

Improving the network accessibility

The new road would improve access for people living in the surrounding smaller towns and villages. It would also contribute towards improving travel across Leicestershire and the midlands.

Supporting economic growth

The new road would improve journey times across the region, making travel more reliable and helping to attract new business to the midlands.

Don't miss your chance,
have your say.

Scheme development history

November 2014

Task: study assessed effect of future development in Melton Mowbray on road congestion.

Outcome: increased development would lead to higher congestion, significant improvement in road network required.

December 2014

Task: workshop to identify different options to improve congestion in Melton Mowbray.

Outcome: 24 options identified.

February 2015

Task: workshop held to assess 24 options further.

Outcome: all highest performing options are different types of distributor roads.

April 2015

Task: traffic modelling to assess option for an inner distributor road or an outer distributor road.

Outcome: outer distributor road provides greatest reduction in traffic congestion and additional road capacity for future development.

January 2016

Task: four options for an outer distributor road investigated.

Outcome: the eastern distributor road performs the best.

May 2016

Task: eastern distributor route presented to Leicestershire County Council Cabinet.

Outcome: Cabinet approve decision to develop the route further.

July 2016

Task: two locations for an eastern distributor route identified (option one and option two).

Outcome: option one, a shorter route passing to the west of the River Eye performs the best.

April 2017

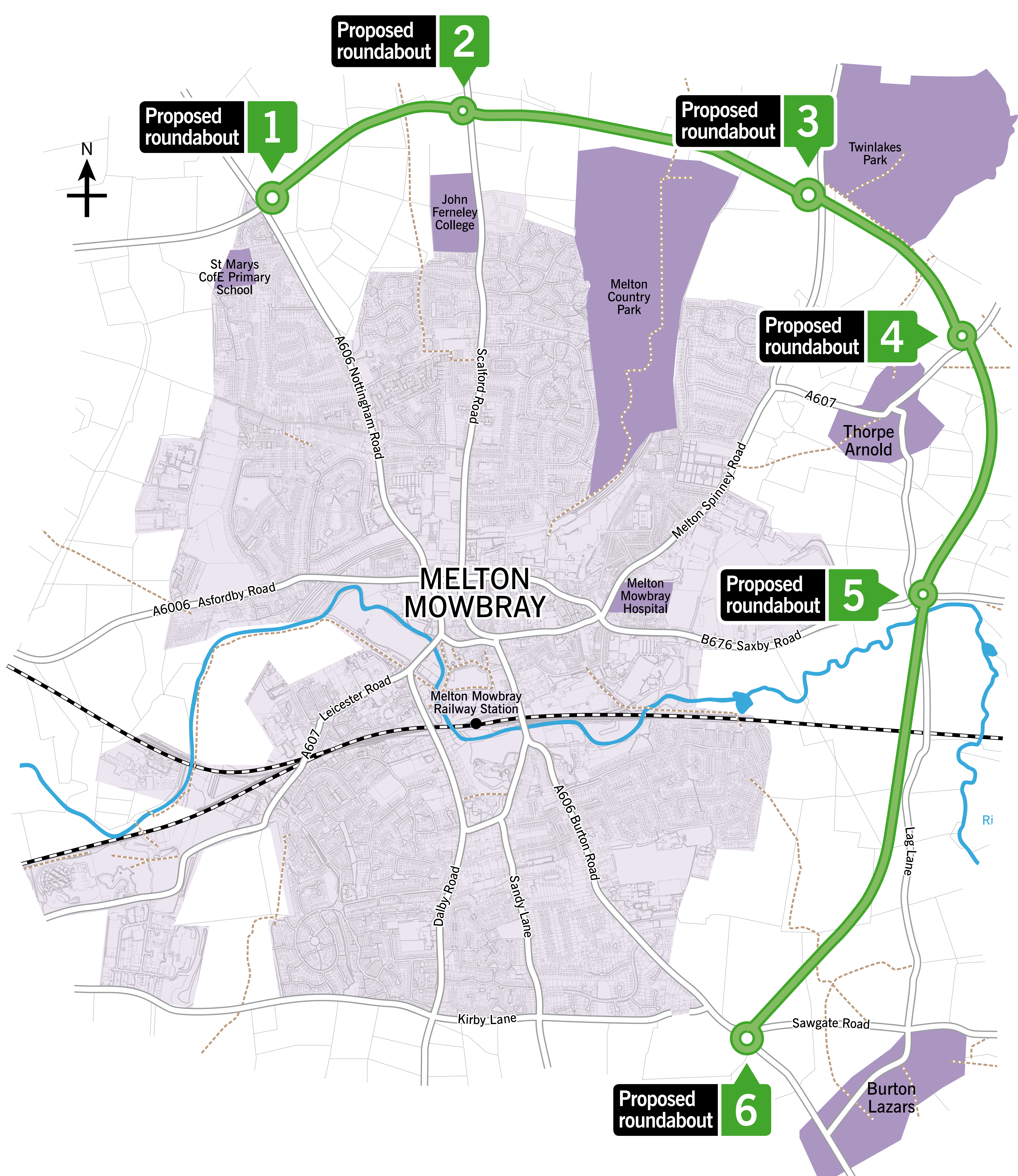
Task: additional design work, traffic modelling and ground investigations conducted. Environmental surveys started and landowners contacted.

