



Hinckley & Bosworth
Borough Council

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Adopted April 2009

Local Development Framework

Hinckley Town Centre Strategic Transport Development Contributions

Supplementary Planning Document



**HINCKLEY TOWN CENTRE
STRATEGIC TRANSPORT DEVELOPMENT CONTRIBUTIONS**

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HINCKLEY TOWN CENTRE

STRATEGIC TRANSPORT DEVELOPMENT CONTRIBUTIONS

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EXECUTIVE SUMMARY

Introduction

1. This Supplementary Planning Document (SPD) is a Transport Assessment (TA) Framework which identifies and provides budget costs for the highways and transportation measures required within the town centre as defined by the Area Action Plan boundary shown in Appendix E, to provide access to, and mitigate the impact of, the proposed Masterplan town centre developments. The report has been presented as a Supplementary Planning Document to provide guidance to the Adopted Local Plan policy IMP1 regarding contributions towards the provision of infrastructure and facilities. The methodology is applicable to not only the Masterplan developments assessed but also any other emerging/future developments and windfall sites within the town centre. These may also generate the need for additional transport infrastructure improvements to those identified in this report.

2. The East Midlands Regional Plan produced by the East Midlands Regional Assembly was adopted in March 2009. The plan provides a broad development strategy for the East Midlands up to 2026. Hinckley and Bosworth Borough is located within the Three Cities Sub Area (covering Leicester, Derby and Nottingham and surrounding areas). The Sub Area has recently secured 'Growth Point' status from the Government. An implication of this is that the Leicester urban area will be a focus for major development within the Plan's timeframe. The town of Hinckley is itself identified as a Sub Regional Centre, and the Borough can therefore anticipate a requirement to accommodate significant levels of new development within the Hinckley urban core area up to the period 2026. The plan identifies 9,000 additional dwellings for Hinckley Sub Regional Centre between 2006 and 2026. Such growth will result in additional pressures being placed on the urban core centres of Hinckley, Barwell and Earl Shilton beyond that anticipated through the proposed redevelopments identified through the Hinckley Masterplan. The delivery of the proposed town centre improvements will therefore need to be coordinated with the measures identified to accommodate the additional growth in housing throughout the borough.

Proposed Measures

3. The table below summarises the proposed transportation measures and estimates the identified priorities using the similar phasing structure as for the developments, i.e. short term 0-3 years, medium term, 4-7 years and long term 8+ years. In accordance with the Bus Station Development Brief, the new bus station and car park and associated access and public realm improvements will be provided by the developer of this site. Overall parking numbers increase by 273 with the town centre improvements in place.

Proposed Programme of Transportation Measures

Transportation Measure	Budget Works Cost	Funding	Priority
Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination	£144,000	Developer	Medium
Rugby Road/Brunel Road – Signalisation(*2)	-	Developer	Medium
Rugby Road/Hawley Road – Improvement	£390,000	Developer	Short
Hawley Road/Station Road – Signalisation	£290,000	Developer	Short
Brunel Road/Station Road, Mount Road/Station Road Mini Roundabout	£60,000	Developer	Medium
Trinity Lane/Coventry Rd Improvement review (*1)	TBC	Developer	Medium
Car Park – Stockwell Head	£1,197,000	Developer	Medium
Car Parks – Atkins Factory (*4)	£1,609,300	Developers	Medium
Car Park – Bus Station (*2)	-	Bus Station Developer	Medium
Variable Message Signs	£281,000	Developer	Medium
CCTV for Car Parks (*1)	TBC	Developer	Short/Medium
New bus station(*2)		Bus Station Developer	Medium
Regent Street pedestrianisation	£500,000	Developer	Medium
Rail station interchange	£310,000	Developer	Short
Residents Parking Scheme (*3)	TBC	LCC	Medium/Long
Station Road parking restrictions (*3)	TBC	LCC	Short
Station Road bus stop improvements	£30,000	Developer	Short
Rugby Road bus stop improvements	£30,000	Developer	Short
Regent Street bus stop improvements (subject to pedestrianisation proposal)	£30,000	Developer	Short
Castle Street and Upper Castle Street bus stop improvements	£15,000	LTP	Medium
Bus service improvements	£300,000	Developer	Short
star trak bus equipment	£118,000	LCC/bus operator	Short / Medium
Key pedestrian and cycle links provided as part of the Masterplan development sites (*1)	TBC	Developer	Short / Medium
Way Finding Strategy – study	£40,000	Developer	Short
Way Finding Strategy - implementation	£200,000	Developer	Short / Medium
Station Road (between post office and Market Place) footway widening	£72,000	Developer	Long
Station Road junctions with Royal Court and Coley Close pedestrian build outs	£29,000	Developer	Short
Station Road dropped kerbs and tactile paving	£35,000	Developer	
Trinity Lane/Blockley's Yard Toucan	£50,000	Developer	Long
London Road/Park Road junction advanced cycle stop lines	£2,000	Developer	Medium
Town centre cycle parking	£13,500	Developer	Short
Travel Plans (*1)	TBC	Developer	Short / Medium / Long

(*1) – Costs to be met by developers

(*2) – Costs to be met by bus station developer

(*3) – Costs to be met by LCC

(*4) – Assumed 150 operational car park at Atkins

4. In terms of developer/LCC contributions these are split as follows:

- Total cost = £5,745,800 (exc Bus station and bus station site car park)

- Developer funded = £5,612,800 (98% of total cost)
- LCC/Network Rail/Bus operator funded = £133,000 (2% of total cost)

Developer Contributions

5. A methodology has been developed to divide the cost of the works identified as developer funded in the table above, between each of the development sites. The aim of the methodology is to provide an equitable, transparent and fair system to enable developers to provide the funding within the indicative timescales. It is proposed that this framework is used for any future developments in the town centre so that any necessary further improvements are identified costed and apportioned between the developments. In terms of the apportionment of funding between the developments, funding is allocated based on the size of the development proposed eg in terms of funding per area for commercial developments and per unit for residential developments.

For the purposes of the framework the following contribution payments are proposed:

- Per 100m² of commercial development = £8,500
- Per house = £5,500
- Per flat = £4,500

6. The table below summarises the contributions required for each development site arising from applying these payments to the proposed land uses as identified in the Masterplan (should the land use proposals change then obviously the contribution will change). As outlined above the bus station site will provide the required associated on site infrastructure, public realm and access improvements.

Proposed Contributions from each Site

Area	Contribution
Area 1 -Stockwell Head/Concordia Theatre	£1,111,950
Area 2 – Atkin’s Factory (*1)	£835,000
Area 3 - Britannia Centre/Castle Street	£231,500
Area 5 - Leisure Centre	£765,000
Area 6 - Rugby Road/Hawley Road	£891,145
Area 7 - Railway Station, Southfield Road	£773,425
Jarvis Porter – * note this is fixed previously agreed sum	£500,000
Total	£5,108,020

Note *1 - For the Atkins site (Area 2) it is assumed that the developers will fund all of the car park costs in lieu of a contribution to reflect the fact that not all of the proposed spaces are publicly available 100% of the time.

How the developer money could be spent between schemes and an overall transport improvement pot.

7. In addition to identifying specific improvement schemes for each development, it is proposed that developers provide contributions through S106 agreements to an overall 'pot' for transportation improvements in the town centre. This money will then be used to implement the other improvements identified in the first table which may be updated should additional development proposals arise in the future. S106 payments will be paid to either HBBC or LCC and this will be agreed at the relevant time.
8. The tables below summarise the contributions for each site in terms of suggested specific improvements and contribution to the overall transportation pot, measures for the overall transportation pot and measures for which LTP/Network Rail/Bus operator funded funding is sought:

Suggested Specific Transportation Measures for each Site

Area 1: Stockwell Head/Concordia Theatre	Car Park
Area 2: Atkins Factory	Car Parks (at least 92 public spaces for employment site) (assumed 150 public spaces (outside of college times) for college site)
Area 3: Britannia Centre/Castle Street	None specifically identified – contribute to pot
Area 5: Leisure Centre	Contribute to pot and: • Trinity Lane/Coventry Rd Improvement
Area 6: Rugby Road/Hawley Road	Contribute to pot and: • Rugby Road/Hawley Road – Junction improvement
Area 7: Railway Station, Southfield Road	Contribution to or specific provision of:- • Hawley Road/Station Road – Signalisation • Rail station interchange • Station Road bus stop improvements
Area 8: Bus Station, Brunel Road	Specific provision of:- • On site new bus station • On site car park • Rugby Rd/Brunel Rd improvement
Jarvis Porter	None specifically identified – contribute to pot

9. The funding required from LTP covers not only the current LTP2 (ie 2006/07 to 2010/11) but also future LTPs beyond 2011.

Proposed Transportation Pot Measures

Measure
Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination
Brunel Road/Station Road, Mount Road/Station Road Mini Roundabout
Trinity Lane/Coventry Rd Improvement review
Variable Message Signs
CCTV for Car Parks
Regent Street pedestrianisation
Bus stop improvements
Bus service improvements
star trak bus equipment
Key pedestrian and cycle links provided as part of the Masterplan development sites (*)
Way Finding Strategy – study
Way Finding Strategy - implementation
Station Road (between post office and Market Place) footway widening
Station Road junctions with Royal Court and Coley Close pedestrian build outs
Station Road dropped kerbs and tactile paving
Trinity Lane/Blockley's Yard Toucan
London Road/Park Road junction advanced cycle stop lines
Town centre cycle parking
Travel Plans

Proposed LCC/Network Rail/Bus Operator Funded Measures*

(*all subject to available funding)

Measure
Station Road parking restrictions
Castle Street and Upper Castle Street bus stop improvements
Star trak bus equipment (LCC/bus operator)
Residents Parking Scheme

1.0 INTRODUCTION

General

- 1.1 This document, a Supplementary Planning Document (SPD), is to advise and inform those involved in planning new development in Hinckley and Bosworth Borough. It demonstrates how relevant Borough Council policies and developer contributions will be applied to a Transport Assessment Framework for the town centre of Hinckley as defined by the Area Action Plan boundary shown in **Appendix E**.
- 1.2 White Young Green (WYG) has been appointed by Hinckley and Bosworth Borough Council (HBBC) and Leicestershire County Council (LCC) to prepare a Framework Transport Assessment (TA) to assess the transportation impact of town centre development sites and to present this report as a Supplementary Planning Document (SPD).
- 1.3 The provision of essential and complementary infrastructure provision is considered essential to community welfare and improving the quality of the built environment. The Hinckley Town Centre Renaissance Masterplan (2006) sets out an overall vision for Hinckley town centre and provides a series of strategic aims to guide new development opportunities identified for the town centre. Consequently, this document should be read in the context of the referred Masterplan.
- 1.4 The East Midlands Regional Plan produced by the East Midlands Regional Assembly was adopted in March 2009. The plan provides a broad development strategy for the East Midlands up to 2026. Hinckley and Bosworth Borough is located within the Three Cities Sub Area (covering Leicester, Derby and Nottingham and surrounding areas). The Sub Area has recently secured 'Growth Point' status from the Government. An implication of this is that the Leicester urban area will be a focus for major development within the Plan's timeframe. The town of Hinckley is itself identified as a Sub Regional Centre, and the Borough can therefore anticipate a requirement to accommodate significant levels of new development within the Hinckley urban core area up to the period 2026. The plan identifies 9,000 additional dwellings for Hinckley Sub Regional Centre between 2006 and 2026. Such growth will result in additional pressures being placed on the urban core centres of Hinckley, Barwell and Earl Shilton beyond that anticipated through the proposed redevelopments identified through the Hinckley Masterplan. The delivery of the proposed town centre improvements will therefore need to be coordinated with the measures identified to accommodate the additional growth in housing throughout the borough.

