

Appendix D

STATEMENT OF COMMUNITY ENGAGEMENT

A511 MRN Growth Corridor Statement of Community Engagement



November 2019

Leicestershire County Council

Contents

1.0	Introduction	3
1.1	Scheme Background and Development.....	4
1.2	Key Benefits of The Preferred Scheme.....	8
2.0	Community Engagement Strategy	11
2.1	Approach to Engagement.....	11
2.2	Engagement Objectives.....	11
2.3	Preliminary Community Engagement.....	12
2.4	Community Consultation on a Preferred Scheme	12
2.4.1	Consultation Methodology	12
2.4.2	Consultation Activities	12 13
3.0	Formal Consultation Response & Analysis	16 17
3.1	Consultation Overview.....	16 17
3.2	Consultation Analysis	16 17
4.0	Impact of Engagement on the Scheme	19 20
4.1	Development of a Preferred Package of Measures.....	19 20
5.0	Looking Forward & Next Steps.....	20 21
6.0	Conclusion	21 22
7.0	Appendix A – Summary of Engagement Activities.....	22 23
8.0	Appendix B –Consultation Letter and Flyer Distribution.....	23 24
9.0	Appendix C – Consultation Letter.....	24 25
10.0	Appendix D – Supporting Statement	26 27
11.0	Appendix E– Consultation Questionnaire	34 35

1.0 Introduction

The A511 Growth Corridor is a 15km, mainly single carriageway road that extends from the A50 Field Head junction (just west of the M1 Junction 22) to the A42 Junction 13 near Ashby-de-la-Zouch. The current road forms a bypass round the north of the town of Coalville in North West Leicestershire.

The preferred option consists of a package of eight junction improvements and localised road widening to overcome existing traffic congestion and traffic related problems in the corridor enabling future growth and improving the reliability and resilience of the route as a connection with the SRN. It also includes a section of new road to link the A511 to the Bardon Link Road creating a new north/south link across Coalville.

The scheme will provide additional accessibility to and from housing and employment sites planned to the south east of Coalville. This will be achieved through the delivery of the new section of highway extending southwards from the A511 Bardon Road, into the southeast Coalville SUE, where an internal spine road will provide a continuous connection towards Grange Road.

In addition to improving access to local employment and residential sites, improvements along the A511 will enhance connectivity to the A42 and M1, both of which provide access to Leicestershire's International Gateway – East Midlands Airport.

The airport and the surrounding area are currently undergoing extensive redevelopment, with the delivery of East Midlands Gateway (EMG) one of the UK's largest Strategic Rail Freight Interchange and the potential for a significant mixed-use development at the Ratcliffe on Soar Power Station, which is due to be decommissioned in 2025. These schemes have been identified as part of plans to develop an East Midlands Development Corporation which aims to make the region an economic powerhouse.

LCC are looking to deliver these improvements in advance of HS2's proposals to introduce one of their main construction compounds adjacent to the A42 Junction 13. A temporary railhead is also proposed close to A42 Junction 13, with access to and from the A511.

These works could start in 2025 and when underway will significantly increase freight movement along the A511. Furthermore, HS2 are also planning to realign part of the A512 on the approach to A42 Junction 13, as well as some accommodation works on the A511 approach onto the A42 Junction 13 to facilitate the route of HS2. The A512 runs parallel to the A511 providing a secondary link between the A42 Junction 13 and the M1. During the realignment works, the A511 will form one of the main diversion routes for the A512.

As a result of HS2, the A511 will be required to accommodate traffic associated with both the construction compound and diverted movements from the A512. Delivery of the A511 Corridor Improvements seeks to ensure this route remains resilient during this period. However, failure to deliver the works in advance of HS2 Phase 2b will sterilise the network for a 10 year period, with the Coalville Transport Strategy being undeliverable until 2035.

This Statement of Community Engagement (SCE) sets out Leicestershire County Council's approach to public consultation and how this feedback from communities and stakeholders

has been taken into account at all stages of the development of this scheme, informing the development of the package of measures for the A511 MRN Growth Corridor.

1.1 Scheme Background and Development

Background

Congestion on the A511 Growth Corridor has been a long-standing issue recognised by both North West Leicestershire District Council and Leicestershire County Council; this can be dated back to 2008 when the Coalville Transport Strategy (CTS) was developed and investigated junctions on the corridor requiring improvement to facilitate housing growth in Coalville and Ashby.

An outcome of the CTS was the implementation of the Coalville Contribution Strategy (CCS) to help facilitate the delivery of improvements along the corridor, however insufficient funding has currently been received from the CCS to deliver the necessary improvements required for the corridor. Due to this, issues along the corridor have become increasingly pronounced and are likely to be exacerbated further by growth in background traffic and the significant levels of growth planned for the town as part of the local plan.

The A511 Growth Corridor is recognised by Leicester and Leicestershire Enterprise Partnership (LLEP) in its Strategic Economic Plan (SEP) as one of five Growth Areas. The SEP states through appropriate investment and improvements along the corridor, there is the potential to deliver at least 5,275 houses and 25ha of employment land. Importantly, a significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville.

Furthermore, one of the main HS2 Phase 2b construction compounds is to be located near the A42 Junction 13, which forms the westernmost end the A511 Growth Corridor. Accessibility to the compound will potentially have major traffic implications on the corridor. The HS2 Phase 2 work is programmed to start in 2025 and during the duration of the construction phase, additional major works elsewhere on the A511 Growth Corridor could be intolerable to both road users and non-users alike.

It is the current levels of congestion along the A511, the need to lock in the local benefit of housing and employment growth and the need to be ready for HS2 construction by 2025 that makes this scheme a priority for the Major Road Network.

Implementation of the scheme will provide the breathing space to implement a wider transport strategy for Coalville and the surrounding area to address localised traffic issues, public transport improvements and walking and cycling connectivity; building on the work done as part of the Local Sustainable Transport Fund.

Existing Issues

Issue 1 – Significant levels of congestion resulting in slow and unreliable journey times

The A511 Growth Corridor currently experiences notable levels of congestion and peak hour delay at several of its key junctions, this results in journey time delay upwards of forty seconds at each junction and leading in tailbacks that disrupt the flow of traffic along the

approaching links, resulting in speeds of less than 10mph on sections of road designed for 60mph. This lack of journey time reliability reduces people's ability to utilise the network freely, reducing their choice of amenities which they can access.

Issue 2 – Personal injury collision clusters

A review of Personal Injury Collision statistics for the District highlights considerable clustering of accidents around the junctions on the A511 corridor. This is potentially influenced by the volume of traffic using the junctions being above that they were designed for, increasing driver frustration and the risk of accidents.

Issue 3 – Supporting freight and logistics use of the corridor

The A511 acts as a key north west to south east corridor, with its eastern end connecting to Leicester and the M1. Additionally, there are currently a wide number of transport & logistics and industrial firms on the corridor, including Amazon, as well the Bardon Hill Quarry (a nationally significant quarry and aggregate business), which is reflected in the high levels of employment in these sectors in local demographics. The existing levels of congestion on the corridor make freight movement slower, less reliable and subsequently more expensive.

Issue 4 – Need to support local growth

The North West Leicestershire Local Plan, supported by their Local Development Scheme 2018 – 2021 and the LLEP Strategic Economic Plan, all identify Coalville as a potential centre for residential and commercial development. However, current issues with junction capacity and journey time reliability constrain the volume of development that can be delivered without causing gridlock on the network.

Issue 5 – Lack of accessibility for vulnerable road users

Census analysis of the area shows low levels of walking and cycling trips, even on relatively short distance movements. Whilst Local Sustainable Transport Funding has provided interventions to address this, these journeys remain difficult, influenced by the current road layout and junction design being relatively hostile to people using these modes and this has subsequent impacts on the health of the local population.

Additionally, the levels of congestion on the road impact the journey times of residents reliant on public transport who are often in more vulnerable categories of individual. As such, the current congestion issues result in a reduction in their ability to access amenities, employment/training or to meet with friends or family, thus again adversely impacting health.

