

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.

Contents

- 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)

Have your say
leicestershire.gov.uk/mmdr

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 Scafford 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 Scaford Road and Melton Spinney Road.

Western Distributor Road

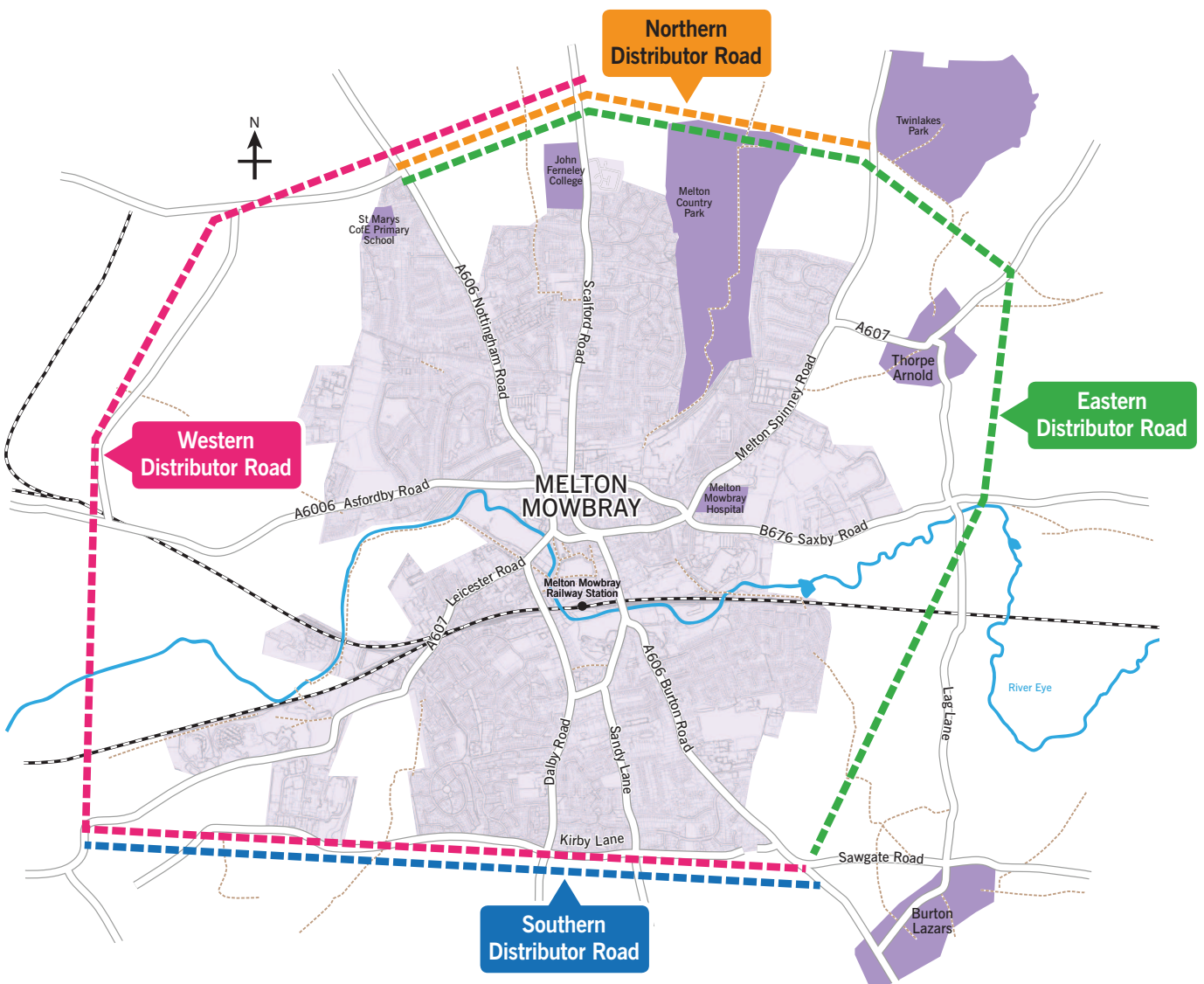
- Linking the A606 Burton Road to Leicester Road A607 to A6006 Asfordby Road, and the A606 Nottingham Road round to Scaford Road in the north.