Purpose of the SPD

- 1.5 This SPD sets out the Borough's approach when considering planning applications for major new development proposals emanating from the strategic development areas identified in the Hinckley Masterplan, as well as unidentified proposals which meet the requirements for major development as proposed within the body of this Supplementary Planning Document (SPD). This SPD is intended to help support the planning of new development by recognising the aspirations of the Hinckley Masterplan which impact on the overall environment, vitality and viability of Hinckley town centre beyond which individual planning applications would be unlikely to address. In doing this, the SPD also clarifies the policy approach set out in the Hinckley and Bosworth Local Plan.

Government policy on SPD

- 1.6 The Government's Planning Policy Statement 12: Local Spatial Planning (PPS12) explains the role of Supplementary Planning Documents (previously Supplementary Planning Guidance). PPS12 states that SPDs may cover a range of issues, both thematic and site specific, which may expand policy or provide further detail to policies in a 'development plan document' (in this case the Local Plan).

- 1.7 The following principles apply to an SPD:-

- it must be consistent with national and regional planning policies as well as the policies set out in the development plan documents contained in the local development framework;
- it must be clearly cross-referenced to the relevant development plan document policy which it supplements (or, before a relevant development plan document has been adopted, a 'saved' policy);
- it must be reviewed on a regular basis alongside reviews of the development plan document policies to which it relates; and,
- The process by which it has been prepared must be made clear and a statement of conformity with the statement of community involvement must be published with it.

- 1.8 SPDs may contain policies which expand or supplement the policies in development plan documents. However, policies which should be included in a development plan document and subjected to proper independent scrutiny in accordance with the statutory procedures should not be set out in SPDs.

Consultation on this SPD

- 1.9 In line with Government requirements, this draft SPD is subject to public consultation:

- A draft SPD is available for consultation following consideration of the report by planning committee.

- Comments received will be given due consideration by the Borough Council.
- A justified response to each comment received will be provided by the Borough Council, and the draft SPD will be amended as appropriate
- The final SPD will be approved by the Borough Council following consultation.

Sustainability Appraisal

- 1.10 The Planning and Compulsory Purchase Act 2004 requires that SPDs are subject to a Sustainability Appraisal. This process is intended to improve plan making through the better integration of sustainability objectives into plan preparation. The sustainability appraisal of the SPD is available as a separate document and should be read in conjunction with the SPD.

RELEVANT POLICIES

Existing Local Plan

- 1.11 The current Local Plan was adopted in 2001 and covers the period 1991-2006. The Authority applied for a direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 to save relevant policies. Policy IMP1, upon which this SPD amplifies the guidance of, is listed in the Direction as a saved policy. Hinckley and Bosworth Borough Council is currently reviewing the adopted Local Plan and working towards adopting a Local Development Framework in line with the Planning and Compulsory Purchase Act 2004.
- 1.12 A Local Development Scheme has been published, which sets out the timetable for Local Development Document preparation including a Core Strategy which will set the overall development strategy for the Borough and a Site Allocations document which will allocate specific sites, including those for housing, employment, and recreation. In addition an Area Action Plan for Hinckley Town Centre has been taken through preferred options consultation (October 2007) to inform future development issues affecting the town centre. In the interim, the saved policies of the existing Borough Local Plan are of great relevance in influencing new development.
- 1.13 The Borough Council will seek contributions from developers towards the provision of transport and public realm related improvements for Hinckley town centre as outlined in this SPD. Where opportunities identified through the aspirations of the Hinckley Masterplan are relevant and reasonably related to town centre related developments the Council will seek to achieve an appropriate contribution towards the provision of infrastructure. Such requirements are identified in the workings of the SPD.
- 1.14 Government guidance identifying circumstances in which financial contributions towards facilities may be sought is set out in 'Circular 05/2005, Planning Obligations' detailed in

section 11.5. LCC also have published guidance, “Statement of requirements for developer contributions in Leicestershire”. This SPD seeks to provide important clarification on the interpretation and application of Local Plan policy:

- **IMP1**: dealing with developer contributions towards the provision of infrastructure and facilities considered necessary to achieve sustainable new development.

POLICY IMP1 - CONTRIBUTIONS TOWARDS THE PROVISION OF INFRASTRUCTURE AND FACILITIES

PLANNING PERMISSION WILL BE GRANTED FOR NEW RESIDENTIAL EMPLOYMENT AND OTHER DEVELOPMENT WHERE THE DEVELOPER HAS MADE OR WILL MAKE, A CONTRIBUTION TOWARDS THE PROVISION OF THE NECESSARY ON-SITE AND OFF-SITE INFRASTRUCTURE AND FACILITIES TO SERVE THE DEVELOPMENT COMMENSURATE WITH THE SCALE AND NATURE OF THE DEVELOPMENT PROPOSED. THE GRANTING OF PLANNING PERMISSION WILL BE SUBJECT TO CONDITIONS OR TO A DEVELOPER ENTERING INTO PLANNING OBLIGATIONS TO ENSURE THE PROVISION OF APPROPRIATE CONTRIBUTIONS.

1.15 The purpose of this SPD is to:

- Provide additional planning guidance on matters covered by policies in the Local Plan particularly Policy IMP1.
- Provide guidance for developers as to the Council’s expectations and requirements.
- Be used to assess future planning applications.
- Provide a connection between the Masterplan and the planning system.
- Ensure that future development of Hinckley town centre is undertaken in accordance with the Masterplan and the emerging Hinckley Town Centre Area Action Plan.

1.16 Therefore, the purpose of this SPD is to establish the principles and parameters to identify the necessary highways and transportation improvements required from new developments to enable the overall vision of Hinckley to be realised.

1.17 Specifically the purpose of this report is to:

- Update and provide recommendations in respect of the 2003 Sustainable Parking Strategy.

- Provide a framework for developers and their consultants to consider in the preparation of Transport Assessments (TA) and Travel Plans to support developments in the Masterplan area and any other proposed future development.
- Identify extent and location of transportation issues
- Broadly identify practical transportation solutions, the cost of implementation and the mechanism for delivery.
- In support of Local Plan Policy IMP1, provide a benchmark for any other development proposals as they evolve.

- 1.18 From the outset it was agreed with HBBC and LCC that a flexible approach would be adopted to enable the methodology devised in this report to be applied to any other potential development sites within the town centre area. During development of the report, HBBC informed WYG that the former Jarvis Porter site on Coventry Road were in discussions about redeveloping the site and it was therefore agreed that the report would consider the effect of the redevelopment of the sites identified in the Masterplan and the former Jarvis Porter site. In addition during development of the SPD there was a resolution by HBBC not to develop Area 4. During development of the SPD the Bus station development brief was issued - given that this site will be subject to a Developer Agreement and HBBC provision of land for the project then the key infrastructure components of this site as set out in the brief (ie bus station, car park, public realm, access an any other relevant offsite works) are assumed to be delivered by the developer of the site.
- 1.19 The sites are all located within Hinckley Town Centre. HBBC are the local planning authority and LCC are the highway authority. The sites currently comprise a mix of occupied and vacant residential, retail and employment uses and also include public car parks (see **Figure 1**). The proposed developments, if approved, will comprise a mix of residential, retail and employment uses and will also include car parking.
- 1.20 During development of the report, work was ongoing by LCC along with the HA, Warwickshire County Council and HBBC on reviewing the highways and transportation impact of possible Regional Spatial Strategy (RSS) and Growth Point housing allocations in the Hinckley area. At the time of preparing this report the findings from this work was not known and the assumptions used in the report reflect HBBC's emerging core strategy. These studies are at an early stage and it is recommended that the findings from this work are reviewed once the RSS work is complete and the transportation impacts identified.
- 1.21 The highways and transport improvement budget costs provided in this report are based on works costs and exclude any additional costs arising from (for example land or diversion of statutory authorities equipment) which, at this stage are unknown. Therefore, for the purposes of adjusting costs to allow for risks a risk percentage of 44% has been

applied to the highways and transport improvement budget works costs. This is in accordance with DfT WebTAG guidance. It is assumed that this risk allowance will allow for costs associated with for example the Public Realm Strategy high quality materials requirement, which though is not defined in detail in the Masterplan and hence is difficult to cost. Car park costs are based on works cost per parking space based on prices from recent similar car park examples and exclude other costs such as land and statutory undertakers costs.

- 1.22 Costs identified to be LCC funded, are subject to LCC approval. LCC have indicated that future LTP funding levels are not guaranteed and any schemes put forward would need to be assessed/prioritised through the LCC LTP scheme programme process.
- 1.23 The methodology outlined in this report allows developers to contribute to an overall transport improvement 'pot' or to provide measures directly where they are within their own site or they have the ability to deliver.
- 1.24 The contribution costs for each site are based on the level of development as identified in the Masterplan (or updated with known subsequent changes to this). Obviously should the uses and scale of development change on the site then the level of contribution will change.
- 1.25 To avoid a piecemeal, uncoordinated approach, the impact of all the developments together in the town centre has been assessed. Based on this transport improvements to mitigate the impact of the development for the town centre have been identified and the contribution methodology apportions the costs between each development site. In terms of phasing and timing of development coming forward, it is not considered that the SPD can address this.
- 1.26 This report has been produced following regular feedback from HBBC and LCC. This SPD is intended as a framework document and as such the TA's for each development site should first be scoped with HBBC and LCC and then prepared in accordance with DfT/CLG TA Guidance. In addition these TA's should identify specific access arrangements for the site for all modes of transport. The scope of Travel Plans should likewise be scoped with HBBC and LCC. The detail of highway layouts and access should be designed in accordance with the LCC document HtD and the DfT Manual for Streets guidance.
- 1.27 The scope of the report is as follows:-
- **Section 2 provides background information relating to the Masterplan.**
 - **Section 3 describes the proposed developments.**

- **Section 4 reviews the traffic impact of the developments.**
- **Section 5 reviews highway improvements required to mitigate the proposals.**
- **Section 6 details the proposed parking arrangements.**
- **Section 7 reviews public transport improvements required to mitigate the proposals.**
- **Section 8 reviews pedestrian/cycle improvements required to mitigate the proposals.**
- **Section 9 provides a summary of the transportation improvements.**
- **Section 10 discusses potential travel plan measures and targets.**
- **Section 11 proposes the TA framework.**

2.0 BACKGROUND INFORMATION

2.1 Documents Reviewed

2.1.1 The following documents have been used to produce this report:

- HBBC - Hinckley Town Centre Renaissance Masterplan – adopted May 2006
- HBBC - Hinckley and Bosworth Local Plan – adopted February 2001
- HBBC - Local Development Framework (LDF) Draft Core Strategy Document – July 2006 (Preferred Options Sept/Oct 2007).
- HBBC – Local Development Scheme – September 2004/Review March 2007
- HBBC - Hinckley Area Cycling Network Plan - Adopted November 1999
- HBBC – Hinckley Bus Station Development Brief – November 2007
- TPI - Sustainable Car Parking Strategy – October 2003
- LCC - Leicestershire Local Transport Plan 2 (LTP2) – March 2006
- LCC - Highways, Transportation and Development (Htd)
- CLG/Department for Transport –Guidance on Transport Assessment
- East Midlands Regional Plan – March 2009
- DfT Manual for Streets
- Previous/Current Planning Applications
- Circular 05/2005
- Hinckley Town Centre Area Action Plan

2.1.2 Issues arising from some of these documents are discussed in the following sections.

2.2 Sustainable Car Parking Strategy

2.2.1 The ‘Sustainable Car Parking Strategy’ was produced to guide the parking strategy in Hinckley town centre for the period 2003 – 2013 and was produced before the development of the Masterplan and was based on development proposals as currently envisaged at that time.