Outcome: ongoing work to refine the design and produce a recommended route

Don't miss your chance,
have your say.

Recommended route and junctions

After careful consideration the county council has identified a recommended route.



The recommended route would create a 4.3 mile single carriageway, 40mph between the A606 Nottingham Road and Melton Spinney Road, and 60mph from Melton Spinney Road and A606 Burton Road.

Six junctions would be created as part of the route to improve connectivity to villages in the surrounding area and the proposed north and south sustainable neighbourhoods.

There would be four bridges, one of these would cross the railway lines at Brentingby Junction and the others would cross the River Eye, Scalford Brook and Thorpe Brook.

Further information on each of the six proposed junctions can be seen in the consultation brochure. These are for illustrative purposes only and may change as the design progresses.

Don't miss your chance,
have your say.

Next steps

Following the close of the consultation on 15 October 2017, a consultation report will be produced, which will be available on the county council website, which will be found from the scheme page at www.leics.gov.uk/mmdr. The report will be used in conjunction with other information to help inform and progress the design of the recommended route.

The figure below provides an indicative timeline for the progression of the scheme after the consultation closes on 15 October. There will be further opportunities for you to comment on the scheme should it progress through to a planning application.

2 September to 15 October 2017	Consultation on a recommended route
December 2017	Seek approval from Cabinet for a preferred route
January to June 2018	Detailed design and environmental investigation work
2018 to 2019	Subject to funding, submission of planning application and completion of necessary statutory procedures including Compulsory Purchase Orders as necessary
Spring 2020	Construction commences (subject to funding)
2022	Scheme completion

Don't miss your chance,
have your say.

Environmental considerations

An Environmental Impact Assessment (EIA) is currently taking place. The EIA is in its initial stages but will continue to be updated as more information from the data gathering and surveys is received, this will help to refine the recommended route as the design progresses.

A number of different environmental indicators will be considered including:

Air Quality: An air quality assessment will be carried out during and after the road has been constructed to understand any effects the scheme has on surrounding air quality.

Noise and vibration: Noise and vibration will be monitored to understand any changes in noise during and after the road has been constructed. Where noise monitoring identifies an issue mitigation measures will be considered to reduce noise levels where required and appropriate.

Landscape and visual impacts: An assessment of the visual impacts the recommended route has on the landscape will be undertaken. Where impacts are identified, mitigation measure such as looking at the road design, location and height will be considered.

Nature and conservation: Protected species surveys will continue to be undertaken to assess the impact on species and their habitats. Construction work will seek to avoid or reduce any disturbance to bird species. Structures, fencing and planting will be introduced to provide opportunities for species to cross the road or create replacement habitats, where required and practicable

Effects on motorised and non-motorised users (NMUs): During construction there will be increased disruption to road users, this will be mitigated by creating construction phasing and traffic management plans.

A shared footway/cycleway will be included for NMUs and where existing rights of way footpaths cross the route, appropriate crossing points will be provided.

Land take: Some land take will be required for the recommended route and during the construction phase. The exact boundaries for the permanent land take and the temporary land take will be refined as the scheme design is finalised, contact with potentially affected landowners will be maintained throughout this process.