Issue 6 – Lack of journey time reliability for traffic to and from the SRN

As aforementioned, the A511 acts as a key artery for commuter and freight movements. This is, in part, due to it connecting two elements of the Strategic Road Network, the A42 and the M1. At present, delays to traffic on the A511 mean that the benefits of the ongoing capacity and reliability investments on the SRN by Highways England aren't fully realised as the delays on the A511 affect access and egress on the SRN.

Issue 7 – Air quality and noise impacts experienced by community on corridor

Due to the traffic delay and congestion at existing junctions on the A511 corridor, traffic moves in a stop-start fashion at several locations, particularly in the peak hours. This, in turn, results in increased fuel usage and greater production of emissions hazardous to human health, as well as the environment. This issue has already resulted in the imposition of an Air Quality Management Area (AQMA) on a section of the corridor.

Additionally, the disrupted traffic flow results in increased noise being generated by engines stopping and starting.

These conditions will only worsen with natural growth in background traffic and additional traffic from planned developments for the area if nothing is done.

IMPACTS OF DOING NOTHING

Continuation of current transport problems

The A511 currently experiences congestion and delay in the peak periods relating to a lack of capacity at key junctions along its length. This, in turn, leads to journey time unreliability and subsequent reductions in accessibility to and from the corridor. These issues will continue and likely worsen without intervention to handle increased traffic growth. Without the scheme, the problems and issues identified will continue and likely worsen. This means that roads will remain congested, impacting on both residents, and those from a wider catchment seeking to make longer distance movements to/from Leicester, Burton Upon Trent, Loughborough and further afield. Exacerbation of the traffic issues along the corridor would also lead to the worsening of air quality along the corridor, and potentially an extension of the identified AQMA.

In addition to this the resilience of the network will remain poor with corresponding impacts on journey time reliability along the corridor. Traffic would be diverted onto less suitable routes (i.e. through Coalville) which currently suffer from high numbers of injury collisions.

Delivery of housing, jobs and economic growth

The A511 Corridor is planned for high levels of residential and employment development. Both the Leicester and Leicestershire Enterprise Partnership (LLEP)'s Strategic Economic Plan (SEP) and Leicester & Leicestershire 2050: 'Our Vision for Growth' identify the need to improve this corridor, with the SEP identifying the A511 Growth Corridor as is one of five Growth Areas that could potentially deliver at least 5,275 houses and 25ha of employment land.

Whilst recently completed improvements to M1 Junction 22 and A42 Junction 13 have unlocked growth in North West Leicestershire, without further appropriate intervention, the resulting congestion and lack of journey time reliability could delay or stall the delivery of housing and reduce the attractiveness for businesses to locate within Coalville and surrounding area leading to a sterilisation in future development. In addition to this, existing developments will be undesirable to prospective buyers.

A failure to address the issues posed by underperforming junctions will increase delays to traffic accessing the SRN at M1 J22 and A42 J13, and impact on the economic output and productivity of existing businesses along the corridor.

Adverse impact on the SRN junctions

The A511 Growth Corridor links the A42 at Junction 13 to the M1 at Junction 22 and is one of the two key east-west links in Leicestershire. The A511 Growth Corridor acts as a feeder route to the two SRNs and it also performs a resilience function for the SRN by acting as a diversion route. Without intervention on the A511 corridor, there will be potential adverse impacts on trips using the Strategic Road Network. This will be in the form of trips originating from the SRN becoming delayed on reaching the MRN, in the form of delay trips between the A42 and M1 via the A511 and, in the worst case scenario, blocking back of traffic from a congested A511 Growth Corridor onto the SRN with the corridor, this is currently the case for the M1 J22 which experiences blocking back traffic from the Flying Horse and Field Head Junctions.

Furthermore, if congestion continues and/or increases on the A511 then there is a risk that time-sensitive deliveries to the HS2 construction site and business along the corridor and further afield will be delayed.

Inability to support HS2 works in the area

One of the main HS2 construction compounds is to be located at A42 J13, due to this and the realignment of the A512 needed to facilitate the route of HS2, the A511 Growth Corridor will be used as a diversion route, in addition to the route being used for HS2 staff and materials. This will result in additional traffic on the A511 corridor, and without the appropriate intervention this will have adverse traffic implications for the corridor and the strategic junctions located at either end of the corridor. In addition to this, there is a risk of HS2 construction traffic and freight traffic on the corridor experiencing severe delays and journey time instability, risking construction and operational issues for HS2 activities and the business along the corridor.

Scheme Objectives

Based on the appreciation of the constraints and issues scheme objectives have been identified which align with national, regional and sub-regional policy and strategy including MRN objectives. These scheme objectives were used in option assessment and are listed below:

- Objective 1 - Make journeys on the A511 faster and more reliable.
- Objective 2 - Provide a resilient and safer road network, resilient to road collisions.
- Objective 3 - Improve reliability and capacity for freight along the A511 Growth Corridor and in so doing support the efficient operation of logistics and mineral extraction needs of the area.
- Objective 4 - Support North West Leicestershire DC's objectives of facilitating growth by delivering transport infrastructure; and potentially deliver at least 25ha of employment land and unlock at least 3,500 new dwellings.
- Objective 5 - Improve connectivity for all road users, with particular focus on vulnerable road users with the implementation of controlled crossings.
- Objective 6 - Support the SRN by providing a reliable and resilient link to the M1 and the A42.
- Objective 7 - Improve air quality and traffic noise impact along the corridor.

ALTERNATIVE OPTIONS

The preferred option is the best performing option to overcome existing traffic congestion and traffic related problems and tackle future issues to enable growth and network resilience. It has been developed from an evidence and objective led optioneering process, assessing a range of options across modes, and different scales of highway intervention.

In all, 28 different potential interventions were assessed against the scheme objectives, wider objectives and criteria relating to feasibility, acceptability and affordability to identify the better performing options. This assessment was derived from the evidence base with stakeholders engaged in the decision-making process.

The results demonstrated that highway interventions along the A511 Growth Corridor itself were the highest-ranking performers with the ability to provide a material benefit to both users and non-road users and support the growth proposals in the Local Plan

The identified packages in the assessment performed better than individual highway interventions, with the largest package ranking highest. This package identified as the preferred option, has the added benefit of providing a continuity of standard for the A511 with one hit. In addition to economies of scale, this provides a greater certainty of benefit and achievement of outcomes compared with an alternative approach of incremental implementation over a longer duration. Implementing the interventions individually adds uncertainty that the scheme will be fully delivered and that the full benefit will be realised.

The initial option assessment clearly shows that the preferred option has the greatest potential of contributing to outcomes as indicated by its anticipated impact on congestion problems along the whole of the Growth Corridor, improving access to housing and employment and providing user and wider economic benefits.

Based on the Strategic Outline Business Case (SOBC) submission funding for further development of the preferred option has been secured, with the Outline Business Case (OBC) being prepared with further optioneering being undertaken, using an updated model and updated datasets. This included optimising the scheme design taking further account of costs, any land ownership issues and environmental considerations.

1.2 Key Benefits of The Preferred Scheme

The preferred option is the most effective at tackling the following problems in the A511 Growth Corridor, both now and in the future:

- The corridor currently experiences congestion and delays;
- The corridor is regionally important as the A511 acts as a feeder route to the SRN and performs a resilience function when acting as a diversion route;
- Congestion at the Flying Horse and Field Head junctions causes queues to tailback all the way to the M1 J22, and in so doing affecting the operation of that SRN junction;

- The corridor has been identified as one of the five growth areas identified in the Leicester and Leicestershire Enterprise Partnership's (LLEP) Strategic Economic Plan (SEP);
- Corridor improvements have the potential improve connectivity to the Leicestershire's International Gateway and the neighbouring significant development proposals including EMG, which have been identified by the emerging East Midlands Development Corporation;
- The area surrounding the corridor has been identified with the SEP as having the potential to deliver approximately 5,275 additional houses and 25ha of employment land, but remain constrained by poor transport infrastructure;
- The A511 Corridor suffers from poor air quality specifically area surrounding the A511 Stephenson Way / Bardon Road / Brooms Leys Road which has been recognised as an AQMA;
- Notable amount of shunt-type accidents;
- Nationally significant logistics and quarry businesses along the corridor are vitally important to the location, and these are reliant on the efficient movement of freight along the A511 corridor from key sites along the corridor to the motorway network; and
- One of the main HS2 Phase 2b construction compounds is to be located at A42 Junction 13 which forms the westernmost end the A511 Growth Corridor. The A511 will serve as a route for materials and diverted traffic during HS2 construction.