2.2.2 A key conclusion of the report was to provide four consolidated car parks to cover the north, south, east and west approaches to the town centre, located at the Holliers Walk/Druid Quarter regeneration area, Bus Station, Castle Hill Co-op area and Leisure Centre, Trinity Lane.

2.2.3 As part of the work for the Framework Transport Assessment (TA) Report, WYG were requested to review the parking study and assess whether the findings are still relevant. Our

findings were reported in a technical note, a copy of which is included in **Appendix A**. Our review can be summarised as:

- The findings of the parking study were validated with recent survey information.
- Extending the methodology for estimation of future demand shows that by providing an additional 273 parking spaces, there will be sufficient parking spaces to accommodate the Masterplan proposals and changes to demand up to 2021.

2.3 Hinckley Town Centre Renaissance Masterplan

2.3.1 The Masterplan document was adopted by HBBC in May 2006 and sets out strategic aims for the redevelopment of Hinckley town centre. Eight strategic development areas were identified and are as follows (as shown on **Figure 1**):

Area 1: Stockwell Head/Concordia Theatre

Area 2: Atkins Factory

Area 3: Britannia Centre/Castle Street

Area 4: Land North of Mount Road (subsequently withdrawn by HBBC)

Area 5: Leisure Centre

Area 6: Rugby Road/Hawley Road

Area 7: Railway Station, Southfield Road

Area 8: Bus Station, Brunel Road

2.3.2 The aspirations in the Masterplan that directly relate to transportation issues are to increase the number of people living within the town centre (and hence reduce the need to travel), to increase accessibility for pedestrians, cyclists and public transport users and to rationalise the car parking facilities. A number of key proposals were identified including:

- Provision of five consolidated car parks at Stockwell Head, Hill Street, Bus Station, St Mary's Road and the Railway Station/Somerfield
- The creation of a new pedestrian route between Castle Street and Stockwell Head and Argents Mead and Castle Mound
- Improved link from the railway station to the town centre
- Improved access between the bus station and the town centre
- A new bus loop around the town centre to link the railway station with the bus station
- A new public transport interchange at the railway station
- Public Realm Strategy to ensure high quality public spaces and gateways in the town centre are provided

2.3.3 This report considers the implementation of the above measures but specific issues in relation to the bus loop and consolidated car parks are discussed below:

Bus Loop

2.3.4 Within the Masterplan, a proposal was made of a circular bus service around the town – the bus loop. We have estimated that such a service would likely utilise one vehicle at a budget annual cost of £90,000. We consider given the limited passenger benefits to be generated from such a limited service, such a proposal is considered to represent poor value for money. Discussions with the LCC Passenger Transport Unit and bus operators has confirmed that this would not be a viable proposal.

2.3.5 The objectives of the ‘bus loop’ were to provide linkage between key locations in the town, in particular the railway station. As detailed in Section 7 it is the view of White Young Green that these objectives can be achieved at little or no cost through the following measures:

- Diverting routes 2 and 8 to enter the town via the rail station.
- The above routes together with routes 5 and 71 to serve an interchange facility at the rail station.
- Connecting ‘town routes’ in order to offer cross town linkage and ensure that any services diverted via the rail station continue to serve the top end of town through the new linkages.

2.3.6 It should be noted that linking services across Hinckley would result in provision of many new direct links which can be attractive in a town the size of Hinckley. For example, many places will receive a direct link to the top and bottom end of town together with new direct links to the Station, opening up integrated public transport journey opportunities for commuters.

Consolidated Car Parks

2.3.7 The 2003 parking study proposed the provision of four consolidated car parks. The Masterplan revised this by proposing that the Leisure Centre car park is relocated to the current St Mary’s car park site and that an additional consolidated car park is located at the railway station/Somerfield.

2.3.8 As discussed in section 6 the relocation of the car park from the Leisure Centre to the St Mary’s car park could be a problem in terms of environmental impact which will need to be assessed before this option is taken forward.

2.3.9 Furthermore, the introduction of a consolidated car park at the railway station/Somerfield is considered not to provide town centre benefits due to its remoteness from the town centre and, following consultation with the land owner is probably undeliverable. The Masterplan proposal is to consolidate the existing Somerfield superstore car park with the railway station car park to provide a 220 space shared car park. At present there are approximately 200 spaces at Somerfield and 30 spaces at the railway station, so the consolidation would not actually provide additional car parking. A car park at this location would be too far from the town centre to be attractive for people to use if they are visiting the town centre. The only potential users of this car park would be rail users and Somerfield customers. At present they both have a dedicated car park and the only benefit of consolidation would be to provide spare capacity for rail users. However, due to the size of Hinckley and the relative low frequency of rail services it is unlikely that this level of parking would be needed by rail users. As part of the Masterplan, additional long stay spaces could be provided on land to the east of the rail station.

2.3.10 Following consultations with HBBC and LCC Members, Bridge Road was raised as a possible alternative consolidated car park location. However, this site is even more remote from the town centre and would not be used by town centre users. The rail station is not large enough to warrant a large car park and the possibility of an additional car park at this location has been ruled out.

2.3.11 As detailed in Section 6 WYG have carried out a review of car parking proposals and identified a revised parking strategy.

2.4 **Hinckley and Bosworth Local Plan**

2.4.1 The adopted Local Plan covers the period up to 2006. However, relevant policies have now been saved. The Local Plan sets out policies and proposals for development and use of land within the Borough. Key policies include:

- Policy IMP1 relating to contributions towards provision of infrastructure and facilities
- Objective 3k encourages accessibility to the town centre for public transport, pedestrians and cyclists and to safeguard car parking facilities.
- The transportation chapter states that HBBC will support initiatives to improve the level of service and efficiency for public transport and encourage cycling and walking within the borough. The council will also seek secure cycle parking at public transport interchanges.

2.5 **HBBC – Local Development Framework (LDF) Core Strategy Preferred Options**

2.5.1 The LDF will guide development strategy in the Borough up to 2026.

Specific issues relating to transport and developer contributions include;

- Spatial Objective 6: Infrastructure Provision. To ensure that new development contributes effectively and appropriately to existing communities, for example through appropriate developer contributions.
- Spatial Objective 7: Healthier Active Communities. To improve access to and the provision of community, sports and cultural facilities through the location of development and the provision of local infrastructure to help develop healthier and stronger communities.
- Spatial Objective 12: Resource Efficiency. To promote the prudent use of resources through sustainable patterns of development, minimising the use of resources and energy, increasing reuse and recycling of natural resources, increasing the use of renewable energy technologies and minimising pollution, including greenhouse gas emissions.
- Spatial Objective 13: Transportation and need to travel. To reduce the high reliance of car travel in the borough and to increase the opportunities for other forms of transport through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use travel plans.

2.6 LCC – Leicestershire Local Transport Plan 2 (LTP2)

2.6.1 LTP2 is a document covering transport policy in Leicestershire for the period 2006/07 to 2010/11. The six objectives and targets set out in the LTP are:

- Tackling congestion
- Improving access to facilities
- Reducing road casualties
- Improving air quality
- Reducing impact of traffic
- Managing transport assets

2.6.2 Specific issues identified in LTP2 relating to Hinckley town centre include:

- LTP2 indicates that there are locations in the town centre where congestion occurs on a regular basis – LTP2 identifies a programme to update facilities at the traffic control centre to enhance methods of central control and driver information to lessen the impact of congestion. Smarter choices measures in the form of support for Travel Plans, marketing, public transport information and school travel plans will continue in LTP2.

- The Accessibility Strategy Action Plan identifies specific public transport accessibility improvements within Hinckley.
- The impact of traffic has been addressed in the past as part of LTP1 investment in the Regent Street scheme.
- LTP2 refers to a quality bus partnership (QBP) that operates in Hinckley, which meets on a quarterly basis and provides regular forums for raising problems and opportunities, as well as identifying priorities for action throughout the commercial bus network. During LTP1 investment has been made in bus infrastructure in Hinckley. LTP2 proposes extending a Punctuality Improvement Plan to Hinckley to look in detail at all aspects of the highway system which can worsen punctuality. The Plan will set out specific measures to tackle those problems, and the bus companies will continue to take complementary actions to improve their own operational management.

2.7 Highways Transportation and Development (Htd)

2.7.1 This document provides detailed information on the provision of highways and transportation infrastructure for new development proposals including issues such as:

- Scale of developments for which TA's and Travel Plans are required (Table PDP1 of Htd).
- Parking standards.
- Safety audit requirements.
- Road layouts.
- Public transport provision.
- Pedestrian and cycle provision.
- Servicing.
- Materials.
- Commuted sums.

2.7.2 Htd will be a key guiding document for all TAs and Travel Plans carried out. Htd has recently been updated to reflect the guidance documents Manual for Streets and the DfT/CLG Guidance for Transport Assessments.

2.8 **Manual for Streets**

2.8.1 This document was released in March 2007 and supersedes Design Bulletin 32 (DB32) and Places, Streets and Movement. The document has been produced to encourage the creation of sustainable and inclusive residential streets and public spaces.

2.9 **Guidance on Transport Assessment (CLG/DfT)**

2.9.1 This document was released in March 2007 and is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of Transport Assessments.

2.10 **Circular 05/2005 – Planning Obligations**

2.10.1 This document sets out the statutory framework for planning obligations and includes policies from the secretary of state to use to determine planning applications and appeals and guidance in the use of planning obligations. Of particular relevance to this document are sections B5, B21, B22 and B33;

B5 “The Secretary of State’s policy requires, amongst other factors, that planning obligations are only sought where they meet all of the following tests. The rest of the guidance in this Circular should be read in the context of these tests, which must be met by all local planning authorities in seeking planning obligations.