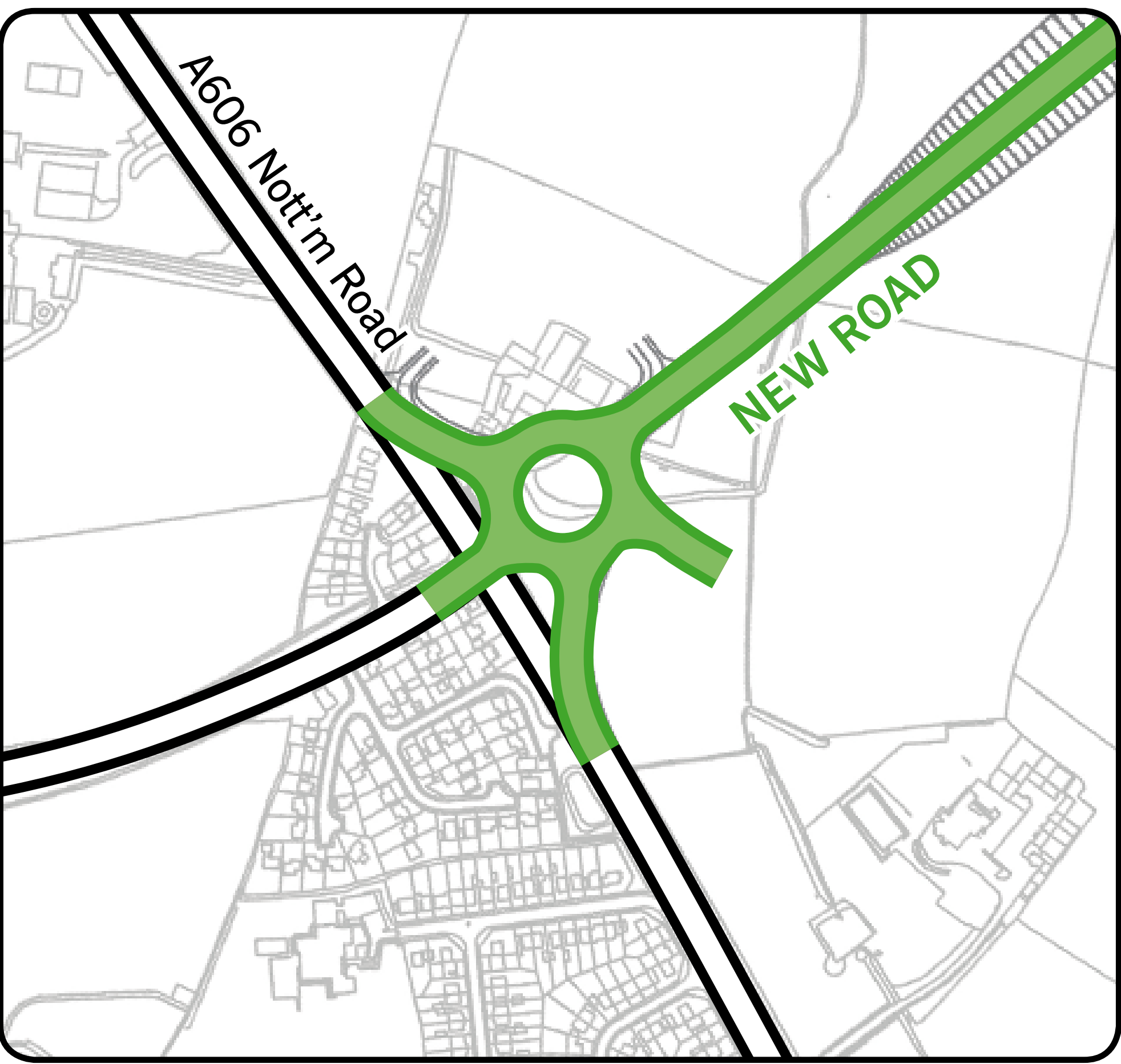
Don't miss your chance,
have your say.

Proposed
roundabout

1

A606 Nottingham Road linking to recommended route option

The roundabout would join the existing A606 Nottingham Road to the recommended route. It would be located to the east of the A606 to reduce any disruption to traffic during its construction. The derelict Sysonby Farm would be demolished and partially replaced by the roundabout.