The scheme is consistent with Local, Sub-Regional and National policies, with a particular benefit of the scheme being increasing accessibility for 3500 new dwellings and a large employment site south east of Coalville as detailed in the adopted Local Plan (2011-2011) for North West Leicestershire.

With HS2 Phase 2B construction to commence in the mid-2020s it is imperative that its construction impact on the road network is mitigated and that the site is not impeded by poor connectivity to sources of both labour and materials. Implementing the full package of works in one go ahead of HS2 Phase 2B construction provides the most resilient solution. Partial implementation or no scheme at all will mean congestion impacts could result in economic and environmental damage as both HS2 construction traffic and other users queue or use less suitable routes.

Moreover, isolated junction improvements will only increase delays at neighbouring junctions, since traffic will be able to go through the improved junction quicker only to get stop at an adjoining junction already struggling from congestion and in so doing increasing delays and queuing along the corridor.

The Bardon Link Road in its entirety (i.e. with the new road connection at Junction 6) provides further resilience to the package. The road provides an alternative to the A511 for traffic east of Coalville. It therefore provides relief for the currently congested Birch Tree Roundabout (Junction 7), as well as reducing conflict with vehicle and rail movements accessing the Bardon Hill Quarry, and in so doing increasing capacity along the A511 Growth Corridor.

The scheme will also allow LCC the opportunity to liaise with statutory undertakers to upgrade water, wastewater, energy and telecommunications along the A511 corridor during

the construction period to minimise any future disruptions and future proof the resilience of the road.

The SOBC and associated Options Assessment Report indicate that primarily on a qualitative basis the complete package of highway interventions is the preferred solution.

The preferred scheme offers:

- The highest level of benefits relative to other options, and it is best suited to support the corridor's function as a key east to west link;
- Provides the greatest benefit for through traffic and trips connecting to jobs in Coalville, Ashby, and the wider area including Leicester City, the Leicestershire's International Gateway, and Castle Donington via the corridor;
- The greatest ability to provide for the full extent of housing and employment growth proposed in the North West Leicestershire District Council Local Plan;
- Scored more highly on almost all qualitative scheme objectives than alternative options;
- Provides the greatest opportunity to support walking, cycling and public realm improvements in Coalville as part of a wider transport strategy;
- Support public transport services along the corridor through the provision of a less congested and reliable route, and in so doing encouraging the use of sustainable transport;
- It will provide the highest journey time savings across the entire corridor, providing a faster and more reliable connections to the SRN for all vehicles (including freight);
- It is best suited to support the construction impacts of HS2 in the North West Leicestershire area;
- Improves access to EMA, EMG and Ratcliffe on Soar Power Station, which has been identified as a major development site for a mixed use scheme to be facilitated by the emerging East Midlands Development Corporation;
- Offers the most accident savings along the entire corridor and in so doing improve journey time reliability for all users especially businesses along the corridor who heavily depended on the efficient movement of freight along the corridor.

In addition, the preferred scheme ensures that all the major issues along the corridor are addressed at one go providing a better value for money through economy of scale and less destructive periods along the corridor due to construction activities spread over an extended duration of years, which will have an adverse impact on the resilient role played by the corridor in supporting the SRNs.

Following release of the SOBC the next stage was to proceed to formal public consultation as detailed in the following sections.

2.0 Community Engagement Strategy

2.1 Approach to Engagement

It was recognised at the earliest stages of this project that community engagement and feedback would be key to the successful delivery of the A511 MRN Growth Corridor.

Our approach to community engagement was based upon Statement of Community Involvement which was produced using information and practices which have assisted the delivery of successful major infrastructure projects within the County.

2.2 Engagement Objectives

Our overall engagement / communication objectives were defined at the outset of the project in a Communications Plan. This has been regularly reviewed/updated and will continue to shape our approach to engagement throughout the lifecycle of this scheme.

The overall objectives include:

- Primary stakeholders and communities affected by the A511 MRN Growth Corridor scheme are engaged with and given opportunities to feedback and provide comments.
- To inform stakeholders of the A511 MRN Growth Corridor scheme and to seek their views to inform the scheme design and any measures required to mitigate against any environmental, community or other negative impacts arising from the scheme;
- To communicate clearly, openly and in a timely manner the need for the scheme, details of the proposed junction improvements and any updates as the scheme design and planning process progresses;
- Working collaboratively with our internal and external stakeholders to ensure information is shared effectively and consistently across communication channels.
- To define the channels and processes necessary to effectively manage the on-going dialogue between the project team and all stakeholders to keep interested parties informed of the scheme as the design and statutory processes progress;
- Proactively and inclusively communicate with all stakeholders throughout the scheme development, ensuring clarity and consistency of message at each stage of the scheme to all stakeholder groups.
- To inform detailed design and the planning process and to regularly report on progress;
- Regularly review the impact of project communications and identify opportunities and methods to improve poor engagement levels or a lack of participation of any particular group.
- Effectively manage communication risks identified in the stakeholder action plan and project risk register.
- Pro-active regular communications and engagement with the media and stakeholders to share good news stories and correct inaccurate or misleading views or articles.

As part of this engagement, a consultation with residents directly affected by the scheme was undertaken in October 2019. The specific aims of this were to:

- To ensure that the needs of stakeholders are reflected through the design process.

- Ensure that stakeholders including the local community, statutory groups and road users were fully aware of the proposals and the reasons for the scheme.
- Public influence design process
- Understand concerns, design out where we can.
- Explain to public why other options have not been progressed

2.3 Preliminary Community Engagement

Engagement took place throughout the design process with residents and landowners who are in proximity of the A511 improvements. During the development of outline design, discussions were largely regarding practicalities around the developing proposal (timescales, phases etc.) and any initial concerns regarding the layout of the junctions.

2.4 Community Consultation on a Preferred Scheme

The consultation period ran from 25th September 2019 to 23rd October 2019 and included the methods and channels as detailed in the following sections.

2.4.1 Consultation Methodology

The communication methods were guided by the Communications Plan which included an analysis of stakeholders, their interest/influence, and the most appropriate methods and frequency of engagement with them. Supporting this, an engagement tracker was developed, listing details of all relevant stakeholders and our planned interaction with them. We have also been flexible, ensuring we meet the changing needs and priorities of our stakeholders.

The selection of engagement methodology has been informed by the need to support the objectives described earlier, ensuring that stakeholders are informed and engaged with as soon as possible, and continuing this throughout the design process and evolution of the scheme. Methods were selected to enable maximum reach for varying target audiences and levels of interest, influence and buy in to the scheme.

The key methods used are listed below and will be detailed further in subsequent sections:

- Public Exhibitions
- Press Coverage
- Reports (Publicly available)
- Letters
- Leaflet/Flyer Drop
- Questionnaire

A schedule of key consultation activities and dates is also included at Appendix A.

2.4.2 Consultation Activities

Letters

The formal consultation period took place from 25th September 2019 – 23rd October 2019 and as part of this a total of 2,000 letters were delivered. This included all properties within

200m of the corridor affected. A diagram of this distribution can be seen in Appendix B, and a copy of the consultation letter is included at Appendix C.

The letter included the following information:

- Details of the consultation process,
- exhibition dates and
- how to respond
- Location plan of the proposals.

The letter was a key consultation resource, setting out the rationale for the scheme, locations of the sections of the A511 considered for improvements, and ways to get further information and submit comments.

As detailed above, the letter was hand delivered to the properties directly affected (within 200m of the proposed route) along with a copy of the scheme Flyer.

Supporting Statement/Flyer

As part of the consultation a supporting statement was produced and included the following information:

- The existing situation
- Scheme overview
- Summary of the proposals
- Description of individual improvements
- How to respond along with Exhibition time and dates
- Next steps

A copy of this can be found in Appendix D.