A planning obligation must be:

- (i) relevant to planning;
- (ii) necessary to make the proposed development acceptable in planning terms;
- (iii) directly related to the proposed development;
- (iv) fairly and reasonably related in scale and kind to the proposed development; and
- (v) reasonable in all other respects.”

B21 “Where the combined impact of a number of developments creates the need for infrastructure, it may be reasonable for the associated developers’ contributions to be pooled, in order to allow the infrastructure to be secured in a fair and equitable way...”

B22 “In some cases, individual developments will have some impact but not sufficient to justify the need for a discrete piece of infrastructure. In these instances, local planning authorities may wish to consider whether it is appropriate to seek contributions to specific future provision (in line with the requirements for demonstrating need as set out above). In these cases, spare capacity in existing infrastructure provision should not be credited to earlier developers.”

B33 “Formulae and standard charges are quantitative indications of the level of contribution likely to be sought by a local planning authority, through a planning obligation, towards the provision of infrastructure that is necessitated by a new development. Local authorities are encouraged to employ formulae and standard charges where appropriate, as part of their framework for negotiating and securing planning obligations. These can help speed up negotiations, and ensure predictability, by indicating the likely size and type of some contributions in advance. They can also promote transparency by making indicative figures public and assist in accountability in the spending of monies.”

2.11 **Hinckley Town Centre Area Action Plan, Proposed Submission Document, October 2008**

2.11.1 The Hinckley Town Centre AAP focuses on the implementation of town centre development proposals. This will be a formal Development Plan Document setting out statutory policy for the town centre. A key objective of the AAP is to ensure that the town centre developments are viewed within the context of an overall vision for the future of Hinckley town centre. The document includes a map defining the town centre which is illustrated in **Appendix E**.

2.12 **HBBC – Hinckley Area Cycling Network Plan**

2.12.1 The cycling network plan is a HBBC strategic document for implementing a cycling network in the Hinckley urban area. The plan was adopted in November 1999.

2.12.2 The plan identifies seven routes, including links to residential and employment areas, and highlights areas where improvements may be required. The aim is to encourage cycling over the longer term and to introduce measures as the opportunities become available.

2.13 **Traffic Data**

2.13.1 Existing recent traffic survey data was obtained from LCC for key junctions in the town centre. Additional surveys were also commissioned from LCC to provide sufficient traffic survey data at key junctions within the town centre in order to appraise the traffic impact of the developments. The traffic surveys were given a reference number and data was obtained for the locations in **Table 1** (and **Figure 2**) below:

Table 1: Traffic Survey Data

Number	Location	Date of Survey
1	Trinity Lane/Lower Bond Street Junction	Tuesday – 29/06/04
2	Stockwell Head/Lower Bond Street Junction	Tuesday – 29/06/04
3	Rugby Road/Brunel Road Junction	Wednesday - 16/06/04
4	Trinity Lane/Mansion Street Junction	Thursday – 24/06/04
5	Rugby Road/Trinity Lane Junction	Thursday – 20/05/04
6	Coventry Road/Trinity Lane Junction	Thursday – 20/05/04
7	Station Road/Mount Road Junction	Wednesday – 23/06/04
8	Station Road/Lancaster Road Junction	Thursday – 24/06/04
9	New Buildings Holliers Walk Junction	Tuesday – 20/09/04
10	Derby Road/Druid Street Junction	Wednesday – 01/02/06
11	London Road/Park Road Junction	Tuesday – 24/11/05
12	Hawley Road/Rugby Road Junction	Monday – 03/07/06
13	Hawley Road/Station Road Junction	Monday – 03/07/06
14	Leicester Road/Spa Lane Junction	Tuesday – 04/07/06
15	Upper Bond Street/Derby Road Junction	Wednesday – 12/07/06
16	Council Road/Stockwell Head Junction	Monday – 10/07/06
17	London Road/Spa Lane Junction	Monday – 10/07/06

2.14 Existing Land Uses

2.14.1 HBBC provided information on the existing uses at each of the sites being considered in this report, including the use class and the approximate Gross Floor Area (GFA) in square metres, or number of units in the case of residential use. An existing use was classed as a building that is currently used or could be used without the need for a new planning permission.

2.14.2 The existing uses at the redevelopment areas that were assessed in this report are summarised in **Table 2** below:

Table 2: Existing Uses for each Site

Redevelopment Area	Existing Land Use	GFA/Number of Units
Area 1: Stockwell Head/Concordia Theatre	Office Use	1,235 sqm
	Employment Use	1,139 sqm
Area 2: Atkins Factory	Employment Use	14,553 sqm
Area 5: Leisure Centre	Residential Use	10 units
	Leisure Centre Use	7,030 sqm
	Employment Use	169 sqm
Area 6: Rugby Road/Hawley Road	Employment Use	10,373 sqm
Area 7: Railway Station, Southfield Road	Employment Use	5,879 sqm
Area 8: Bus Station, Brunel Road	Office Use	2,130 sqm
	Employment Use	4,393 sqm
	Leisure Use	353 sqm
Jarvis Porter	Employment Use	14,700 sqm

2.14.3 Area 3 (Britannia Centre/Castle Street) is not included in this list as it is unclear how much of this area will be demolished to provide the Masterplan proposals. HBBC have indicated that the overall change in square footage is likely to be minimal.

2.15 Consultations

2.15.1 Several stakeholders have been consulted to obtain feedback on the framework transport assessment proposals. Results from these consultations are presented throughout the report. Consultations were carried out with the following:

- HBBC and LCC Members.
- LCC officers in Development Control, Highways and Public Transport Unit teams.
- Bus operators - Arriva and Stagecoach.
- Central Trains (former train operating company) - however no feedback was provided.
- Network Rail - however at the time of preparing this report no feedback was provided.
- The town centre is approximately 3.5km from the M69/A5 Trunk Road network and as such the Highways Agency (HA) were consulted. However, at the time of preparing this report no feedback was provided.

2.15.2 Potential land owners and developers were also consulted during a developer meeting organised by HBBC. Unfortunately as this covered the entire borough, very few stakeholders were at the event and no feedback was obtained. Discussions have been held with the developers of the rail station site and the results of these discussions are referred to in the report.

2.15.3 During consultation of the framework TA proposals with the council members, a number of issues were raised and these have been addressed in the report.

3.0 DEVELOPMENT PROPOSALS

3.1 Proposals Assessed

3.1.1 HBBC have provided details on possible future uses for each of the redevelopment areas. These uses are similar to those presented in the Masterplan, but have been updated following any changes and consultations between HBBC and developers.

3.1.2 As detailed in chapter 1, at the request of HBBC, the Jarvis Porter site was included in the assessment and Area 4 from the masterplan has no development proposals. The future uses assumed in this report for each of the redevelopment sites are summarised in **Table 3** below (HBBC have indicated that site 6 may change following the recent planning appeal on this site):

Table 3: Potential Future Uses for each site

Redevelopment Area	Potential Land Use	Gross Floor Area (GFA)/Number of Units
Area 1 Stockwell Head/Concordia Theatre	Office Use	678 sqm
	Cultural Facilities – Concordia	520 sqm
	Flats	129 units
	Houses	26 units
	Leisure Use	1,290 sqm
	Retail	1,356 sqm
	Live Work Units	726 sqm
Area 2 Atkins Factory	Employment Use	4,500 sqm
	Educational Buildings	4,000 sqm
	Flats	25 units
Area 3 Britannia Centre/Castle Street	Flats	25 units
	Leisure Use	1,400 sqm
Area 5 Leisure Centre	Flats	170 units
Area 6 Rugby Road/Hawley Road	Employment Use	4,137 sqm
	Flats	93 units
	Houses	22 units
Area 7 Railway Station, Southfield Road	Employment Use	3,500 sqm
	Flats	100 units
	Retail	305 sqm
Area 8 Bus Station, Brunel Road	Flats	86 units
	Houses	20 units
	Cinema	2,500 sqm
	Supermarket	6,000 sqm
	Retail	9,605 sqm
Jarvis Porter	Warehouse Use	1,787 sqm
	Retail Park Use	10,256 sqm

3.2 Phasing of Developments

3.2.1 It is likely that the sites will be completed over a number of years. In order to address the transportation issues as they arise, the likely phasing of each of the sites has been discussed with HBBC. The phasing is only indicative and is based on discussions between HBBC and developers and whether planning applications have already been submitted as well as likely timescales to complete each of the redevelopments. The phasing has been classified as short term (0 – 3 years), medium term (4 – 7 years) and long term (8 + years) and is summarised in **Table 4** below:

Table 4: Redevelopment Phasing

Redevelopment Area		Likely Phasing
No.	Name	
Area 1	Stockwell Head/Concordia Theatre	Medium Term
Area 2	Atkins Factory	Short Term
Area 3	Britannia Centre/Castle Street	Long Term
Area 5	Leisure Centre	Medium Term
Area 6	Rugby Road/Hawley Road	Short Term
Area 7	Railway Station, Southfield Road	Short Term
Area 8	Bus Station, Brunel Road	Medium Term
Area 9	Former Jarvis Porter Site	Short Term

4.0 TRAFFIC IMPACT OF DEVELOPMENTS

4.1 Methodology

4.1.1 In order to assess the traffic impact of the combination of the proposed redevelopments, the following methodology was adopted:

- Trip rates were obtained from the TRICS database for the existing and proposed development uses.
- A car park trip rate was estimated from the car park survey data.
- A separate employment and residential traffic distribution was calculated using the 2001 Census travel to work data.
- A trip distribution based on existing traffic movements was calculated.
- Traffic generation was calculated for the existing and proposed development uses.
- Traffic generation was calculated for the existing and proposed car park uses.
- Traffic for the existing and proposed development and car park uses were assigned to each of the junctions.
- Base (2006) survey data was used and, where appropriate, growth factors were calculated to growth traffic survey data to a 2006 base year.
- For each junction, the changes in the car park traffic were added to the base data to determine the background traffic.
- The difference in the proposed and existing traffic for all nine sites was then compared to the background traffic to determine the two-way traffic impact for each junction.
- Traffic impact assessment was carried out for weekday AM and PM peak periods and the developments were assessed on a comprehensive basis.

4.1.2 **Appendix B** details the above methodology, explains the assumptions made and presents an analysis of the traffic impacts for each junction. The traffic impacts of the developments are summarised on **Figure 3**.

4.1.3 The following chapters identify the issues summarised by highways, parking, public transport, pedestrian and cyclist issues, proposes potential solutions to the problems and provides budget costs and funding sources to implement the solutions. Funding required from LTP covers not only the current LTP2 (ie 2006/07 to 2010/11) but also future LTPs beyond 2011.