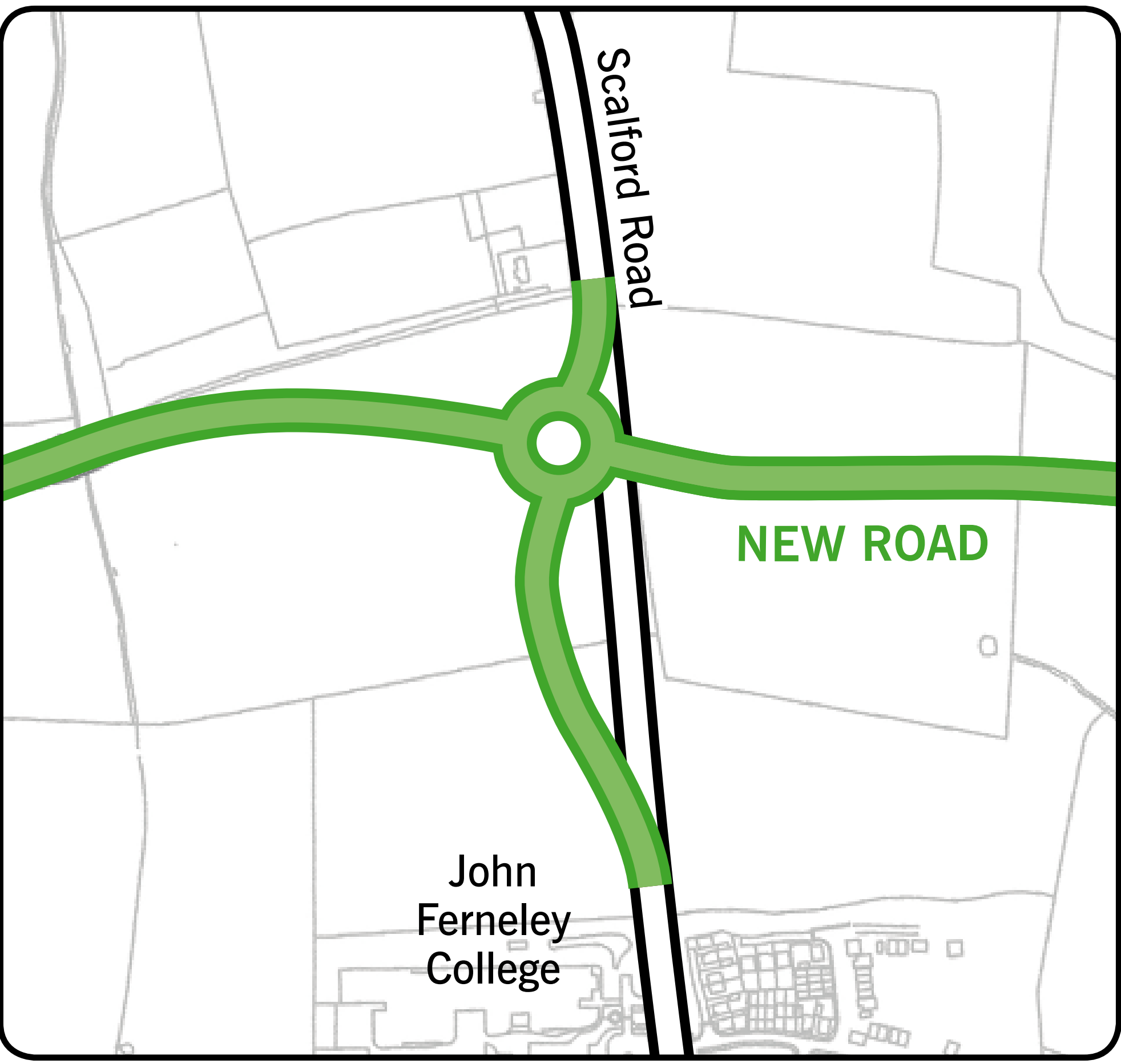


Proposed
roundabout

2

Scaford Road linking to recommended route option

The roundabout would be located approximately 300m north of John Ferneley College and would provide access to the proposed recommended route and Scaford Road. An additional road not shown on the diagram may be added to allow access to a new development southwest of the roundabout.