Public Exhibitions

A total of 3 public exhibitions were held as part of the consultation as detailed below:

- North West Leicestershire District Council Offices (Thurs 3rd October 9.30am-4.30pm)
- Markfield Community and Sports Centre (Fri 4th October 3pm-8pm)
- Coalville Library (Sat 5th October 10am-2pm)

The purpose of these exhibitions was to ensure that members of the public and stakeholders had reasonable opportunity to attend a staffed event detailing the proposals. These events took place in key local venues and were attended by a variety of Leicestershire County Council and consultancy staff members including members of the design team. Visitors were able to view copies of the outline design, together with copies of the questionnaire and accompanying questionnaire supporting statement. An area was set aside where visitors could sit down to reflect on the proposals and complete their questionnaire.

The public exhibitions were well attended with a total of 187 visitors recorded.

Media Coverage

Press releases have been a key vehicle for engagement with the wider audience for this scheme and for attracting local printed media interest and articles online, including on local news/national construction websites. Press releases have been issued at key milestones for the scheme development as listed below:

- SOBC Funding submission
- DfT SOBC Funding announcement
- Start of consultation
- During consultation – Public Exhibitions

This has resulted in significant online and print coverage (e.g. Coalville Times and Leicester Mercury – see examples in Figure 5 below), particularly around the announcement of DfT development funding. A live TV interviews took place on the A511 shortly after the announcement and featured the County Council's leader for Environment & Transport, Councillor Black Pain. There was also a strong presence on social media, as the County Council's Tweets on the announcement were re-tweeted and liked on the social media platform Twitter.

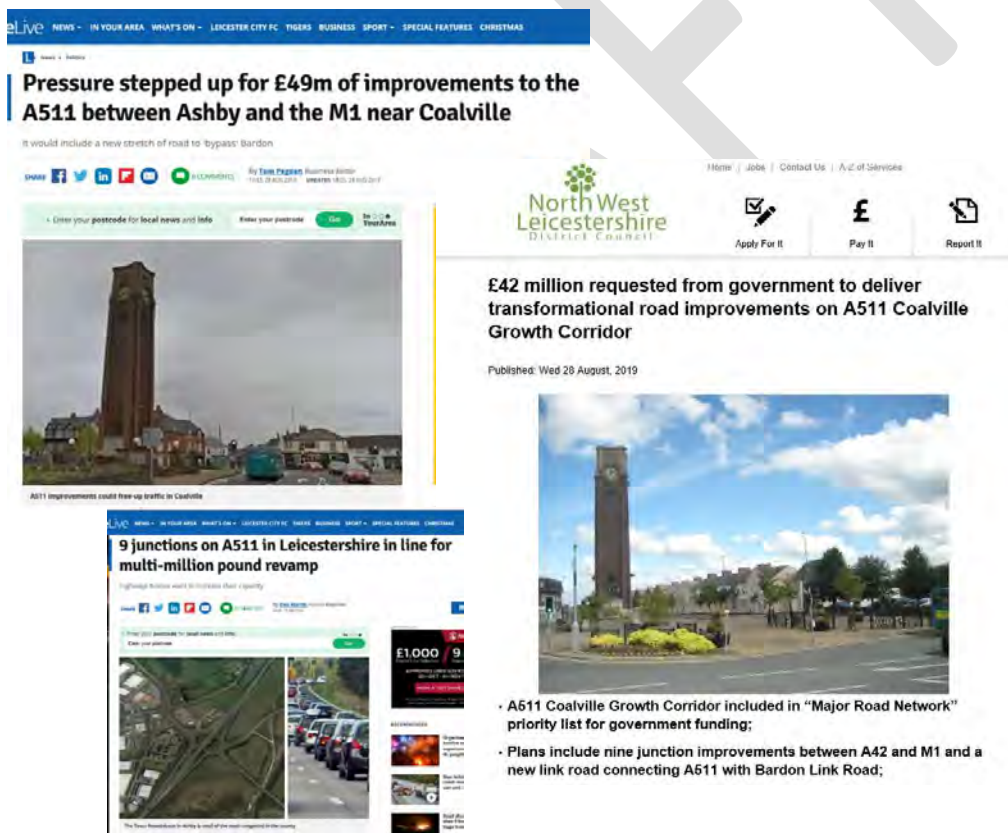


Fig 5. Examples of press coverage

Reports (Publicly available)

All information for the scheme has been made publicly available wherever practical to do so. This has included a dedicated webpage at www.leicestershire.gov.uk/a511-growth-corridor. This website has included background to the scheme, together with latest updates, and individual plans for each of the 9 locations.

Questionnaire

A questionnaire to gather opinions about the scheme was also produced for use as part of the formal consultation period. This was the key method for people to comment on the scheme and copies were available at the exhibitions and information events, at collection points and could be completed online.

The questionnaire asked respondents about the council's proposed plans for the A511 and the extent to which they agreed or disagreed with the proposal in principle and proposals for each individual location. 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 assessment that i) the A511 already suffers from congestion and delays; ii) improvements need to be made to the A511 to support future growth in the area?
- To what extent do you agree or disagree with the objectives of the proposed scheme as set out in the supporting statement?
- To what extent do you agree or disagree with the proposed scheme overall, as outlined in the supporting statement?
- To what extent do you agree or disagree with the proposed junction layouts? We will use this information to help refine the designs in the planning application (1 - Hoo Ash Roundabout; 2 – Thornborough Road Roundabout; 3 - Dual Carriageway; 4 – Whitwick Road Roundabout; 5 – Broom Leys Road Crossroads; 6 – Bardon Road junction/Link Road; 7 – Birch Tree Roundabout; 8 – Flying Horse Roundabout; 9 – Field Head Roundabout)
- When considering proposed changes to the A511, to what extent do you agree or disagree that we should take the following factors into account? (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 be taken into consideration regarding the proposed 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 E.

3.0 Formal Consultation Response & Analysis

3.1 Consultation Overview

Consultation on the MRN A511 Growth Corridor proposals was undertaken during September/October 2019. See sections above for further details and Appendix A for a timeline of activities.

The consultation documents were available:

- Online, and in a downloadable format, from the scheme website: www.leicestershire.gov.uk/a511-growth-corridor;
- Copy of a letter sent to all residents within 200m of the scheme. Additionally, flyers announcing the consultation and providing details of the consultation events were posted at a number of addresses within Coalville.
- Prior to the consultation events, the project team met with some of the landowners who were potentially affected by the scheme.

A detailed analysis report was prepared and the key messages from this report have been produced below.

3.2 Consultation Analysis

Responses

In total, 224 responses were received on the consultation response form (questionnaire), with a further 10 emails and letters were received. Responses were received from across the scheme area and beyond.

Responses were accepted via the following channels:

- Paper questionnaire at public events
- Online questionnaire
- By email to A511MRN@leics.gov.uk
- By freepost address

Demographics

Responses were received from a broad range of residents, based on analysis of the demographic questions on the consultation questionnaire. Most responses were from local residents (90%) travel along the A511 on a most days (67%). The majority of respondents (92%) were car drivers and reside in the local area (91%).

Key Messages

Based on the responses from the questionnaire, most respondents (80%) agreed that the A511 already suffers from congestion and delays (11% disagreed, 9% neither agreed nor disagreed); whilst 66% respondents agreed that improvements needed to be made to

support future growth in the area (25% disagreed, 8% neither agreed nor disagreed, 1% did not know)

With regards to the stated objectives of the scheme, most respondents (45%) either strongly agreed or tended to agree, (44% disagreed, 11% neither agreed nor disagreed, and 1% did not).

Based on the responses from the questionnaire, whilst 49% of respondents either strongly disagreed or tended to disagree (39% either strongly agreed or tended to agree, 12% neither agreed nor disagreed, and 1% did not know) with the recommended proposals for the A511 Growth Corridor. When asked to elaborate respondents highlighted the point that they believe the scheme would adversely affect them at the Flying Horse Roundabout (9 mentions); a bypass is needed (12 mentions); the right turn at the Broom Leys junction should remain; 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).