5.0 HIGHWAY IMPROVEMENTS

- 5.1 Site visits were undertaken during the AM and PM peak times to observe current traffic capacity problems within Hinckley town centre. The traffic impact based on the assessment in Section 4 was used to provide an indication of the locations where existing traffic problems are likely to worsen through the development of the sites.
- 5.2 There is insufficient detail to comment on access and servicing issues for each site – in accordance with Table DG13 of Htd it will be expected that TAs will assess access and servicing issues for their site and identify any improvements. At this stage there is insufficient detail to comment on the implications of development proposals on existing Rights of Way and existing/required Traffic Regulation Orders/stopping up requirements - it will be expected that TAs will, where appropriate, assess these impacts and identify any improvements.
- 5.3 Prior to commencing the Framework TA report, LCC and HBBC indicated that the Masterplan may offer opportunities for providing solutions at the following junctions summarised in **Table 5** below:

Table 5: LCC and HBBC suggested junction improvement opportunities

Number	Junction
6	Coventry Road/Trinity Lane
9	New Buildings/Holliers Walk
12	Rugby Road/Hawley Road
13	Hawley Road Station Road

- 5.4 Junctions 12 and 13 are addressed within sections 5.11 and 5.12 below. However, capacity improvements at junctions 6 and 9 are not considered necessary. During the AM and PM peak site visits, there were no significant queues observed at junction 9. The combined development traffic is not expected to have a material impact at the Holliers Walk to Leicester Road movement in both directions, during both peaks. Without detailed capacity assessments it is not possible to determine conclusively, but it is anticipated that the current layout will be able to accommodate the increase in traffic. This will need to be assessed in detail in supporting TAs. Furthermore, we are aware of LCC proposals to improve this junction as part of signals renewal/Routes To School measure.
- 5.5 Under the previous planning application 2001/0944/04/FUL for the redevelopment of the bus station site, HBBC were recommended that the following Grampian condition be introduced, “no part of the ... development shall be brought into use unless and until the junction of

Trinity Lane with Coventry Road is improved as shown illustratively...". A copy of this improvement is attached in **Appendix C**.

- 5.6 However, LCC did not consider that the capacity of the junction would be exceeded but considered that peak hour reserve capacity would be lost as pass by trips to the superstore would result in two movements being made through the existing junction.
- 5.7 Section 5.9 below indicates that the coordination of the signals in this location be reviewed which may mitigate the additional pass by trips. As it appears that the previous capacity assessments indicated that capacity would not be exceeded it is not considered that the previous improvements be provided at this stage. However, it would be prudent to ensure that the portion of land required for the previous improvements be left undeveloped in case, (at a later stage) the improvements are deemed necessary as a result of any detailed assessments carried out as part of TAs. The costs of these improvements would need to be met by the developer.
- 5.8 Several of the improvements outlined in the following sections involve signalisation. Signalisation is considered to provide the following significant advantages when compared to uncontrolled junctions (eg roundabouts and priority junctions) in terms of providing scope to:
- Incorporate controlled crossing facilities for pedestrians and cyclists.
 - Incorporate bus priority measures.
 - Link signal junctions together to improve operational efficiency.

5.9 **Upper Bond Street/Trinity Lane/Rugby Road Corridor**

- 5.9.1 This corridor includes the section from the Hollycroft/Upper Bond Street junction to the Rugby Road/Trinity Lane junction and includes several key traffic signal junctions within a short section of carriageway. During the AM and PM peak periods large queues were observed with queues blocking back through junctions causing large delays for traffic. This section of carriageway is currently operating as a coordinated network, supervised by Leicester City Council (on behalf of Leicestershire County Council) under a local service area agreement.
- 5.9.2 As a key part of Hinckley town centre's road network, the combined development traffic will have a significant impact on traffic flows at locations 1, 2, 4, 5 and 6 of **Appendix B** Table 7, causing a large increase in delay. In order to mitigate the effects of the combined development traffic it is proposed that the feasibility of upgrading the signal coordination is investigated. Initial analysis indicates that the improved coordination may be feasible although further investigation is required. Within LTP2 LCC have identified a programme to update generally facilities at the traffic control centre to enhance methods of central control

and driver information to lessen the impact of congestion. It is recommended that this work is carried out in Hinckley town centre.

5.9.3 We consider that coordination of the signal timings at these junctions would assist with reducing delays by allowing the traffic signals to change green times to suit traffic priorities and reduce delay.

5.9.4 A budget cost for the upgrading of the communication equipment and software and changing of any lane markings is approximately £144,000. This cost does not include any increase in system management cost that may be required under the existing service agreement with Leicester City Council. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer funding.

5.10 **Rugby Road/Brunel Road Priority Junction**

5.10.1 This junction (junction number 3 in **Appendix B** Table 7) currently operates as a priority junction, with poor visibility from Brunel Road to Rugby Road. Although no significant traffic problems were witnessed during the site visit, the proposed developments will lead to a significant increase in traffic flows at this location, with the junction providing a key access location to the bus station site.

5.10.2 It is proposed that the feasibility of signalling this junction is investigated. An in principle layout is shown on **Figure 4**. Initial analysis indicates that the signalisation may be feasible, although detailed investigation is required. Signalisation of this junction would enable traffic to exit Brunel Road without significant delay and would enable the junction to be included within the coordinated corridor along Rugby Road/Trinity Lane. Further benefits include the possibility of incorporating pedestrian and cycle crossing facilities within the design. In accordance with the development brief it is assumed this improvement will be provided by the developer of the bus station site.

5.11 **Rugby Road/Hawley Road Roundabout**

5.11.1 During the site visits, large queues were identified on some arms of the Rugby Road/Hawley Road roundabout (junction number 12 in **Appendix B** Table 7). During the AM peak, large queues were observed on Westfield Road and during the PM peak large queues were observed travelling northbound and southbound on Rugby Road. The other arms of the roundabout did not have significant queues. We are aware of a LCC Routes To School proposal to introduce a 20mph zone on Northfield/Westfield Avenue.

- 5.11.2 The traffic impact analysis shows that the combined development traffic will have a significant impact on traffic flows at this location as this is a key route to the south of Hinckley and provides linkages to the A5 and the M69. Also this location currently has poor pedestrian facilities, with only one pedestrian refuge provided.
- 5.11.3 In order to mitigate the effects of the combined development traffic it is proposed that the feasibility of signalling this junction is investigated – an in principal layout is shown on **Figure 5**. Initial analysis indicates that the signalisation may be feasible, although detailed investigation is required. Signalisation of this junction would assist with reducing delays across the junction by allowing all arms to have some priority and would enable the junction to be included within the coordinated corridor along Rugby Road/Trinity Lane. Further benefits include reducing delays for public transport and will enable pedestrian and cycle facilities to be incorporated within the design.
- 5.11.4 A budget cost for the construction of the junction and installation of the traffic signals, linkages to the coordinated traffic signals, pedestrian facilities and advanced cycle stop lines would be approximately £390,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer contributions
- 5.11.5 Discussions with HBBC indicated that this proposal does not meet the Masterplan Public Realm objective for this junction being a gateway feature and that HBBC consider that the roundabout island should be retained with perhaps introduction of a controlled pedestrian/cycle crossing facility on Hawley Road – this will require further investigation.

5.12 Hawley Road/Station Road Priority Junction

- 5.12.1 The current priority at this junction (junction number 13 in **Appendix B** Table 7) is for traffic travelling eastbound and westbound, with traffic leaving Station Road and the railway station having to give way. During the site visits queues were observed on Station Road.
- 5.12.2 This is a key junction linking to the town centre and is on a public transport corridor. The combined development traffic would have a significant impact at this location with public transport traffic exiting Station Yard from the rail station and development traffic exiting Station Road/Hawley Road.
- 5.12.3 In order to mitigate the effects of the combined development traffic it is proposed that the feasibility of signalling this junction is investigated - an in principal layout is shown on **Figure 6**. Initial analysis indicates that the signalisation may be feasible, although further investigation is required. Signalisation of this junction would assist traffic to exit the railway

station and Station Road without significant delays. Further benefits include reducing delays for public transport (which is important for public transport proposals identified in section 7) and will enable pedestrian and cycle facilities to be incorporated within the design.

5.12.4 An approximate budget cost for the construction of the junction and installation of the traffic signals, linkages to the coordinated traffic signals, pedestrian facilities and advanced cycle stop lines would be approximately £290,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. This improvement is in accordance with the Masterplan Public Realm Strategy streetscape improvements at this location which recommended the incorporation of improved pedestrian priority at this junction.

5.13 Brunel Road/Station Road, Mount Road/Station Road Priority Junctions

5.13.1 These two junctions (junction number 7 in **Appendix B** Table 7) are in close proximity and operate as priority junctions, with Station Road having priority. Although there are not presently any significant traffic problems at this location, the combined development traffic will lead to a significant increase in traffic using Station Road and Brunel Road.

5.13.2 In order to mitigate the effects of the combined development traffic it is proposed that the feasibility of introducing a mini roundabout at these junctions is investigated - an in principle layout is shown on **Figure 7**. This will assist in allowing traffic to exit Brunel Road and Mount Road.

5.13.3 An approximate budget cost for the construction of the junction would be approximately £60,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer contributions.

5.14 Highway Improvements Summary

5.14.1 The total budget works costs for highway improvements is £884,000, all of which is suggested as being developer funded. The highway works include:

- Upper Bond Street/Trinity Lane/Rugby Road Corridor - upgrading the signal coordination - budget cost of £144,000.
- Rugby Road/Brunel Road Junction – Signalisation – provided by bus station site developer.
- Rugby Road/Hawley Road Roundabout – junction improvement - budget cost of £390,000.
- Hawley Road/Station Road Junction – Signalisation - budget cost of £290,000.

- Brunel Road/Station Road, Mount Road/Station Road Junctions – mini roundabout-budget cost of £60,000 – to be provided through developer contributions.
- Trinity Lane/Coventry Road signal junction – safeguard land required for the previous improvements and review the improvement as a part of further detailed assessments - any associated costs would be developer funded.

5.14.2 It is anticipated that with the highway works identified in this section in place, the congestion levels within Hinckley will be no worse than those at present, subject to any additional measures required to accommodate housing growth.

6.0 PARKING IMPROVEMENTS

6.1 Review of Master Plan Consolidated Car Parking

- 6.1.1 The Masterplan proposed that 4 consolidated car parks be provided to serve the town centre, providing up to 330 additional car parking spaces for the town. WYG have reviewed the viability and feasibility of providing these spaces and propose an alteration to the proposed car park provision.
- 6.1.2 Options to retain or expand existing non-developed car parks have been reviewed along with the feasibility of providing smaller car parks within the development areas. It is possible to provide sufficient parking spaces within the town centre whilst providing development within all of the areas identified in the Masterplan.
- 6.1.3 In line with the Parking Study review paper in **Appendix A** it is proposed that 2223 (including 706 on street spaces) parking spaces are provided for weekday and up to 2405 spaces (weekend). This represents a minimum weekday increase of 273 spaces over current off street public car park spaces for a period up to 2021.
- 6.1.4 It should be noted that the car parking provision being reviewed is for public car parking only. Each of the proposed developments will be required to produce a Transport Assessment to justify the level of any private parking required to serve the development.
- 6.1.5 It should also be noted that the Atkins site (as identified in the Masterplan document) is made up of two developments separated by Lower Bond Street and also includes the existing 35 space Holliers Walk car park. To the west of Lower Bond Street will be a 132 space car park and the employment and residential development, accessed via Lower Bond Street. The 132 space car park will have 60 spaces available to the public at all times and an additional 32 spaces at evenings and weekends. It is assumed that for this site the developer constructs a car park with at least 92 spaces available for public use with the difference in contribution/construction cost reflecting the fact that these spaces are not publicly available 100% of the time. To the east will be the educational buildings including a 150 space car park accessed from Druid Street. Discussions with HBBC indicate that the 150 space car park will be required for use by the college during term time weekdays and available to the public outside of these times. It is assumed that for this site the developer constructs a car park with at least 150 spaces available for public use with the difference in contribution/construction cost reflecting the fact that these spaces are not publicly available 100% of the time.