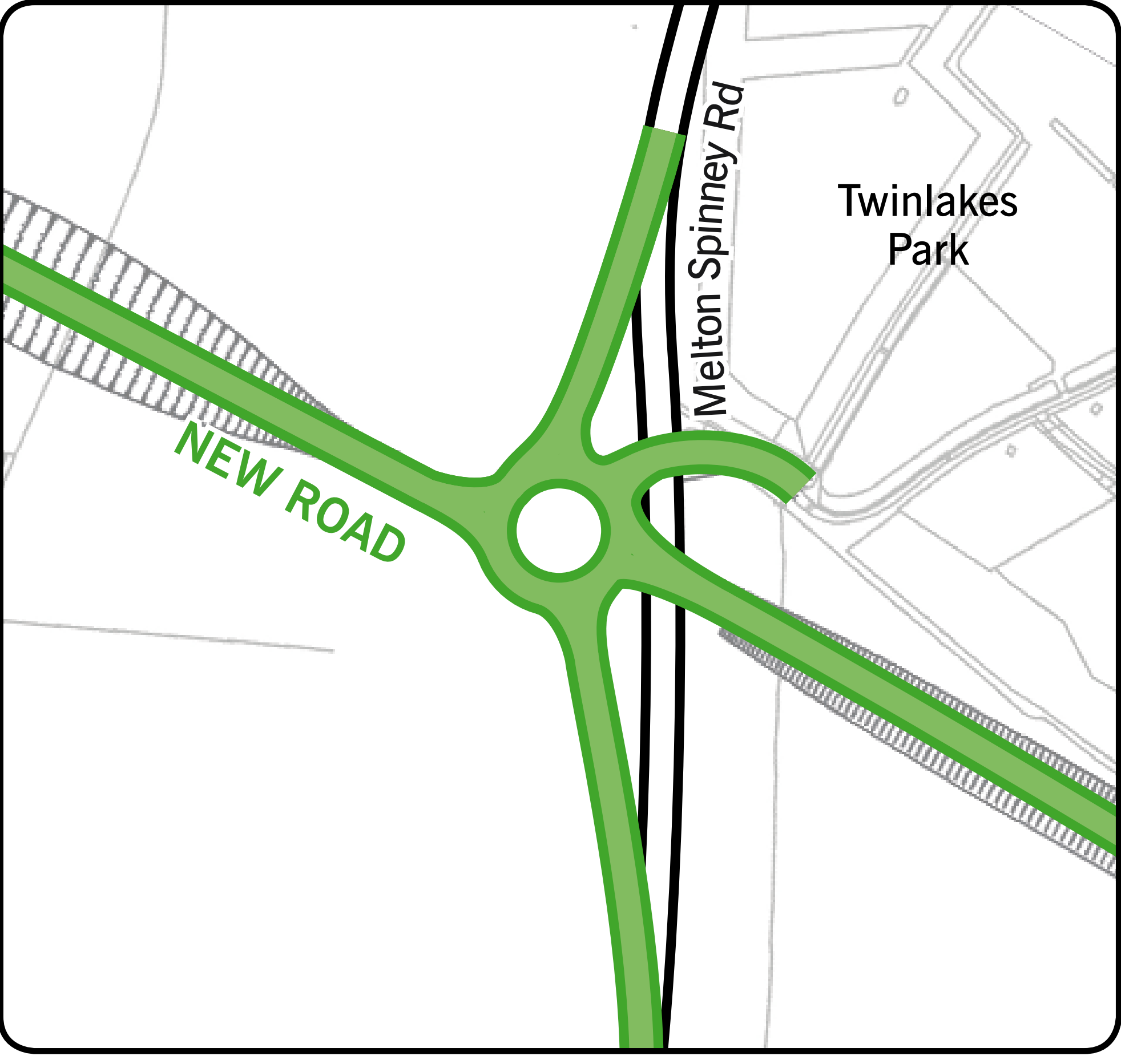
Proposed
roundabout

3

Melton Spinney Road linking to recommended route option

The roundabout would provide access to the proposed recommended route, Melton Spinney Road and the existing Twinlakes Theme Park. The new recommended route to the east of the junction would be 60mph and to the west 40mph.

The junction would be located west of the existing Melton Spinney Road to reduce any disruption to traffic during its construction. Melton Spinney Road would be diverted to the new roundabout once the junction is complete.



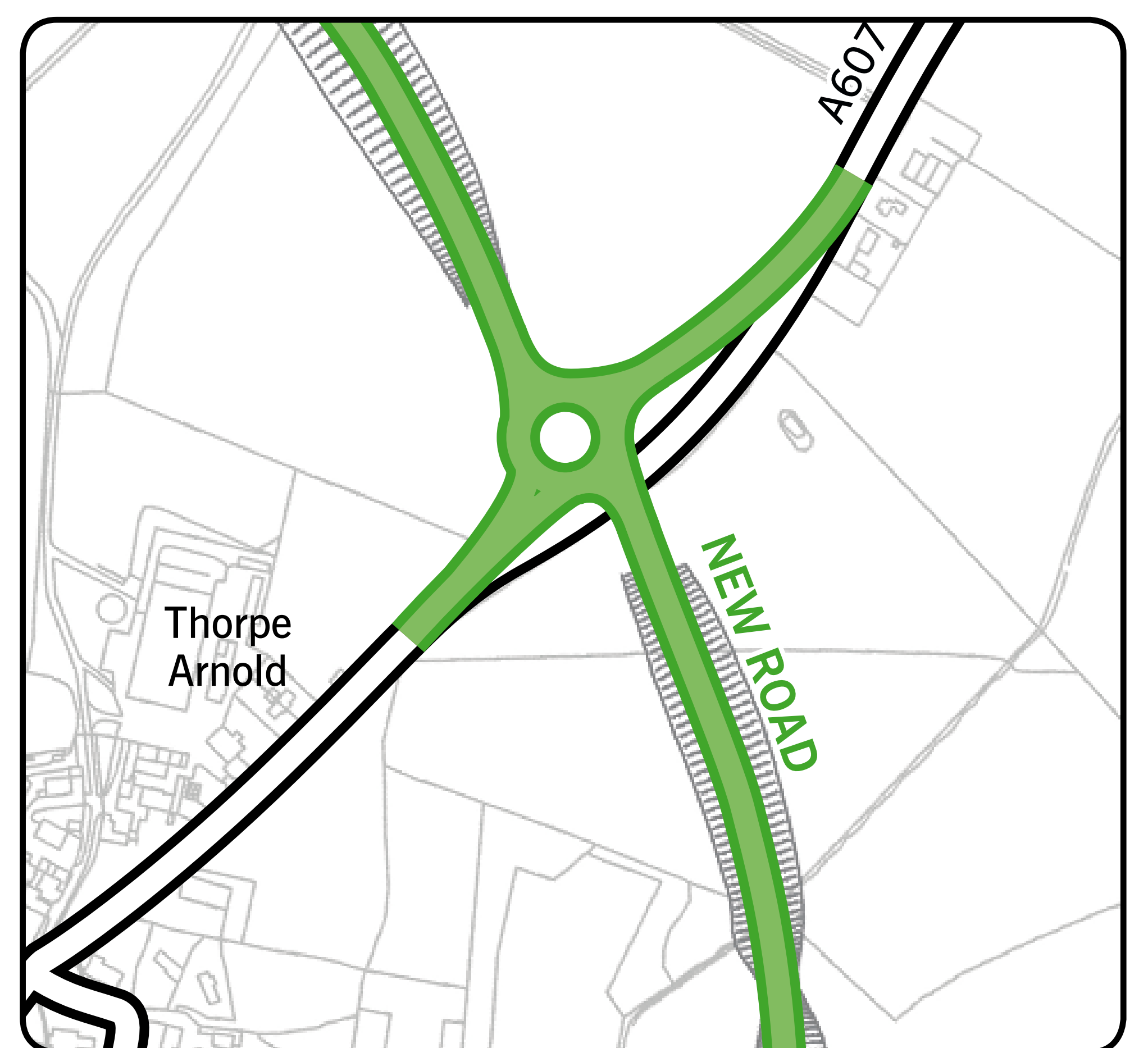
Don't miss your chance,
have your say.

