

From: Chris Brown <Chris.Brown2@hinckley-bosworth.gov.uk>
Sent: 07 November 2025 17:07:08 UTC+00:00
To: "Planning Folder New" <PlanningFolderNew@hinckley-bosworth.gov.uk>
Cc: "Laura Ashton" <Laura.Ashton@hinckley-bosworth.gov.uk>; "Planning Policy" <PlanningPolicy@hinckley-bosworth.gov.uk>
Subject: FW: palnnign ref 25/00700/FUL - Fwd: A511 Response
Categories: Yasmin

Hi all,

Could you please add this as a rep from Mr Hyde to the above application. I think this is meant for 25/00700/FUL and not for Planning Policy.

Thanks,
Chris

From: davehyde@mail.com <davehyde@mail.com>
Sent: 07 November 2025 17:05
To: Planning Policy <PlanningPolicy@hinckley-bosworth.gov.uk>; Chris Brown <Chris.Brown2@hinckley-bosworth.gov.uk>
Subject: palnnign ref 25/00700/FUL - Fwd: A511 Response

Hi All,

Please see below and add to planing application - I will also update my letter wiht
refrence to the below.

Regards
David Hyde
07841 617 061

Regards
David Hyde
07841 617 061

Dear A511 MRN Project Team,

Thank you for your email dated 15 September 2025 outlining the background to the A511 Major Road Network (MRN) scheme and the proposed improvements at the Field Head Roundabout (A511/A50 junction).

Having reviewed the traffic flow data you provided, it is clear that the figures currently informing the MRN modelling significantly understate the true scale of vehicle movements at this junction.

This discrepancy is not minor — it is material, measurable, and critical to the long-term viability of the scheme.

1. Proven Data from Verified Sources

Two independent and validated datasets – the ADC Infrastructure Transport Assessment (Ref. ADC1970-RP-B-v7, Sept 2023) and the Axiom Traffic Survey (May 2025) – both confirm traffic volumes at the Field Head Roundabout far in excess of those presented in your response.

Year	Source	Survey Type	Two-Way Movements	% Difference vs MRN	Notes
2017	A511 MRN Project (LCC)	Model Baseline	36,249	–	Reference year cited by LCC
2021	A511 MRN Project (LCC)	Model Update	34,956	–	Covid-affected year
2023	A511 MRN Project (LCC)	Model Base	35,699	–20%	Figures quoted in LCC response (Sept 2025)
2020	ADC Infrastructure (ADC1970-RP-B-v7)	Manual Classified Count	42,000–43,000	+20–22%	Survey at Field Head Roundabout (10 March 2020), used in

					Markfield Lane TA
2024	ADC Infrastructure	Forecast (TEMPPro growth)	≈44,300	+24%	1.7–2% per annum growth
2025	Axiom Traffic Ltd (May 2025)	Automatic Traffic Count (ATC)	≈44,800–45,000	+25%	12-hour two-way flow verified on A50 corridor (8–14 May 2025)

Both datasets were collected and validated in line with DfT and Leicestershire County Council standards and represent the actual operational performance of the junction.

In contrast, the A511 MRN baseline of 35,699 vehicles for 2023 underestimates traffic by approximately 9,000 vehicles per 12-hour day — equivalent to an entire additional lane of flow on the A50 corridor.

2. The Consequence of Using Incorrect Baseline Data

This shortfall has serious implications:

- The MRN model's base year calibration is inaccurate, meaning all subsequent growth and capacity forecasts are compromised.
- The proposed design capacity (including the part-time signals and limited circulatory widening) is based on traffic conditions that are already outdated and understated by more than 20%.
- With additional background and committed development growth, the roundabout will operate over capacity shortly after completion, negating the intended congestion and safety benefits of the scheme.

3. Development-Led Growth Will Worsen This Further

Over the next three years, cumulative development within Markfield, Field Head, Ratby, and Ashby is

projected to generate in excess of 5,000 additional daily vehicle trips.

When combined with the verified 2025 baseline, the true daily demand through Field Head Roundabout will exceed 50,000 vehicle movements (07:00–19:00) by the time the MRN works are complete in 2028.

The current MRN forecasts do not appear to account for this level of growth, meaning the scheme is being advanced on the basis of data that is already out of date and unrepresentative.