6.1.6 **Table 6** below summarises the parking proposal and identifies the locations where existing off-street car parks are retained within development areas.

Table 6: Summary of Proposed Off-Street Parking Spaces

Location	Existing Car Park	Proposed New Car Park	Total Proposed Public Car Park Spaces
Area 1 – Stockwell Head		180	180
Area 2 – Atkins Factory	35 (Holliers Walk)	60 (242 at weekends and outside term time)	95 (277 at weekends and outside term time)
Area 3 – Britannia Centre	248 (Britannia), 90 (Church Walk)		338
Area 4 – Land North of Mount Road	109 (Mount Road), 50 (Hill Street)		159
Area 8 – Bus Station	79 (St Marys)	560	639
Outside Development Areas	40 (Alma Road), 14 (New Street), 17 (Lower Bond St), 35 (Thorneycroft Road)		106
Total	717	800 (982 at weekends and outside term time)	1,517 (1,699 at weekends and outside term time)

6.1.7 Within the development areas it is acknowledged that there may need to be a degree of flexibility in parking numbers and if justified developers may provide more than the parking numbers for operational reasons to those identified above.

6.1.8 All of the large car parks (Stockwell Head, Atkins, Britannia and Bus Station) are located close to the town centre and are key car parks are located on approaches from the south, west, north and east. The purpose of these car parks is to provide convenient, short stay car parking close to the town centre for shoppers and visitors.

6.1.9 The key differences from the parking proposal identified in the Masterplan are:

- Reduce the number of spaces at Stockwell Head to 180
- No expansion to capacity at the Hill Street car park
- No expansion of capacity at the St Marys Car Park
- Retain existing car parks eg Mount Road
- Public car parking at Site 2 Atkins

6.1.10 Car parks will be lost and built throughout the period of the Masterplan and **Table 7** below identifies the impact in the short term, medium term and long term.

Table 7: Car Park Phasing

Phase	Car Park Spaces Lost	Car Park Spaces Gained	Net Change
Short Term	0	60	60
Medium Term	493	740	307
Long Term	34	0	273

6.1.11 **Table 7** above shows that the car park proposals will not cause a short fall in parking during the development stages, although this will need to be monitored.

6.2 Car Park Budget Costs

6.2.1 As detailed earlier the bus station development brief indicates that the bus station site developer will provide the required on site car park and hence this has not been included in the cost calculation below.

6.2.2 Budget car park works costs (ie excluding other costs eg land and stats) are assumed to be £1,000/per space for surface level car parks and £6,650/per space for multi storey and decked car parks.

6.2.3 Where the car parks are multi-storey it has been assumed that the number of spaces is distributed evenly across the floors. The estimated costs are summarised in **Table 8** below and it is proposed that this measure is provided through developer contributions:

Table 8: Budget Costs of new public Car Parks

Name	No. Spaces	Construction Cost
Stockwell Head	180	£1,197,000
Atkins	242 (60 in weekdays during term time)	£1,609,300
Total	Including Bus Station Site = 982 (800 in weekdays during term time)	£2,806,300

6.2.4 To complement the Way Finding Strategy detailed in chapter 8, it is proposed that Variable Message Signs (VMS) are installed to provide information on availability of car park spaces for drivers. At present the Church Walk car park operates on a VMS basis to allow real time parking information to be presented to drivers. The system is currently managed by Leicester City Council under a local service agreement. Estimated costs for the signs, car park works and power connections have been obtained from Leicester City Council.

6.2.5 It is proposed that five signs are provided located on the five main routes to the town centre (ie Upper Bond Street, Leicester Road, London Road, Rugby Road and Coventry Road) and also signs are repeated close to the main (Brittania, Bus Station, Stockwell Head and Atkins) car parks themselves to indicate availability. The cost for the VMS signage is summarised in **Table 9** below:

Table 9: Car Park Signage Budget Cost

Item	Cost
VMS Sign	£135,000
Car Park Control Equipment	£24,000
Power Connection	£3,600
Total + 44%	£281,000

6.3 Summary of Car Park Costs

6.3.1 The total budget construction and installation cost for the main car parks (excluding the bus station site) with five VMS signs is therefore £3,087,300. It should be noted that these costs exclude land and stats costs (which at this stage have not been possible to determine) and ongoing revenue costs associated with for example CCTV, staffing and maintenance.

6.3.2 CCTV provision has been discussed with Leicester City Council and they were unable to provide an indicative price for the provision of CCTV systems as there were too many variables that would require detailed discussions, including the benefits of connecting of the Hinckley town centre CCTV system to the Leicester monitoring system and the additional provision of traffic cameras linked to the town centre system. The City Council were keen to discuss HBBC's requirements and would be keen to meet. It is advised that any additional CCTV costs would be met by developers.

Car Park Management

6.3.3 To ensure public parking is managed on a strategic basis within the town centre it is recommended that HBBC manage the car parks and ensure consistency of pricing within the town centre.

6.4 Disabled Parking

6.4.1 Disabled parking spaces should be included within both the main car parks and any on site provision. The design should follow the advice presented in LCC Htd, which indicates that the following standards, summarised in **Table 10**, should apply:

Table 10: Disabled Parking requirements

Car Park Use	Car Park Size	
	Up to 200 spaces	Over 200 spaces
Employees and visitors to business premises	Individual bays for each disabled employee plus two bays or 5% of total parking spaces whichever is greater	Six bays plus 2% of total parking spaces
Shopping, recreation and leisure	Three bays or 6% of total parking spaces whichever is greater	Four bays plus 4% of total parking spaces

6.5 Motorcycle Parking

6.5.1 Motor cycle parking spaces should be included within both the main car parks and any on site provision. Within the main car parks there should be a suitable number of motorcycle parking spaces, designed to the dimensions recommended in DG15 of Htd which specify space dimensions as 5m x 1.5m with a 1m space between each motorcycle. Ideally these will need to have ground anchors into concrete slabs and ideally be undercover and well lit.

6.6 Cycle Parking

6.6.1 Cycle parking spaces should be included within both the main car parks and any on site provision in accordance with Table DG14 of Htd. Following the Htd guidance all cycle parking must:

- Be secure, with weather protection provided at least for employee parking.
- Be conveniently located at entrances to buildings.
- Enjoy good natural observation.
- Be well lit and
- Be located so it does not obstruct pedestrian and cycle routes.

6.7 Civil Parking Enforcement

6.7.1 LCC implemented Civil Parking Enforcement across the county in 2007. LCC confirmed that they do not currently have any proposals to introduce on-street parking charges within Hinckley, although this may change at a later date. It is noted that Masterplan Action Plan no. S8 refers to a residents parking scheme at Mount Road/Priesthills Road/Thorneycroft Road - the views of LCC and HBBC would need to be sought to confirm the suitability of this and it is assumed if implemented the costs would be met by LCC.

6.8 Parking Standards

6.8.1 The East Midlands Regional Plan (EMRP) provides a regional spatial development strategy for the East Midlands up to 2026. Policy 47 of the EMRP states that all transport authorities should examine the feasibility and appropriateness of introducing fiscal measures to reduce car usage and Policy 47 states that in the regions principal urban areas and growth towns, net increase in public car parking not associated with development should only be permitted where it is demonstrated that:

- Adequate public transport, cycling or walking provision cannot be provided or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area; or
- Excessive on-street parking is having an adverse effect on highway safety or residential amenity which cannot be reasonably resolved by other means; or
- The nature of new car parking can shift from long stay spaces to high quality short stay provision; or
- It is linked to public transport provision as part of a park and ride scheme.

6.8.2 As regards compliance with this Policy, as shown in **Table 6** the total proposed public car park spaces is 1,517 and the net effect of the changes to the public car parking is an increase of 273 parking spaces. The parking study review concluded that this is a sufficient supply to meet future demand at the end of the Masterplan period. Furthermore, some of these car park spaces are public spaces to be provided as part of the developments themselves and where there is a mix of uses there is scope for shared use. Also as shown in **Table 6** there will be 717 spaces available in several existing public car parks located around the town centre for which HBBC have advised that at this stage there are no adopted plans to redevelop the remaining car parks, although this may change in the future and hence the overall increase could be lower.

6.8.3 The EMRP states that it will also be desirable to reduce the need for long stay public car parking in most urban areas, whilst maintaining the competitiveness of urban centres over out-of-town locations.

6.8.4 In addition to public car parking it is anticipated that specific parking provision will be made on the development sites for staff, visitors and residents. Parking standards are currently set out in the HBBC Local Plan (Appendix D) and Htd (Table DG11 and paragraph 3.171). Comparison of Hinckley parking standards to the Htd is attached in **Appendix D**.

6.8.5 It is recommended that HBBC adopt PPG13 parking standards for all new developments. PPS3 standards should be used for residential developments. It will be expected that developers will justify any on site non public parking provision in the light of the prevailing guidance as part of their TA and to reflect their travel plan targets. Specific provision for disabled, cycle and motorcycle uses will need to be provided for in accordance with Htd standards.

6.9 Car Parking Conclusions

6.9.1 The key car parking issues are:

- A revised car parking scenario to that in the Masterplan is proposed.
- The impact of the car park proposal is addressed in the parking study review in **Appendix A**.
- Four main car parks are identified, one of which is the current Britannia Car Park.
- In accordance with the bus station development brief, the on site car park will be provided by the developer.
- Developers of the Atkins site provide the whole cost of the car park since not all of the public car park spaces are publicly available 100% of the time.
- Total budget cost of the new main car parks (excluding the bus station site) is £2,806,300 which will be funded through developer contributions.
- To complement the Way Finding Strategy, Variable Message signs are proposed at a total budget cost of £281,000 using developer funding.
- It is recommended that HBBC develop a strategy for use of the existing car parks that are not within the Masterplan development sites and remain.
- Provision for disabled parking, cycles and motorcyclists should be made in accordance with Htd and Local Plan standards at all car parks and on site provision.
- On site parking should be provided in accordance with PPG13 and PPS3 standards.

7.0 PUBLIC TRANSPORT IMPROVEMENTS

7.1 Introduction

7.1.1 Site visits and consultations carried out by WYG have indicated that current provision of public transport facilities within Hinckley town centre is poor. To help to encourage access to and from the developments by non-car modes it will be necessary to upgrade several of the public transport facilities around the town centre.