**Proposed
roundabout**

4

A607 Melton Road linking to recommended route option

The roundabout would be located approximately 500m north east of the village of Thorpe Arnold. Once the junction is complete it would link to the A607 Melton Road. The junction would be constructed north of the existing A607 to reduce disruption to existing traffic.

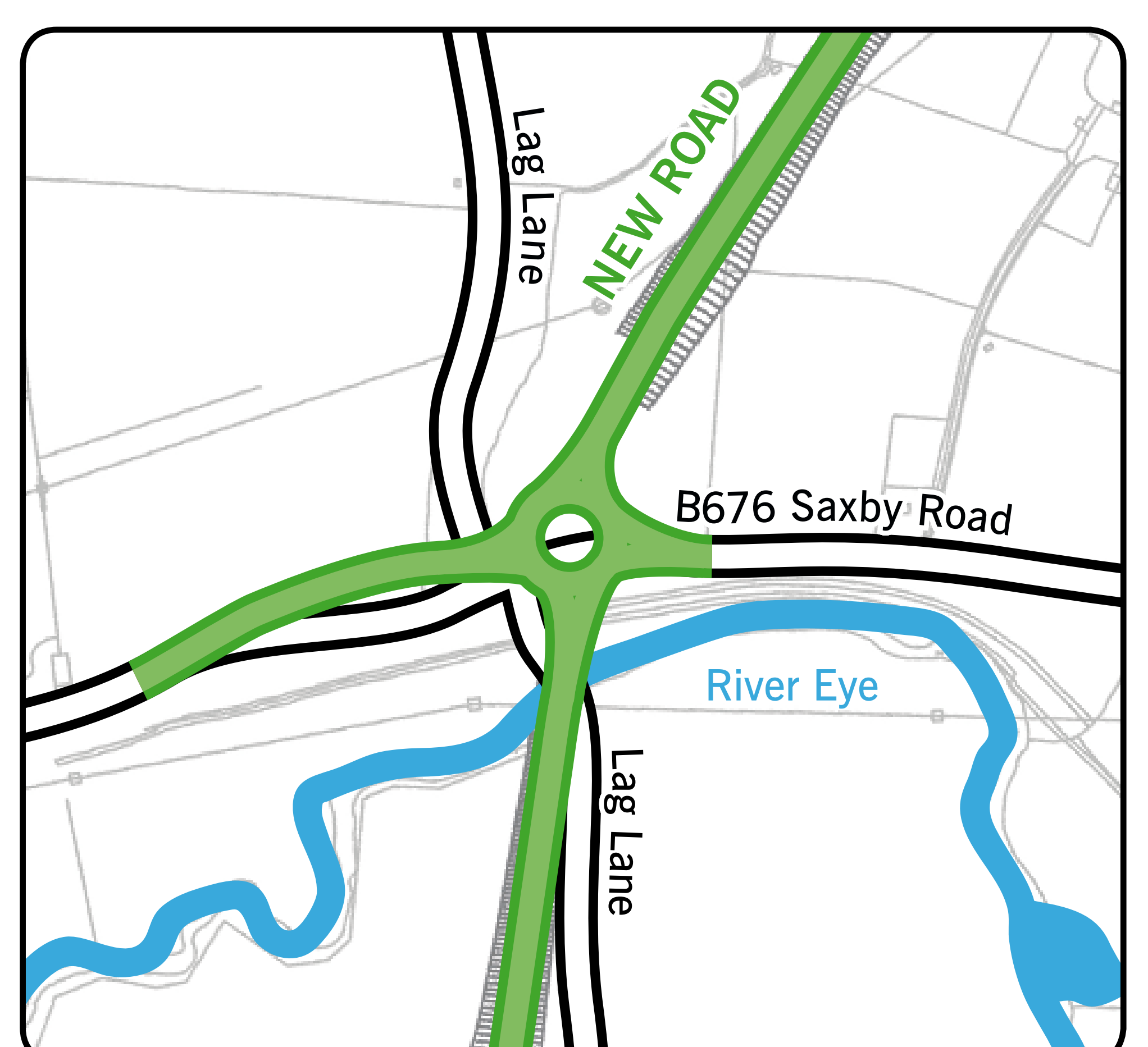


**Proposed
roundabout**

5

B676 Saxby Road linking to recommended route option

The location of the roundabout is constrained by overhead pylons to the north and south of the recommended route. Saxby Road would be diverted to the new roundabout once the junction is complete. There would be no through access from Lag Lane to either Saxby Road or the recommended route. A place to turn would be provided before Lag Lane crosses the recommended route and Saxby Road. The existing Lag Lane Bridge would be demolished to enable the construction of a new bridge for the recommended route.