4. Required Immediate Actions

Given the scale of the discrepancy and its potential to undermine the performance of a major infrastructure scheme, I strongly urge that Leicestershire County Council:

1. Reassesses the baseline dataset for the Field Head Roundabout using the verified ADC Infrastructure (2020) and Axiom (2025) traffic counts;
2. Recalibrates the MRN model to reflect actual 2023–2025 observed conditions and verified growth trends;
3. Revisits the design capacity and traffic signal phasing strategy to ensure the scheme remains fit for purpose through 2030 and beyond; and
4. Publishes a revised data summary confirming the corrected traffic baseline and the sensitivity testing outcomes.

5. Summary

The A511 MRN scheme represents a vital investment for Leicestershire, but it must be based on accurate, current data.

At present, the discrepancy between the MRN model and observed reality is too significant to ignore. Proceeding without correction risks delivering a junction that will be at or over capacity on the day of opening — and will fail to provide the congestion or safety improvements promised to residents and stakeholders.

I would appreciate confirmation of when the County Council intends to review and reconcile this data, and whether updated modelling will be

commissioned to ensure the design remains robust under realistic 2025–2030 traffic conditions.

Thank you for your attention to this matter and with the information being corrected it shows the design for the Field Head roundabout is already obsolete and will not easy traffic and will not easy traffic further in the future.

Kind regards,

David Hyde

Regards

David Hyde

07841 617 061

On 16 Oct 2025, at 14:45, A511 MRN Growth Corridor
<A511MRN@leics.gov.uk> wrote:

Dear David Hyde,

Thank you for your email dated 15 September 2025 regarding the Field Head Roundabout (A511)/A50 junction.

As part of the A511 Major Road Network scheme, a key component is the proposed upgrade to the Field Head Roundabout, which is known to experience delays and queuing during peak periods. The design has been informed by comprehensive traffic modelling, taking into account both current conditions and projected future growth, to ensure the improvements are both robust and future-proof.

The proposed enhancements to the roundabout include:

- **Part-time traffic signals** on the A50 approaches to better manage peak-time traffic flows.

- **A two-lane exit on Launde Road** to increase capacity and alleviate bottlenecks.
- **Widening of the southern circulatory to three lanes**, facilitating smoother movement around the roundabout and reducing delays.

These improvements are intended to enhance junction efficiency, reduce congestion, and improve safety for all road users.

Further details, including the general arrangement plans for the proposed improvements, can be viewed via the following

link:<https://www.leicestershire.gov.uk/sites/default/files/2023-11/A511-Fieldhead-Roundabout-General-Arrangement.pdf>

In terms of programme, construction of the A511 Corridor Scheme is currently scheduled to begin in 2026, with completion of all upgrades anticipated by early 2028.

We are presently in the Early Contractor Involvement (ECI) phase with our appointed contractor, Taylor Woodrow. This phase is critical for refining the scope and sequencing of the works. While detailed timelines for each junction are not yet confirmed, we expect to have a finalised programme outlining the delivery schedule by early 2026. In answer in your questions 2 and 3, please see below a table that summarise the total daily flows passing through the Field Head Roundabout, with % change shown in the end column.

Year	Total Daily Vehicles through Field Head (7am – 7PM)	% Change
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		since 2017
2017	36,249	0
2021	34,956	-3.5%
2023	35,699	-1.5%

I hope this answers the queries
you have raised.

Kind regards

A511 MRN Project Team
Transport Projects and
Programmes
Highways & Transport
Commissioning Service
Leicestershire County Council

Tel: (0116) 305 0001

Email: A511MRN@leics.gov.uk

From: davehyde@mail.com <davehyde@mail.com>

Sent: 15 September 2025 12:45

To: A511 MRN Growth Corridor
<A511MRN@leics.gov.uk>

Subject: Re: A511 Response

Hi

I am writing to request updated
information regarding the **Field
Head roundabout (A511/A50
junction)**, in connection with
the ongoing development
proposals at Markfield Lane,
Field Head.

Specifically, I would be grateful if you could provide:

1. **Any current or planned improvements** to the Field Head roundabout under the A511/A50 corridor programme, including timescales and design details.
2. **Traffic monitoring data** for this junction covering:
 - The baseline flows when the programme was initiated.
 - Recorded flows during the pandemic period (2020–2021).
 - The most recent monitoring data (2023/2024).
3. A comparison showing the **percentage increase or change in vehicle flows** across these periods, particularly at peak times.

This information will be important in understanding how traffic growth and the planned mitigation measures interact with proposed development traffic from the Markfield Lane (Field Head) site.