Eastern Distributor Road

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

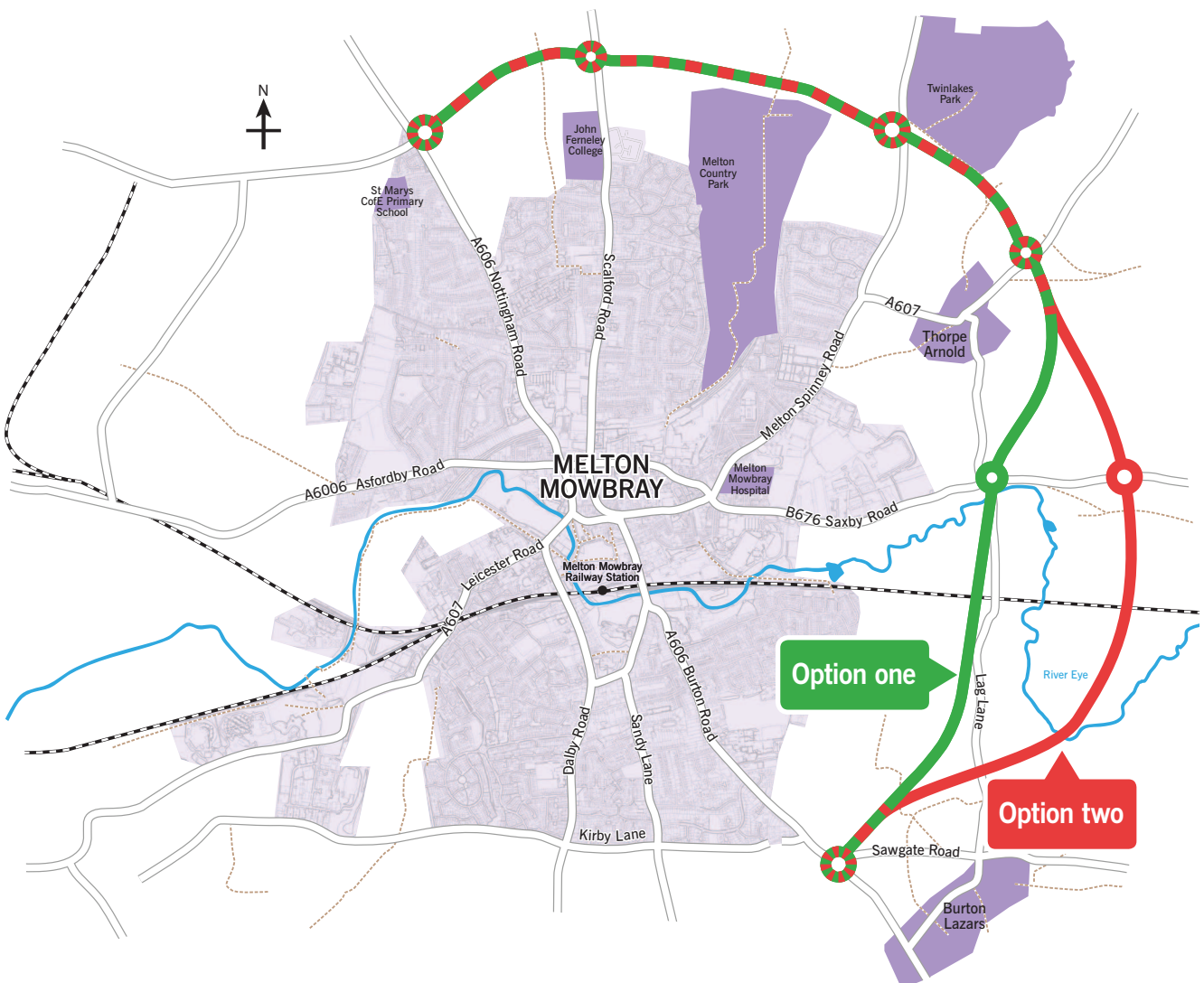
- A longer route (red) passing to the east of the River Eye (shown in blue).

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.