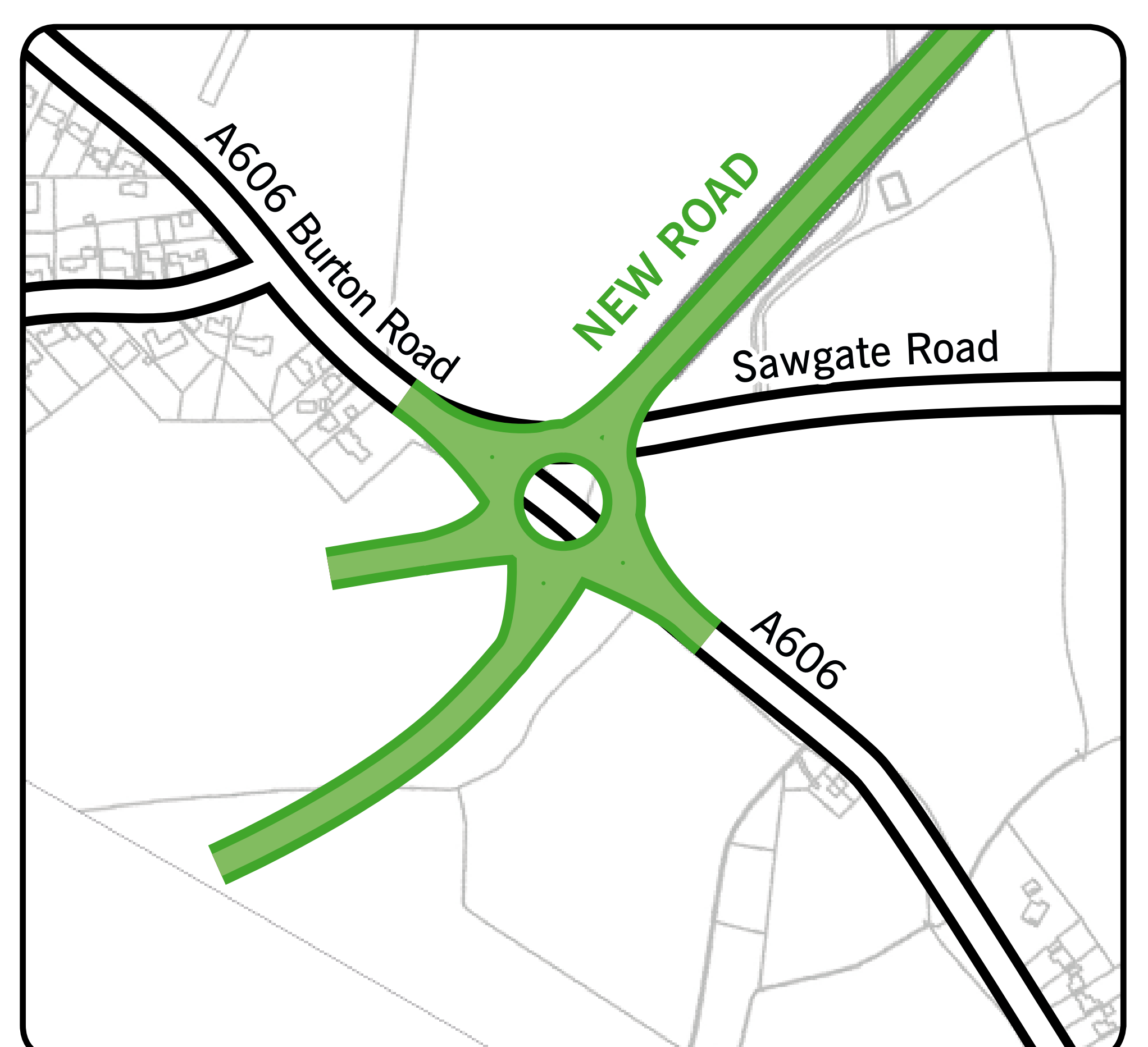


**Proposed
roundabout**

6

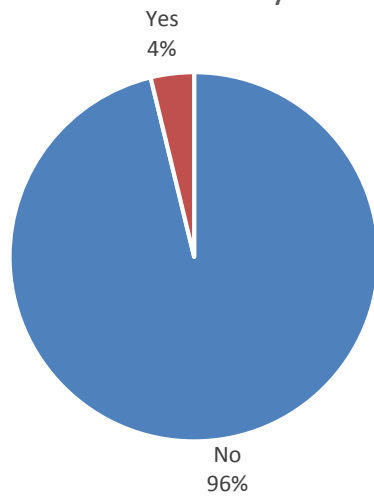
A606 Burton Road linking to recommended route option

The new roundabout would link with the A606 Burton Road. Two arms would be provided to the west to allow future development in the area. There would be no through access from Sawgate Road to either the new junction or the A606 Burton Road. A place to turn in the road would be provided to the south-east of the roundabout. The location of the roundabout is constrained by the existing properties located to the north west of the recommended route.