Junctions Design / Location

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

- **Hoo Ash Roundabout** - 54% agreed with proposals for this junction (20% disagreed, 19% neither agreed nor disagreed, and 7% did not know);
- **Thornborough Road Roundabout** - 54% agreed with proposals for this junction (21% disagreed, 19% neither agreed nor disagreed, and 7% did not know);
- **Dualling between Thornborough Road and Whitwick Road** - 54% agreed with proposals for this junction (29% disagreed, 12% neither agreed nor disagreed, and 4% did not know);
- **Whitwick Road Roundabout** - 54% agreed with proposals for this junction (25% disagreed, 16% neither agreed nor disagreed, and 5% did not know);
- **Broom Leys Road Junction** - 42% agreed with proposals for this junction (41% disagreed, 12% neither agreed nor disagreed, and 5% did not know);
- **Bardon Road junction and Link Road Extension** - 42% agreed with proposals for this junction (37% disagreed, 15% neither agreed nor disagreed, and 6% did not know);
- **Birch Tree Road Roundabout** - 49% agreed with proposals for this junction (32% disagreed, 14% neither agreed nor disagreed, and 5% did not know);
- **Flying Horse Roundabout** - 36% agreed with proposals for this junction (54% disagreed, 8% neither agreed nor disagreed, and 3% did not know);
- **Field Head Roundabout** - 49% agreed with proposals for this junction (34% disagreed, 13% neither agreed nor disagreed, 5% did not know);

Environmental Impact

Of the 224 responses to the consultation, the proportions that agreed the following factors should be taken into account were:

- 85% agreed that minimising the impact on the environment should be taken into account
- 90% agreed that minimising the impact on residents (including noise and air quality) should be taken into account
- 70% agreed that reducing congestion along the A511 corridor.

Other Responses

The key themes arising from responses received included:

- Money should be used to provide the Bardon Road bypass scheme
- Too many lorries use the road both day and night
- Felt that individual junction improvements did not go far enough

4.0 Impact of Engagement on the Scheme

The outcome of the consultation was summarised in a report to the LCC Environment and Transport Overview Scrutiny Committee on 7th November 2019 which is available online at <http://politics.leics.gov.uk/Meeting07Nov2019Agenda>. This report sets out the key issues arising through consultations, together with proposed actions or decisions to be made in response.

Following this a report was also presented to Leicestershire County Council's Cabinet on 22nd November 2019 and the agenda for this can be viewed online at <http://politics.leics.gov.uk/CabinetReport221119Agenda>

These reports gave further detail for the rationale of the A511 MRN Growth Corridor Scheme, together with more detailed analysis of the key consultation issues and a LCC response to each.

Authority was given for the submission of an Outline Business Case (OBC), seeking funding for the scheme and this will subsequently be submitted in late December 2019.

4.1 Development of a Preferred Package of Measures

Following the consultation period, it was confirmed that further engagement would take place with key landowners, businesses and stakeholder groups, including statutory consultees, in order to understand any remaining issues in the development of the Preferred package.

Other stakeholders and statutory consultees

Since the consultation on the recommended package of measures, consideration has been given to issues raised through engagement with statutory consultees and landowners. Particular areas of focus for further design development have been:

1. Manoeuvre restrictions on the Flying Horse Roundabout are unpopular but the constraints of the junction imposes capacity improvements that are not possible without some restricted movements; and
2. The right turn restriction on Broom Leys junction is also unpopular but again the constraints of the junction necessitates that capacity improvements are not possible without some restricted movements

5.0 Looking Forward & Next Steps

Should Department for Transport funding be secured, work on the development of a design for the scheme will proceed. Part of this will include planning submission, carry out additional surveys on site, and continuing our engagement, particularly with those directly affected by the route. Wherever possible we will seek to mitigate any negative effects of the proposals.

We are working towards submission of a planning application in early August 2020. Following the submission of the planning application, a further consultation event will be held over three days within the 30 day consultation period. This will be publicised through the following channels:

- A flyer distributed to all properties within 200m of the extent of the proposed highway that may overlook the scheme. The rationale for this approach is to ensure we encompass all properties that are likely to be most impacted by the scheme.
- Request that the planning notification includes mention of the scheme webpage and scheme consultation event.
- An update bulletin will be emailed or posted to all stakeholders on our mailing list.
- Posters promoting the event will be placed at strategic locations within Coalville and surrounding villages.
- A press release and social media will be employed to promote the events.
- Publicity on the scheme webpage, in the “News” section on LCC’s homepage and social media such as Twitter.

The event will be an opportunity for the community to ask questions about what has been submitted in the planning application and will include key information and plans of the proposed scheme.

Going forwards, if the planning application is approved it will give a firm foundation for the detailed design work to proceed. Following this we will begin to liaise with landowners regarding the statutory procedures required for the purchase of land.

6.0 Conclusion

There has been early consultation and stakeholder input to the MRN A511 Growth Corridor scheme from the earliest stages and throughout the design process.

This has resulted in some important changes to the design of the scheme and helped to shape the eventual Preferred scheme as detailed above.

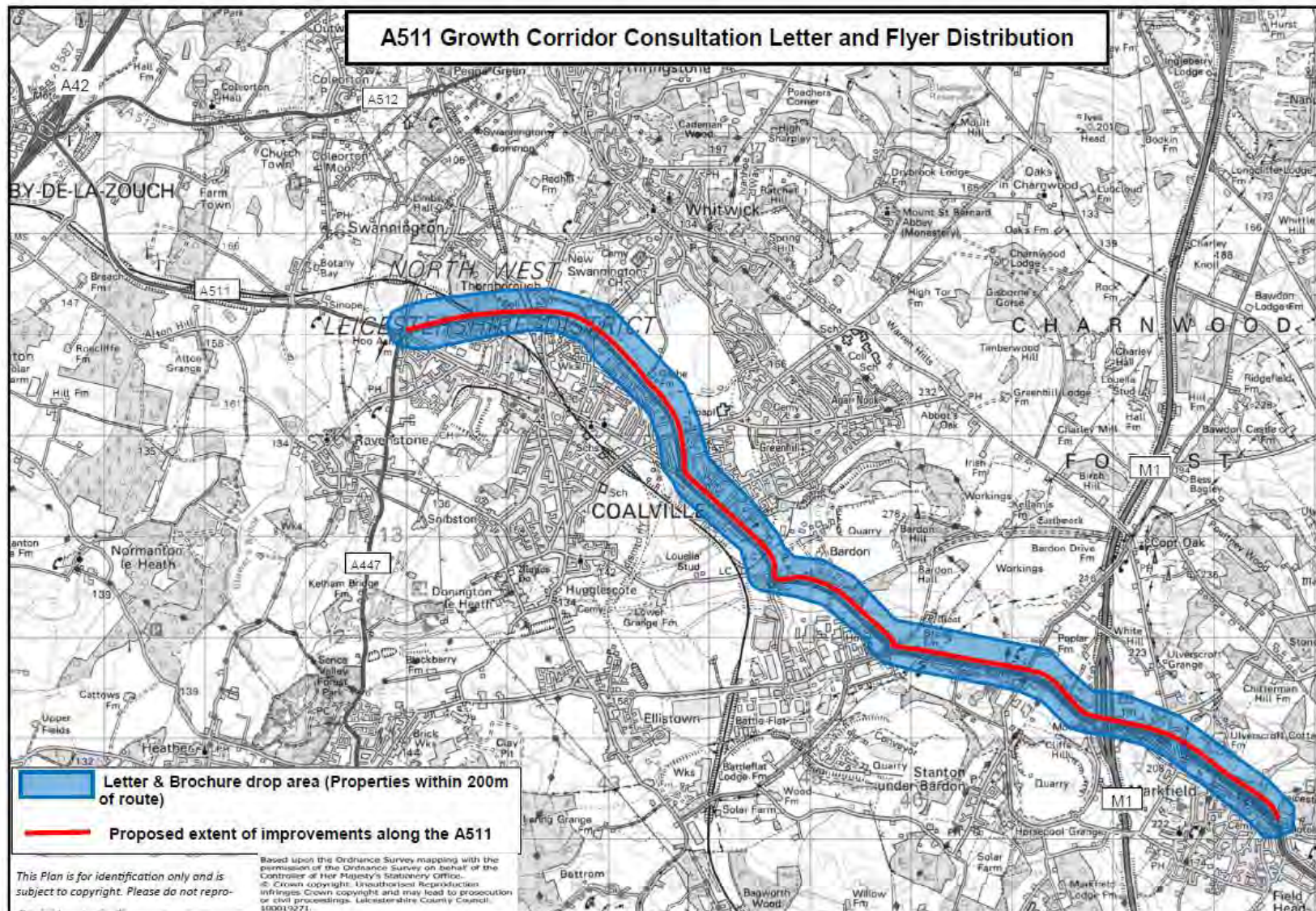
Going forwards it is our intention to continue to fully engage with the public at every opportunity, ensuring that the views of the local community and stakeholders are taken on board and continue to influence the design and delivery of this scheme.