I would be grateful if you could confirm who the appropriate

contact is within the A511/A50 project team to handle this enquiry, and provide the requested datasets or reports where available.

Thank you for your assistance.

Regards

David Hyde
07841 617 061

On 27 Aug 2025, at 16:37, A511 MRN Growth Corridor <A511MRN@leics.gov.uk> wrote:

Dear David,

Thank you for your enquiry regarding the Field Head roundabout.

At the start of August, we appointed a Contractor to work with Leicestershire County Council to prepare for construction commencing early next year. As part of this process, we are exploring the most efficient delivery strategy for constructing the various improvements along the A511/A50. A key aspect of this is developing a suitable traffic management strategy that seeks to limit disruption to residents and businesses. We anticipate this

construction programme will be finalised by the new year at which point we will be able to provide a more definitive timeframe for when the Field Head works will start.

In terms of funding, the Department for Transport (DfT) has provisionally allocated £41.7 million towards the upgrades. The remaining shortfall will be covered through Section 106 contributions secured from private sector developments. We're pleased to confirm that, as of July 2025, the government has reconfirmed its funding commitment—pending approval of the final business case. As part of developing the final business case, the scheme plans, and transport modelling are under continual review to ensure they remain appropriate.

Kind regards

A511 MRN Project
Team
Transport Projects and
Programmes
Highways & Transport
Commissioning Service
Leicestershire County
Council

Tel: (0116) 305 0001
Email: A511MRN@leics.gov.uk

From: Davehyde
<davehyde@mail.com>
Sent: 30 July 2025
16:03
To: A511 MRN Growth
Corridor
<A511MRN@leics.gov.uk>
Subject: Re: A511
Response

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,

I seemed to have not saved your mobile number.

But can you advise of any updates and time scales for the field head round about as we been told
It is fully funded however the plans are out of date and there is more traffic on it than planned which means you may have to redraw you plans.

Especially when we are seeing planning for 400+ new planning and a 750000 industry site to be build just off the m1 junction going down the a50z

Regards
David Hyde
07841 617 061

On 11 Feb
2025, at
10:06,
A511
MRN
Growth
Corridor
<A511MRN@leics.gov.uk>
wrote:

Dear Mr
Hyde,

As
promised
during our
telephone
conversati
on on
the 27th Ja
nuary, I've
spoken
with our
internal
strategic
modelling
team to
seek some
further
informatio
n on how
the model
has been
developed
and

validated
to ensure
it
accurately
reflects
the
current
and future
forecast
traffic
flows
along the
A511.

In
developin
g the
proposed
improvm
ents for
the A511
MRN (see
link below
for further
details),
LCC have
developed
a specific
A511
Strategic
Model
which is a
variant of
the Pan
Regional
Transport
Model
(PRTM). T
his A511
Strategic
Model
was
rebased in
2023
using data
collected
from

several
sources.

The
impact
Covid 19
has had
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is being
carefully
monitored
by LCC
using a
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counters.
The graph
below
shows the
Annual
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Daily Total
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from 2008
through to
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using data
collected
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This graph
correlates
with other
data
across the
County
and helps
to
illustrate
that the
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2023
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counts to
rebase the
A511
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Model is
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For future
forecastin
g the
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s. For all

future forecasts the latest information, including scheduled infrastructure, has been input to PRTM and is included in the evidence supporting the A511 scheme.

The model has been built in accordance with Government Transport Appraisal Guidance (TAG) and best practice whilst being independently assured. This assurance is rigorous and continues with liaison with the Department of

Transport
ongoing
up to Full
Business
Case
submission.
n.

I hope the
above
provides
you with
some
reassurance
that
LCC have
undertaken
a robust
assessment
to help
determine
a suitable
level of
mitigation
measures
along the
A511
corridors.

For
further
information
on the
improvements
see
link
below.

<https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511->

[growth-](#)
[corridor-](#)
[scheme/sc](#)
[heme-](#)
[overview](#)

Please do
not
hesitate
to contact
the team
if you
need any
further
informatio
n.

Kind
regards

A511
MRN
Project
Team
Transport
Projects
and
Programm
es
Highways
&
Transport
Commissi
oning
Service
Leicesters
hire
County
Council

Tel: (0116)
305 0001
Email: [A511MRN@le](mailto:A511MRN@leics.gov.uk)
[ics.gov.uk](mailto:A511MRN@leics.gov.uk)

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