7.1.2 The Masterplan includes proposals for improving public transport provision around Hinckley including an improved on street bus station and a bus interchange at the rail station. As discussed in chapter 2 it is recommended that the Masterplan proposal for a bus loop is not taken forward. Strategic Aim 2 of the Masterplan is to increase accessibility for public transport in Hinckley town centre. The Masterplan also identifies the need to improve signage, timetable and service information at key locations.

7.1.3 Discussions with LCC have indicated that during the period of LTP2 (2006 to 2011) the following LTP funded improvements are programmed to be carried out in Hinckley:

- Bus stop upgrades to service 159 (including star trak)
- Bus stop upgrades to service 58 to Lutterworth
- Bus priority access Sunnyside Hospital
- Continuing town centre publicity

7.2 Bus Station

7.2.1 The current bus station is detached from the rest of the town centre and facilities at the bus station are very poor, with boarded up shops and no clear route to the town centre. The bus station currently includes mealbreak facilities for drivers.

7.2.2 The Masterplan includes a proposal to provide an improved bus station within the Area 8 site. This view is supported by the LCC Passenger Transport Unit who view the retention of a specific facility for bus use only as essential to enhance the image of public transport in Hinckley. In accordance with the development brief the bus station will be provided for by the developer.

7.2.3 An improved and enlarged bus station also offers the scope to meet the long term Masterplan aim to pedestrianise Regent Street by removing bus services and relocating them to an enhanced new bus station. This will need to be assessed in more detail and in advance of

this a cost of £500,000 has been assumed for pedestrianisation of Regent Street to be developer funded.

- 7.2.4 To complement this funding and the other public transport funding outlined in this section, it is assumed that the bus operator would invest in complementary upgrades to bus fleets and customer care initiatives.

7.3 Railway Station Interchange

- 7.3.1 At present there are no bus linkages to the railway station. The Masterplan Public realm strategy includes designs for an interchange facility at the rail station, with buses accessing the rail forecourt to pick up and drop off passengers – the Masterplan layout is shown in **Figure 8**. This proposal is supported since to encourage public transport interchange it is essential that walking distances are minimised and that the interchange modes are visible. The interchange proposal, as presented in the Masterplan would consist of:

- Bus layby.
- High quality shelters incorporating star trak real time information displays, seating and lighting and level access kerbs.
- Station courtyard area with short stay and disabled parking (approximately 10 spaces).
- Drop off point and taxi rank facility.
- Improvements to footways and lighting.
- Relocation of long stay parking to area west of station (approximately 30 spaces).
- Cycle lockers and stands.
- Existing platform entrance widened.

- 7.3.2 The budget cost for rail/bus interchange is estimated at £310,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. No works are programmed in LTP2 for improvements to interchange facilities it is therefore recommended that the works cost of £310,000 for this interchange are funded by developers.

- 7.3.3 Consultation with bus operators has been positive as services 5 and 71 currently run past the station, although concerns were raised about additional delays to buses caused by buses exiting the station. It is considered that this would be addressed by the proposed Hawley Road/Station Road junction improvement as outlined in section 5.12 which would enable buses to enter and exit the rail station with minimum delay.

- 7.3.4 Following discussions with LCC Passenger Transport Unit concerns were raised that no dedicated route is provided for buses and therefore buses are sharing the road space with taxis, cars parking and car drop off which could delay buses. Care needs to be taken with the

creation of turning facilities for buses as this will need to accommodate parking, car dropping off and picking up and pedestrian movements in this limited space. This concern was also raised by the operators and therefore, it is recommended that detailed design work is carried out before this option is progressed further.

- 7.3.5 Despite several contacts being made to Network Rail, no response on this proposal has been provided by Network Rail and obviously discussions will need to be carried out with both East Midlands Trains (who maintain the station) and Cross Country Trains who operate the services.

7.4 **Station Road**

- 7.4.1 Station Road is a key bus route linking the town centre and the rail station. On street parking currently inhibits the two way flow of buses and in particular with the proposed Station Road /Hawley Road junction improvement it is essential that parked vehicles do not impact on the operation of this junction. In accordance with the Public Realm Strategy the scope to rationalise parking on Station Road in conjunction with wider scale parking restrictions (including the scope to provide sheltered parking) is recommended for further investigation – for example it is recommended that parking restrictions are implemented on Station Road in close proximity of the Hawley Road junction and that the associated works are implemented by LCC. We are aware of LCC proposals to extend ‘No Waiting’ restrictions on Station Road between Hawley Road and Royal Court and that these should be extended. It is advised that LCC would meet any associated costs with this.
- 7.4.2 Station Road also currently has bus stops on both sides of the road. At present there are no shelters provided and limited information. In accordance with the Public Realm Strategy it is proposed that shelters are provided for the bus stops heading away from the town centre. High quality shelters are proposed incorporating star trak real time information displays, seating and lighting and level access kerbs. The budget cost for these shelters is estimated at £30,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer contributions.
- 7.4.3 The pedestrian improvements detailed in chapter 8 will assist with strengthening links between bus and train services and the town centre.

7.5 Rugby Road

7.5.1 Rugby Road currently has bus stops on both sides of the road. At present there are no shelters provided and limited information. In accordance with the Public Realm Strategy it is proposed that shelters are provided for the bus stops heading away from the town centre. High quality shelters are proposed incorporating star trak real time information displays, seating and lighting and level access kerbs. The budget cost for these shelters is estimated at £30,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer contributions.

7.6 Regent Street

7.6.1 Subject to further studies on the scope to relocate bus services from Regent Street to the new bus station and pedestrianise Regent Street it is proposed that the existing four bus stops are improved to incorporate star trak real time information displays. The budget cost for these shelters is estimated at £30,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer contributions.

7.7 Castle Street and Upper Castle Street

7.7.1 Within the Masterplan, a cross-Castle Street axis is proposed and this will open up pedestrian routes to Stockwell Head. If the development takes place, retail activities will be further biased to this part of town which is already remote from much of the public transport serving Hinckley.

7.7.2 There are two bus stops on Upper Castle Street, one offering set down facilities and another offering departures to the northern part of the town. This is an important waiting facility and in accordance with the Public Realm Strategy, it is recommended that the bus stop is improved to provide high quality shelters incorporating star trak real time information display, seating and lighting and level access kerbs. The budget cost for these shelters is estimated at £15,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. In light of LTP2 proposals to update bus stop facilities on services 58 it is proposed that these costs are provided using LTP funding.

7.8 Bus Service Improvements

7.8.1 Public Transport service provision within Hinckley is summarised in **Table 11**. The dominant bus operator in the town is Arriva who operate interurban services to Nuneaton and Leicester

together with a network of local services within the town. These services are supplemented by Stagecoach services which predominantly cater for interurban links to Nuneaton and Coventry. There are also a range of Leicestershire County Council supported services, notably an hourly service operating as far as Market Harborough.

- 7.8.2 **Table 11** shows an audit of the current bus services and **Table 12** lists potential opportunities for improvements in services to tie into the Masterplan proposals. In order to provide sustainable transport options for the scale of development proposed additional bus services are required. Although these services do not currently exist, the creation of the additional demand generated by the development sites will require improvements to the local bus services.
- 7.8.3 Consultation with Arriva indicates that the Sunday services have been operated in the past although were dropped due to low patronage. If this service was restarted as a contracted service Arriva have indicated they would be willing to discuss the provision of these buses.
- 7.8.4 The budget cost for developer funded service improvements is estimated at £60,000 p/a which, for a 5 year period, would equate to £300,000. These service improvements would need to be phased as the developments take place.

Table11: Public Transport Service Audit

Service	Operator	Route	Frequency - Buses per hour				
			MF 0700-0900 & 1600-1800	MF 0900-1600	MF 1800-2300	Sat 0900-1600	Sun 0900-1600
5	Arriva	Hinckley – Three Pots	1	1		1	
7	Arriva	Hinckley – Wykin Estate	3	3		3	
8	Arriva	Hinckley – Burbage – Hinckley	1	1		1	
71/71A	Arriva	Hinckley – Burbage – Hinckley	4	4	1	4	
72	Arriva	Hinckley – Hollycroft	3	3		3	
73	Arriva	Hinckley – Paddock Way	3	3		3	
81/81A	Arriva	Hinckley – Earl Shilton	3	3	1	3	
82	Arriva	Hinckley – Barwell	4	4		4	
86/87	Arriva	Hinckley – Stoke Goulding – Nuneaton	1	1		1	
158	Arriva	Nuneaton – Hinckley – Leicester	1	1		1	
		Hinckley – Leicester	2	2	1	2	1
159	Arriva	Hinckley – Mkt Bosworth – Coalville	1	1		1	
48	Stagecoach	Nuneaton – Hinckley – Leicester	3	3	1	3	1
58	Woods	Market Harborough – Hinckley	1	1		1	
2	W Horizon	Hinckley – Sapcote		9 Daily			
9	SVC	Hinckley – Croft		1 Monday			
		Coventry – Hinckley – Burbage					
394	Wainfleet	(workers)		1 Daily			
395	Wainfleet	Hinckley – Bedworth (workers)		1 Daily			
752	De Courcey	Hinckley – Nuneaton		1 Mon/Thu			
753	De Courcey	Wolvey – Hinckley – Burbage (schools)		1 Daily			
779	De Courcey	Wolvey – Hinckley – Burbage (schools)		1 Daily			
Train	Central	Birmingham – Hinckley - Leicester	2	1	1	1	1

Notes

MF = Monday to Friday

Services in bold supported by Leicestershire County Council

Table12: Bus Service Improvements

Route	Enhancement	Benefit	Budget (annual)	Cost	Contributor
71	Introduce Sunday Service	Would compliment 4bph daytime and hourly evening service.	£30,000		Developer
81/81A	Introduce Sunday Service	Would compliment 3bph daytime and hourly evening service.	£30,000		Developer
71	Divert via Station approach	Seamless interchange will encourage more multimodal trips	£0		Arriva
5	Divert via Station approach and retime to connect with trains	Seamless interchange will encourage more multimodal trips	£0		LCC/Arriva
58	Extend to Station and retime to connect with trains	Seamless interchange will encourage more multimodal trips	£0		LCC/Woods
8	Reroute along Southfield Road and via Station approach	New links provided with railway station – develop commuter market	£0		Arriva
2	Reroute along Southfield Road and via Station approach	New links provided with railway station – develop commuter market	£0		LCC/W Horizon

Bph = buses per hour

7.9 Town Centre Wide Bus Infrastructure Improvements

7.9.1 The provision of additional bus shelters has been costed although it may be possible to arrange for shelters to be installed by an advertising company at a significantly reduced cost and this would need to be explored further as part of the Way Finding strategy detailed in chapter 8.

7.9.2 Real time passenger information provision using the star trak system should also be provided within the Hinckley area. The bus shelter improvements outlined in sections 7.2 to 7.7 have incorporated costings for star trak. Additional costs would be incurred for equipment for buses serving these stops. The budget cost for the bus technology is £4,000 per bus and in accordance with discussions with the bus operators would need to include on bus announcements and CCTV equipment. In terms of the number of buses requiring equipping, the Peak Vehicle Requirement (PVR) in Hinckley has been calculated at 21 buses. Discussions with LCC passenger transport unit indicates that developer funding for approximately 4 buses is already available and that a transmitter for Hinckley is likely to be required which could cost £50,000. Therefore, the budget additional star trak cost is £118,000. It is proposed that this contribution is provided by LCC and the bus operators since it will also assist with LTP delivering accessibility targets. The system maintenance and management would be provided by Leicestershire County Council.