DRAFT

7.0 Appendix A – Summary of Engagement Activities

		Engagement activity	Date
PRELIMINARY CONSULTATION/ DESIGN PERIOD	SOBC	Meeting with Developers of the Coalville SUE to discuss initial scheme proposals and timescales	19 th February 2019
		MRN A511 Design workshop	14 th March 2019
		SOBC scheme Appraisal workshop	11 th April 2019
		Meeting with Network Rail to discuss Under Track Bridge	3 rd July 2019
		Submit SOBC to Midlands Connect	5 th July 2019
		Pre-application enquiry for Land off Bardon Road	8 th July 2019
		Midlands Connect Submit SOBC to Department for Transport	31 st July 2019
	OBC	Press release – Leicester Mercury Newspaper <i>Pressure stepped up for £49m of improvements to the A511 between Ashby and the M1 near Coalville</i>	28 th August 2019
		Press release – North West Leicestershire District Council <i>£42 million requested from government to deliver transformational road improvements on A511 Coalville Growth Corridor</i>	28 th August 2019
		Pre-application enquiry for Land off Bardon Road	6 th September 2019
		Collaborative Planning Workshop	9 th September 2019
		Press release – Leicester Mercury Newspaper <i>9 junctions on A511 in Leicestershire in line for multi-million pound revamp</i>	13 th September 2019
		Consultation letters and flyer sent to residents and businesses within 200m of the scheme (approx. 2000)	Posted for arrival on/before 25 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)	25 September 2019
PUBLIC CONSULTATION PERIOD	OBC	Public consultation website launched, including online questionnaire	25 September 2019
		Press release – Loughborough Echo <i>Views sought on major A511 improvements</i>	27 th September 2019
		Exhibition – Public (North West Leicestershire District Council Offices)	3 rd October 2019
		Exhibition – Public (Markfield Community & Sports Centre)	4 th October 2019
		Exhibition – Public (Coalville Library)	5 th October 2019
		Lead Member Tour of Proposals and presentation on the results of the consultation	15 th October 2019
POST CONSULTATION PERIOD	OBC	Scrutiny Committee Tour of Proposals	4 th November 2019
		Report to Environment & Transport Scrutiny and Oversight Committee on the results of the consultation	7 th November 2019
		Meeting with Land Agent for 40 Bardon Road	15 th November 2019
		Report Cabinet on the results of the consultation	22 nd November 2019
		Meeting with Stanton Under Bardon Parish Council, Resident from Stanton Under Bardon and County Councillor P Bedford	27 th November 2019
		Meeting with Upton Steel regarding proposals	2 nd December 2019

8.0 Appendix B –Consultation Letter and Flyer Distribution



9.0 Appendix C – Consultation Letter



Dear Resident,

RE: A511 Growth Corridor Scheme

We are seeking government funding to upgrade a series of junctions along the A511 between A42 Junction 13 near Ashby-de-la-Zouch and Field Head Roundabout in Markfield.

The existing A511 corridor, despite its importance, suffers from congestion and delays, particularly during peak travel periods and is likely to worsen over time as a result of the proposed future growth within the Coalville and North West Leicestershire area.

We are considering changes to eight junctions including the proposed dualing of a section of Stephenson Way along the A511 corridor. The scheme proposes to deliver improvements to several junctions in a much shorter timescale and provide an effective and reliable transport network which will also assist with the delivery of homes and jobs in the local and surrounding areas. Please see reverse of this letter for details of locations for the proposed improvements.

To view drawings of these plans please visit www.leicestershire.gov.uk/A511MRN

This is your opportunity to express your thoughts, what concerns you may have and share any local or specialist knowledge that may help to inform what proposals we may put forward.

The consultation will run for four weeks starting on **Thursday 26 September** and closing at **midnight on Wednesday 23 October 2019**.

To take part you can:

- Complete our online questionnaire at www.leicestershire.gov.uk/A511-consultation
- Visit one of our exhibitions (see below for list of dates and venues)
- Visit our website: www.leicestershire.gov.uk/A511MRN or email us at A511MRN@leics.gov.uk


Exhibitions will be held on:

- **Thursday 3 October 2019 9:30am to 4:30pm:**
North West Leicestershire District Council, Council Chambers,
Whitwick Road, Coalville, LE67 3FJ
- **Friday 4 October 2019 3pm to 8pm:**
Markfield Community & Sports Centre, Mayflower Close, Markfield, LE67 9ST
- **Saturday 5 October 2019 10am to 2pm:**
Coalville Library, High Street, Coalville, LE67 3EA

A handwritten signature in black ink, appearing to read "P. Clarke".

Pat Clarke
Assistant Director
Highways and Transport Operations

Environment and Transport Department,
Leicestershire County Council, County Hall, Glenfield, Leicestershire LE3 8RJ
Telephone: 0116 305 0001 • Fax: 0116 305 0006 • Minicom 0116 305 0007
Email: etd@leics.gov.uk
Director: Ann Camuthers
www.leicestershire.gov.uk



A511 Growth Corridor Scheme

Public consultation on proposals 26 September until 23 October 2019



Areas to be considered:

- 1 - Ho Ash roundabout
- 2 - Thornborough Road roundabout
- 3 - Stephenson Way dualing
- 4 - Whitwick Road roundabout
- 5 - Broom Lane Road junction
- 6 - Barton Road junction
- 7 - Birch Tree Road roundabout
- 8 - Plying Horse roundabout
- 9 - Field Head roundabout

Don't miss your chance, have your say.

You can find out more by visiting www.leicestershire.gov.uk/A511-consultation or by attending one of the following exhibitions:

Thursday 3 October 2019 9:30am to 4:30pm at North West Leicestershire District Council Council Chambers, Whitwick Road, Coalville LE67 3FJ	Friday 4 October 2019 3pm to 8pm at Markfield Community and Sports Centre Mayflower Close, Markfield LE67 9ST	Saturday 5 October 2019 10am to 2pm at Coalville Library High Street, Coalville, LE67 3EA
--	--	--

10.0 Appendix D – Supporting Statement



Have your say on proposals to upgrade the A511 from Ashby to Coalville



Tell us how this might affect you

Online: www.leicestershire.gov.uk/A511-consultation

For general enquiries or comments about this consultation
phone **0116 305 0001** or email **A511MRN@leics.gov.uk**

Public consultation: Submit your views by **23 October 2019**

Introduction

The County Council's A511 growth corridor scheme is one of seven across the Midlands being put forward for a £3.5 billion Major Roads Network 'pot' by Midlands Connect, which explores, develops and recommends transport projects to boost the regional economy.

The scheme would cost an estimated £49m and Midlands Connect is bidding, on Leicestershire's behalf, for around £42m with the remainder coming from £7m worth of developer contributions.

If the bid is successful the improvement work will boost housing and employment in an area of the county which is rapidly growing, particularly as a logistics centre.

If funding is approved, construction is due to commence in 2022/2023 and expected to be completed by 2025.

Existing situation

Despite its importance, the existing A511 corridor suffers from congestion and delays, particularly during peak travel periods. High levels of congestion and changes in lane and road widths affect journey times, road safety and influences how and when people chose to travel along this route.