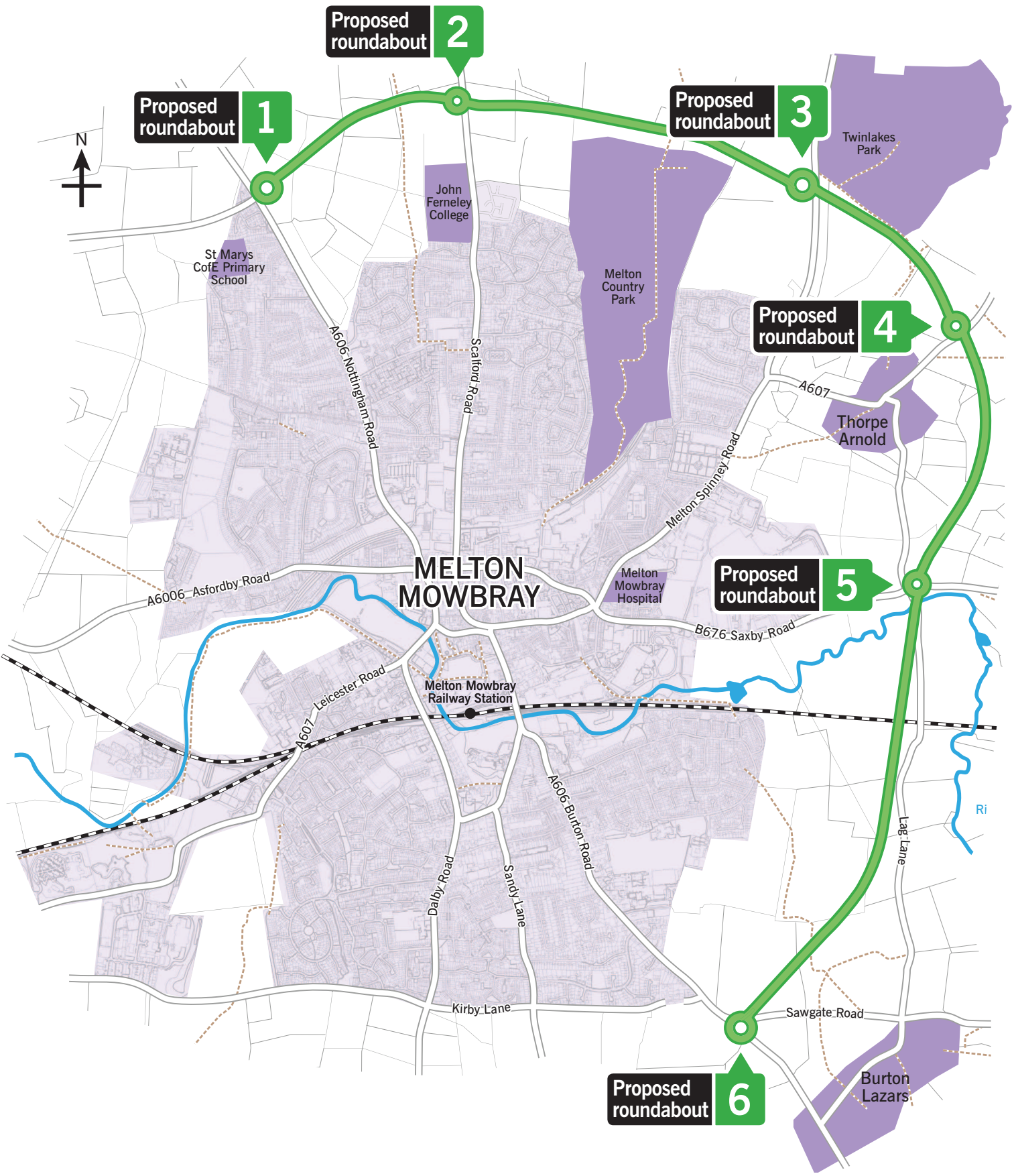
Further information on this route is provided here including its proposed location and key features. Please use this information to assist you in completing the attached questionnaire, providing further comments you may have on the route and its proposed junctions.

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 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.

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, Scalford Brook and Thorpe Brook. A number of minor watercourses would pass through culverts under the proposed road.

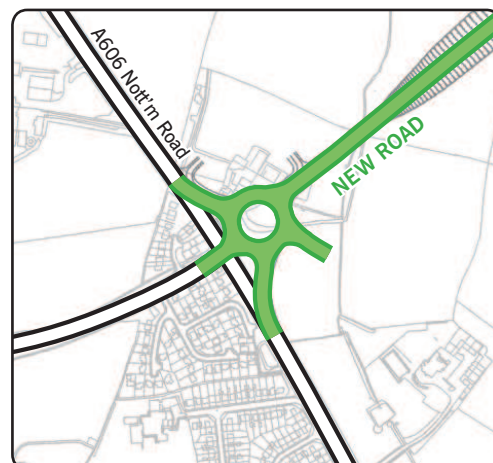
Six junctions would be created as part of the route to improve connectivity to villages in the surrounding area and the proposed north and south sustainable neighbourhoods. The diagram to the right shows the recommended route. Further information on each of the six proposed junctions is shown in the 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