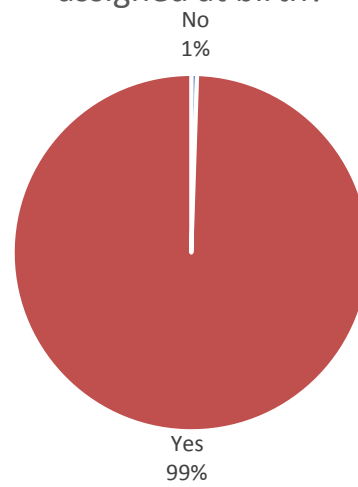


Appendix D. Demographic data

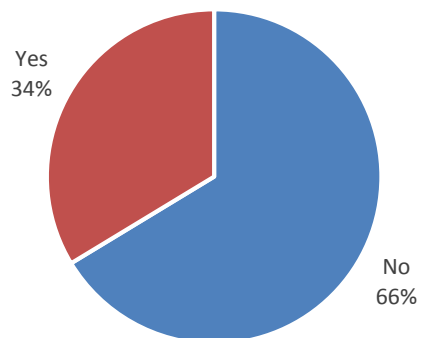
Are you an employee of
Leicestershire County Council?



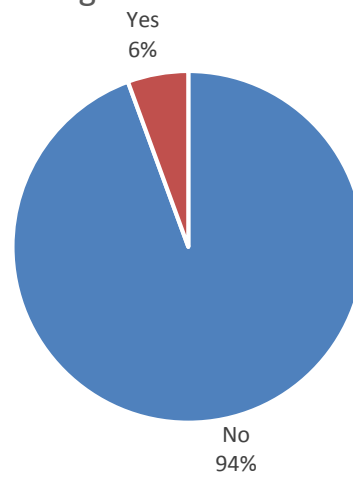
Is your gender identity the
same as the gender you were
assigned at birth?

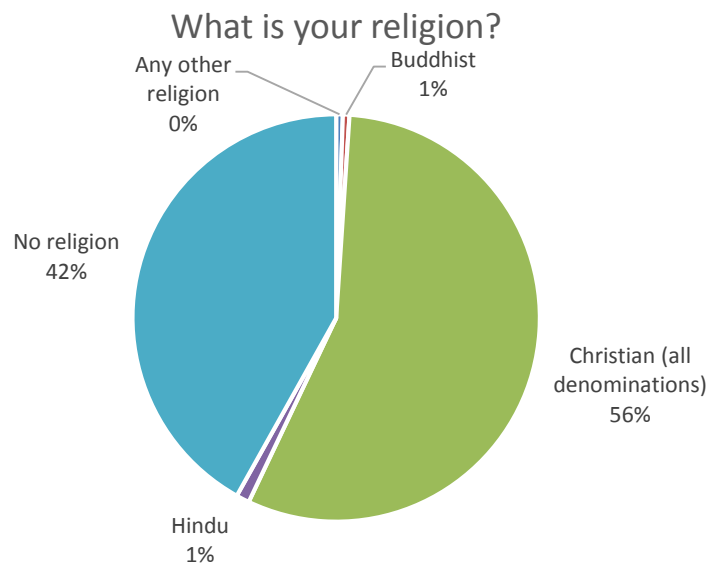


Are you a parent or carer of a
young person aged 17 or
under?



Are you a carer of a person
aged 18 or over?





In total, how many cars or vans are owned or available for use by members of your household?