These conditions are likely to worsen over time potentially limiting the proposed future growth within the Coalville and North West Leicestershire area, making the area a less attractive place to live and work in.

Improvements to the A511 are also essential in advance of current HS2 plans to build a construction compound at junction 13 of the A42, as traffic would be diverted on to the A511 during the time which work is taking place.

It would also help improve access to / from the A42 and M1 - which are 'gateways' to East Midlands Airport.

Scheme overview

The scheme involves improvements to nine locations between the A42 Junction 13 at Ashby to the Field Head roundabout near junction 22 of the M1, including upgrading a section of Stephenson Way from a single to a dual carriageway. Proposals also include plans to connect the A511 to Barton Link Road and create a new north-south link across Coalville.

Our proposals will:

- deliver increased capacity at key congested junctions across the corridor
- provide an alternative access to the proposed housing development to the southeast of Coalville
- deliver improved connectivity to key destinations as well as international gateways, such as Leicester and East Midlands Airport by reducing delays onto and off the M1 and A42
- support freight movements from East Midlands Gateway (strategic rail freight terminal) through the provision of a less congested and reliable route
- support public transport operations along the corridor through the provision of a less congested and reliable route, and in so doing encouraging the use of sustainable transport
- opportunities for improving safety of corridor users, especially non-motorised road user by providing better and safer crossing facilities at the key junctions along the corridor
- offer utility companies, such as water and telecommunications the opportunity to upgrade their services along the A511 corridor at the same time works take place, to minimise any future disruptions.

Summary of proposals

A summary of our proposed improvements is listed below:

Figure 1: Proposed scheme map

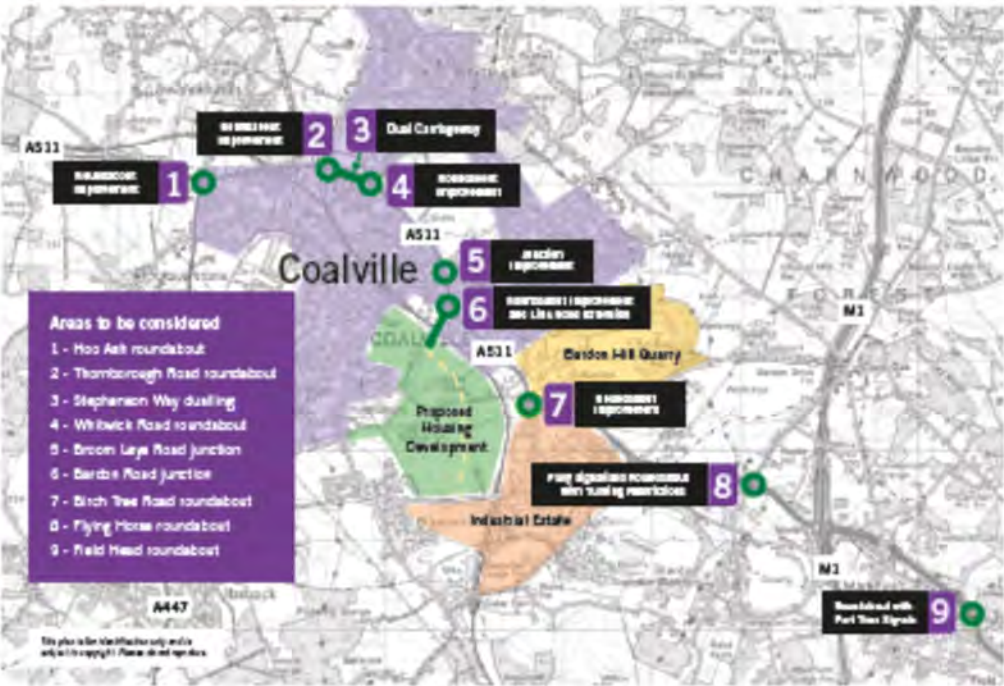


Table 1: Locations being considered

Junction	Proposal
1 - Hoo Ash roundabout	Widened entry and exit to the roundabout allowing two ahead lanes for the A511 in both directions.
2 - Thornborough Road roundabout	Widened entry and exit to the roundabout allowing two ahead lanes for the A511 in both directions. The existing crossing on the western (McDonalds) side of the A511 will be retained.
3 - Dual carriageway	Alter the existing single lane road to a dual carriageway on Stephenson Way between the Thornborough Road and Whitwick Road roundabouts.

Junction	Proposal
4 - Whitwick Road roundabout	Widened approaches and exits allowing two ahead lanes for A511 in both directions, with proposal for a signalised pedestrian crossing on the junction's eastern side (Morrisons).
5 - Broom Leys Road crossroads	<p>Modify the existing traffic signal junction by altering the existing left turn lane on Stephenson Way into Broom Leys Lane (Eastbound) to enable ahead and left traffic.</p> <p>Removing some of the verge and footway to provide two ahead lanes for traffic travelling northbound on Stephenson Way.</p> <p>This will require the existing right turn onto Broom Leys Road (Westbound) to be banned.</p>
6 - Bardon Road / Link road	This scheme upgrades the existing roundabout at the A511 Stephenson Way / Bardon Road Junction to allow for a new southern arm which would connect to the developer delivered Bardon Link Road
7 - Birch Tree roundabout	Widened entry and exits to the roundabout allowing three lanes and keeping the two lanes on the exit towards Coalville.
8 - Flying Horse roundabout	<p>This scheme will see the current partially signalised roundabout altered so that traffic from Stanton Road and traffic from Copt Oak Road can only turn left onto the A511.</p> <p>Traffic travelling on the A511 will not be able to turn right into Stanton Lane</p> <p>The scheme will also see the existing pedestrian crossings kept with an additional crossing provided on Stanton Lane.</p>
9 - Field Head roundabout	It is proposed to introduce part time signals on the A50 approaches to the roundabout, along with signals on the roundabout just before the A50 approaches. A two-lane exit is proposed on Launde Road.

Have your say

We want to know what you think of these proposals. This is your opportunity to express your thoughts, any concerns you have and share any local or specialist knowledge that may help to improve the scheme.

The consultation begins on 26 September 2019 and ends at midnight on 23 October 2019.

How to respond

To submit your views please fill out the consultation survey, available online at www.leicestershire.gov.uk/A511-consultation

To find out more about the scheme you can also visit any of our public exhibitions which will be taking place during the consultation period, where members of the project team will be available to answer any questions you have.

Exhibitions dates and times

- **Thursday 3 October 2019**
9.30am to 4.30pm
North West Leicestershire District Council
Council Chambers
Whitwick Road
Coalville LE67 3FJ
- **Friday 4 October 2019**
3pm to 8pm
Markfield Community and Sports Centre
Mayflower Close
Markfield LE67 9ST
- **Saturday 5 October 2019**
10am to 2pm
Coalville Library
High Street
Coalville LE67 3EA

Please note, further consultations will be carried out at a later date if government funding is secured.

What happens next?

When the consultation closes on 23 October, we will analyse the feedback and use this to determine which proposals we put forward for development. The results will also be reported to Lead Member in November and Cabinet in Autumn 2019.

You can view the latest information in a number of ways:

- Visit us online www.leicestershire.gov.uk/A511MRN

Our web pages will be kept up-to-date with the latest information and developments.

- Send an email to A511MRN@leics.gov.uk
- Follow us on Twitter ([@leicscountyhall](https://twitter.com/leicscountyhall))
- Alternatively, you can telephone **0116 305 0001** to ask for information in alternative formats.