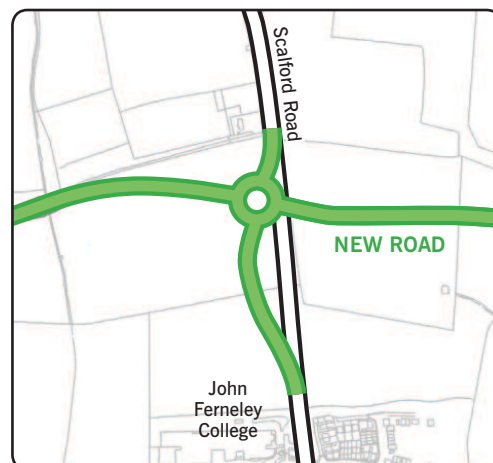
The roundabout would join the existing A606 Nottingham Road to the recommended route. It would be located to the east of the A606 to reduce any disruption to traffic during its construction. The derelict Sysonby Farm would be demolished and partially replaced by the roundabout.



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.

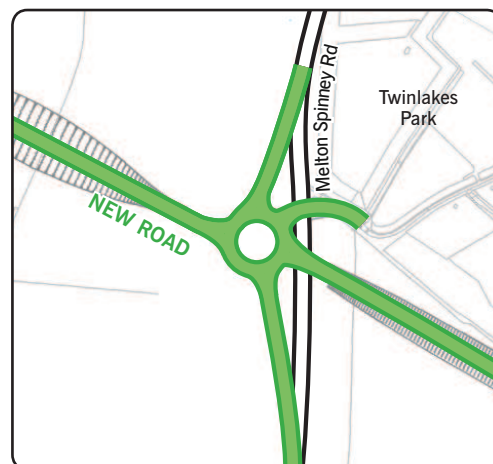


Proposed roundabout 3

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.

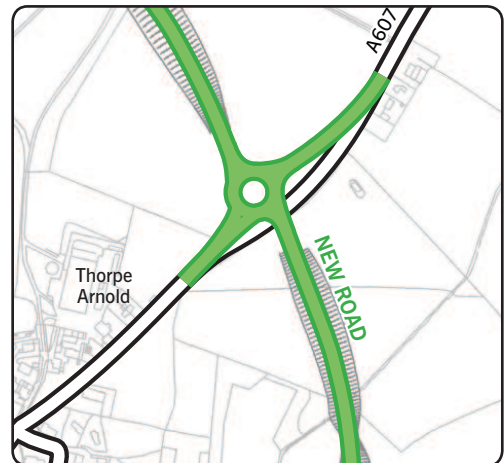


Have your say
leicestershire.gov.uk/mmdr

Proposed roundabout **4**

A607 Melton Road linking to recommended route option

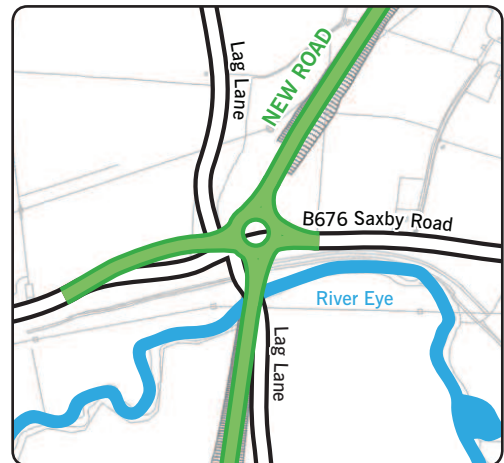
The roundabout would be located approximately 500m north east of the village of Thorpe Arnold. Once the junction is complete it would link to the A607 Melton Road. The junction would be constructed north of the existing A607 to reduce disruption to existing traffic.



Proposed roundabout **5**

B676 Saxby Road linking to recommended route option

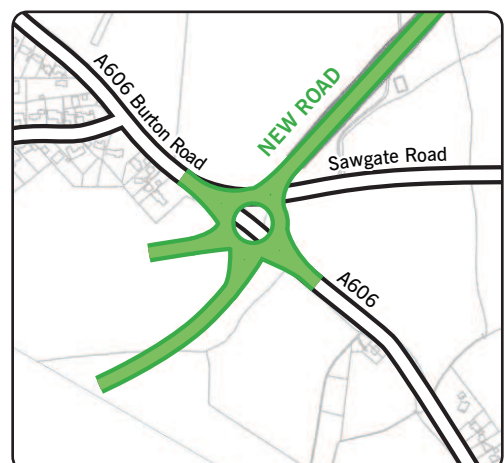
The location of the roundabout is constrained by overhead pylons to the north and south of the recommended route. Saxby Road would be diverted to the new roundabout once the junction is complete. There would be no through access from Lag Lane to either Saxby Road or the recommended route. A place to 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.



Have your say
leicestershire.gov.uk/mmdr

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