ਜੇ ਆਪ ਆ ਸ਼ਾਇਨੀ ਆਪਣੀ ਆਪਣੀ ਸਮਝਾਵਾਸ਼ਾ ਬੋਲੀ ਸੁਣਨ
ਉਥਨਾਂ ਯੋ ਨੇ 0116 305 0001 ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰਕੇ ਅਤੇ
ਅਸੇ ਆਪਣੇ ਸੁਣਨ ਕਰਕੇ ਅਵਧਾ ਕਰੀਯੋ।

ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਸਮਝਣ ਵਿਚ ਕੁਝ ਮਸਦ ਚਾਹੀਦੀ
ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 0116 305 0001 ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ ਅਤੇ
ਅਸੀਂ ਤੁਹਾਡੀ ਮਦਦ ਲਈ ਕਿਸੇ ਦਾ ਪ੍ਰਬੰਧ ਕਰ ਦਵਾਂਗੇ।

এই তথ্য নিজেই ভাষায় বুঝার জন্য আপনার যদি কোন
সাহায্যের প্রয়োজন হয়, তবে 0116 305 0001 এই নম্বরে
ফোন করলে আমরা উপযুক্ত ব্যক্তির ব্যবস্থা করবো।

اگر آپ کو یہ معلومات سمجھنے میں کچھ دھندلا کر ہے تو براہ کرم اس نمبر پر کال کریں
0116 305 0001 اور ہم آپ کی مدد کے لئے کسی کا انتظام کر دیں گے۔

假如閣下需要幫助，用你的語言去明白這些資訊，
請致電 0116 305 0001。我們會安排有關人員為你
提供幫助。

Jezeli potrzebujesz pomocy w zrozumieniu tej informacji
w Twoim języku, zadzwoń pod numer 0116 305 0001,
a my Ci pomożemy.

11.0 Appendix E– Consultation Questionnaire



Have your say on the proposed A511 scheme and junction layouts

The existing A511 corridor, despite its importance, suffers from congestion and delays, particularly during the peak travel periods. High levels of congestion and changes in lane and road widths negatively affect congestion, journey time, the condition of the road and safety, influencing how and when people chose to travel along this route.

If we are not proactive, these transport conditions are likely to worsen over time potentially limiting the proposed future growth within the Coalville and North West Leicestershire area. This will make the area a less attractive place to live and work in.

Your views are sought on a proposed scheme to make changes to the A511, including proposed junction layouts 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.

Further information on the proposals can be found here: www.leicestershire.gov.uk/A511MRN. Please read the supporting information provided before completing the questionnaire.

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

Please note: Your responses to the main part of the survey (including your comments) may be released to the general public in full under the Freedom of Information Act 2000. Any responses to the questions in the 'About you' section of the questionnaire will be held securely and will not be subject to release under Freedom of Information legislation, nor passed on to any third party.

Your role

Q1 In what role are you responding to this consultation? Please select one option only.

- | | | | |
|--|----------|--|----------|
| <input type="checkbox"/> Local resident | Go to Q4 | <input type="checkbox"/> Public sector organisation | Continue |
| <input type="checkbox"/> Interested member of the public | Go to Q4 | <input type="checkbox"/> School/ other education establishment | Continue |
| <input type="checkbox"/> Business | Continue | <input type="checkbox"/> Elected member | Continue |
| <input type="checkbox"/> Community group | Continue | <input type="checkbox"/> Other | Continue |
| <input type="checkbox"/> Voluntary sectors organisation | Continue | | |

If other, please specify:

Q2 If you indicated that you represent an organisation, business, community group, school/other educational establishment, please provide your details.

Name:

Role:

Organisation:

Organisation postcode:

This information may be subject to disclosure under the Freedom of Information Act 2000

Q3 Are you providing your organisations official response to the consultation?
Please select one option only.

- ☐ Yes **Continue**
☐ No **Go to Q4**

If yes, how were views of members gathered?

Q4 If you would like to be informed about the outcome of the consultation, please provide your email address. Or alternatively, email us at A511MRN@leics.gov.uk

Email address:

Your use of the A511

Q5 How do you normally travel along the A511? Please select all applicable.

- | | |
|--|--|
| <input type="checkbox"/> I don't travel along the A511 Go to Q8 | <input type="checkbox"/> On a motorcycle |
| <input type="checkbox"/> In a car/van as the driver | <input type="checkbox"/> On a bicycle |
| <input type="checkbox"/> In a car/van as a passenger | <input type="checkbox"/> On foot |
| <input type="checkbox"/> In an HGV | <input type="checkbox"/> Other |
| <input type="checkbox"/> On a bus | |

If other, Please specify:

Q6 How often do you travel along the A511? Please select one option only.

- ☐ Most days
- ☐ About 3 or 4 times a week
- ☐ About once or twice a week
- ☐ A few times a month
- ☐ Less often
- ☐ Never

Q7 Why do you travel along the A511? Please select all applicable.

- ☐ I live in the local area
- ☐ I work/study in the local area
- ☐ I don't live in the local area but travel along the A511 to get to work
- ☐ I use the local leisure facilities, for example the country park or library
- ☐ I visit the local and/or town centre shops
- ☐ I use the health and social care facilities
- ☐ Other

If other, please specify:

The case for change

Q8 To what extent do you agree or disagree with the assessment that...? Please select one option per row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
... the A511 already suffers from congestion and delays	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... Improvements need to be made to the A511 to support future growth in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

Our proposed scheme

Further information on the proposals, including the supporting statement referred to below, can be found here: www.leicestershire.gov.uk/A511MRN.

Q9 To what extent do you agree or disagree with the objectives of the proposed scheme as set out in the supporting statement? Please select one option only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

Q10 To what extent do you agree or disagree with the proposed scheme overall, as outlined in the supporting statement? Please select one option only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

The drawing of the proposed junction layouts are available to view at www.leicestershire.gov.uk/A511MRN.

Q11 To what extent do you agree or disagree with the following proposed junction layouts? If the scheme goes forward, we will use this information to help refine the designs.
Please select one option per row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
1 – Hoo Ash Roundabout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 – Thomborough Road Roundabout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 – Dual carriageway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 – Whitwick Road Roundabout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 – Broom Leys Road Crossroads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 – Bardon Road/ Link Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 – Birch Tree Roundabout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 – Flying Horse Roundabout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 – Field Head Roundabout	<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 response above. Please make it clear which junction(s) you are referring to.

Q12 When considering proposed changes to the A511, to what extent do you agree or disagree that we should take the following factors into account? Please select one option per row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to 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 along the A511 corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

Q13 Are there any additional factors which you feel should be taken into consideration regarding the proposed scheme?

Please continue if you said in Q1 that you are responding as a local resident or an interested member of the public. Otherwise, please skip to the instructions at the end of the questionnaire.

About you

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

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

Q14 Are you male or female? Please select one option only.

- ☐ Male
- ☐ Female
- ☐ Prefer to self-describe (e.g. pangender, non-binary etc.)

Q15 What was your age on your last birthday? (Please enter your age in numbers not words)

Q16 What is your full postcode? This will allow us to understand where people are responding from. It will not identify your house.

Q17 Do you have a long-standing illness, disability or infirmity?

- ☐ Yes
- ☐ No

Q18 What is your ethnic group? Please select one option 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 | |

Q19 In total, how many cars or vans are owned or available for use by members of your household? Please select one option only.

- ☐ None
- ☐ One
- ☐ Two
- ☐ Three
- ☐ Four or more
- ☐ Don't know

Q20 Which of these activities best describes what you are doing at present? Please select one option only.

- | | |
|--|--|
| <input type="checkbox"/> Employee in full-time job (30 hours plus per week) | <input type="checkbox"/> Full-time education at school, college or university. |
| <input type="checkbox"/> Employee in part-time job (less than 30 hours per week) | <input type="checkbox"/> Unemployed and available for work |
| <input type="checkbox"/> Self employed full or part-time | <input type="checkbox"/> Permanently sick / disabled |
| <input type="checkbox"/> On a government supported training programme | <input type="checkbox"/> Wholly retired from work |
| | <input type="checkbox"/> Looking after the home |
| | <input type="checkbox"/> Doing something else |

Q21 Are you an employee of Leicestershire County Council?

- ☐ Yes
- ☐ No

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

When the consultation closes on 23 October, we will report the results back to Cabinet in Autumn 2019.

Please return your completed survey to:

A511 Consultation
Have Your Say
Leicestershire County Council
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 current Data Protection Legislation. The information you provide will be used for statistical analysis, management, planning and the provision of services by the county council and its partners. Leicestershire County Council will not share any personal information collected in this survey with its partners. The information will be held in accordance with the council's records management and retention policy. Information which is not in the 'About you' section of the questionnaire may be subject to disclosure under the Freedom of Information Act 2000.