7.10 Park and Ride

7.10.1 Prior to the outcomes of the RSS work it is not currently considered that a Park and Ride scheme in Hinckley would be commercially viable (since there is not a significant resident population outside of the town centre who work and shop in the town centre and also there is a large amount of private non residential parking in the town centre) and this view is substantiated by LTP2, which states that there is not a case for park and ride outside Central Leicestershire in the period to 2011. To be operationally successful park and ride needs to be located on radial routes with public transport priority and serve a centre with high parking charges and/or limited parking supply. It is not considered that Hinckley town centre satisfies these criteria, but the outcomes of the 2003 parking study indicated that a peak demand may be close to capacity if higher traffic use occurs (for example as a result of housing growth). However, there may be scope for continuation/extension of the existing Hinckley FC Saturday Christmas Park and Ride. This would be subject to necessary feasibility work and negotiations with relevant land owners. Although outside the scope of this study we are aware of a possible park and ride at the A5 Longshoot to serve Hinckley and Nuneaton proposed as part of the RSS work. Housing growth will result in significant additional travel demands; a park and ride site is one of a number of potential measures that have been identified to seek to ensure the demand can be accommodated without adverse impacts on

Hinckley town centre and elsewhere. The impact of this proposal would need to be reviewed once further work on this has been carried out.

7.11 Rail Service Improvements

7.11.1 There are currently rail services linking Hinckley to Leicester and Nuneaton detailed in **Table 12**. Network Rail are the network operator and at the time of preparing this report had not responded to requests for input. East Midlands Trains (who maintain the station) and Cross Country Trains who operate the services have not as yet been consulted but the previous operator (Central Trains) at the time of preparing this report had not responded to requests for input.

7.11.2 It is recommended that discussions are held with East Midlands Trains (who maintain the station) and Cross Country Trains as regards rail service enhancements they can provide at Hinckley station.

7.12 Quality Transport Partnership (QTP)

7.12.1 Given the level of investment proposed for public transport in the town centre, it is proposed that the work is coordinated through the existing QBP, with the group extended to incorporate rail (including Network Rail and East Midlands Trains and Cross Country Trains) and pedestrian/cycling groups.

7.13 Public Transport Improvements Summary

7.13.1 Public Transport improvements and an accessibility assessment for the development sites will need to be undertaken as part of the TA's developed for each of the sites.

7.13.2 The total budget works costs for public transport improvements are £1,333,000 (excluding the cost of the new bus station) of which £1,200,000 is suggested as being developer funded. It is proposed that the following public transport improvements are implemented

- On-site bus station is provided by the developer within the Area 8 site as proposed in the Masterplan.
- Longer term relocation of bus services from Regent Street to the new bus station and the scope to pedestrianise Regent Street is investigated further – at this stage an allowance of £500,000 has been assumed to be developer funded.
- The bus loop as proposed in the Masterplan is not a viable option.
- Rail station interchange (subject to LCC and bus operator agreement) - total cost £310,000 – to be developer funded.
- Station Road parking restrictions - implemented by LCC.

- Station Road bus stop improvements - total cost £30,000 – to be developer funded.
- Rugby Road bus stop improvements - total cost £30,000 – to be developer funded.
- Regent Street bus stop improvements (subject to pedestrianisation proposals) - total cost £30,000 – to be developer funded.
- Castle Street and Upper Castle Street bus stop improvements - total cost £15,000 – to be LTP funded.
- Bus service improvements – of which £300,000 to be developer funded
- Star trak bus equipment - £118,000 - to be LCC/bus operator funded.
- Quality Transport Partnership to be set up.

8.0 PEDESTRIAN AND CYCLE IMPROVEMENTS

8.1 Introduction

8.1.1 The Masterplan has identified a number of strategic improvements to pedestrian and cycle accessibility/public realm which are integral to the design of specific Masterplan sites and which provide town centre wide benefits for pedestrians and cyclists. For the purposes of this review it is assumed that these improvements will be provided as part of the development of the individual sites and hence specific costs/details for these improvements are not included in this report. These key Masterplan pedestrian and cycle proposals include:

- New pedestrian north to south link created from Agents Mead to Castle Street and from Castle Street to Stockwell Head with a new central square at Castle Street - this is integral to the development of Areas 3 and 4.
- New pedestrian link from Britannia Centre to the new north to south link to create a retail circuit - this is integral to the development of Area 3.
- Upper Castle Street /New Buildings - provision of greater priority for pedestrians in the form of widened footways, new street trees and at grade crossings - this is integral to development of Area 1.
- New pedestrian link from memorial gardens to Castle Street - this is integral to the development of Areas 3 and 4.
- New pedestrian link between Baptist Walk and New Buildings/Holliers Walk and Concordia Theatre - this is integral to development of Area 1.
- New pedestrian link between Lower Bond Street and Druid Street and Stockwell Head - this integral to development of Area 2.
- New connected streets between Hawley Road and Willow Bank Road - this integral to development of Area 6.

8.1.2 The Masterplan and Public Realm Strategy proposals have been reviewed as part of this report and the Masterplan findings are fully supported. Where possible the facilities should be segregated, but it is acknowledged that in certain areas segregated pedestrian and cycle facilities cannot be provided.

8.1.3 Pedestrian and cycle improvements to/from and within the developments will require detailed analysis as part of the individual Transport Assessments. The Masterplan identifies potential pedestrian and cycle routes through and around each of the Masterplan sites which it is assumed the developments will provide. Further detailed assessment should be carried out within individual TAs through a street audit to identify desire lines and signage requirements, issues with street furniture and locations where surface treatments would enhance routes.

8.2 Way Finding Strategy

8.2.1 The Masterplan proposes that accessibility should be increased for pedestrians and that through the Public Realm Strategy first impressions are made at gateways from public transport sites and it is important to create attractive, legible easy to understand gateways through to the town centre. To be legible, pedestrian routes should have a clear image and be easy to understand. The Masterplan identifies potential block paving surfacing that will assist with providing this legibility and assist with improving linkage, as has already been achieved in the Regent Street and Castle Street area. The Masterplan indicated that the legibility of the town centre is fragmented and for the first time visitor it may not be obvious where the town centre is located. Pedestrian signage is provided in the town centre but is sporadically located and poor design and maintenance has resulted in many of the signs pointing in the wrong direction.

8.2.2 To address these issues and to guide users to the new facilities provided by the Masterplan developments, it is recommended that an overarching Way Finding strategy is developed to complement the Public Realm Strategy which covers issues for:

- Pedestrians - this would include providing direction signs (incorporating key destinations and distance to walk), on street panels with town centre maps, printed walking maps, visitor information and using arts projects to create an identity.
- Cyclists - this would include providing direction signs (incorporating key destinations and distance to cycle) and printed cycling maps.
- Public transport – this would include incorporating the star trak systems detailed in chapter 7.
- Car parking – this would include incorporating the Variable Message Sign systems detailed in chapter 6.
- Road signing – in conjunction with LCC review road signing provision in the light of the overarching Way Finding strategy - S5 of the Masterplan Action Plan identified the need for improved directional signage on the approaches into Hinckley for cyclists and cars.
- Tourism – this would include distribution of information and any links with associated heritage trails.

8.2.3 Such a strategy would help visitors find their way around the town centre and would encourage people to explore the local area by walking, cycling or public transport. This would make attractions better known and easier to find, provide the town centre with a clear and positive identity and encourage a shift to public transport. Therefore, the Way Finding Strategy is considered essential for the successful implementation and promotion of the highways and transport measures identified within this report and is seen as complementary to the Masterplan Public Realm Strategy.

8.2.4 Key issues for any Way Finding strategy to incorporate are:

- Develop an identity for the signs eg a logo.
- Consistent visual language including easily understood symbols, colour palette and legible text.
- Defined naming hierarchy.
- Balance the need to be modern whilst ensuring protection of conservation areas.
- Rationalise signing in the town to reduce street clutter and remove obsolete information which confuses visitors and residents – this would follow on from the recent improvement works on Regent Street.
- Incorporate high quality materials as identified in the Public Realm Strategy

8.2.5 It is recommended that the Way Finding strategy takes into account the Masterplan proposed one stop shop (Masterplan proposes this at two locations on Area 8 and also at the Church Walk car park) which could act as central point of way finding information.

8.2.6 It is recommended that the strategy is developed in partnership with:

- LCC - in particular preparation of walking and cycling maps and public transport information.
- Public transport operators - in particular provision of public transport information.
- Tourism departments - in particular in relation to distribution of information and any links with associated heritage trails.
- Commercial bus shelter companies - in relation to future maintenance of the system to ensure it's clean and updated over the long term.

8.2.7 By focussing on the needs of the user, the benefits of the strategy would be for everyone in the town centre including local businesses, attractions, transport operators and residents.

8.2.8 It is recommended that a study is commissioned to develop a Way Finding Strategy - a budget cost for this study would be £40,000. Based on this study budget costs for new signs and information could be developed over and above the VMS and star trak budget costs assumed in this report. Any costs arising from this strategy should be met from developers where appropriate and in advance of the study a developer contribution of £200,000 has been assumed.

8.3 Pedestrian Improvements

8.3.1 In addition to the pedestrian improvements to be provided integral to the development of each of the Masterplan areas, (which it is assumed will be constructed using the high quality

materials identified in the Public Realm Strategy) the following improvements are also proposed. Two junction improvement locations identified in section 5 (Hawley Road/Station Road junction and the Rugby Road/Hawley Road roundabout) will assist in enhancing pedestrian accessibility. Section 7 also identified the possible scope to pedestrianise Regent Street.

Station Road

8.3.2 Station Road is identified within the Masterplan Public Realm Strategy for streetscape improvements, in particular between the post office (at Lancaster Road) and the Market Place where in the longer term, with the closure of the Church Walk car park, opportunities exist to widen the pavements. A budget cost for this work is £72,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer funding.

8.3.3 On Station Road between Lancaster Road and Hawley Road, pedestrians have to cross several side roads. In accordance with the Public Realm Strategy it is proposed that all crossings are improved to provide dropped kerbs and tactile paving at all junctions on Station Road at a budget cost of £35,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer funding. In addition to this it is proposed that the on-street parking is restructured as set out in chapter 7.

8.3.4 The junctions with Royal Court and Coley Close have large entry radii which can provide difficulties for pedestrians. In accordance with the Public Realm Strategy it is proposed to provide pedestrian build outs at these locations at a budget cost of £29,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer funding.

8.4 Cycling Improvements

8.4.1 Cycle improvements throughout the town centre have been assessed in conjunction with the Hinckley Area Cycle Network Plan. Two locations identified in the plan include the Hawley Road/Station Road junction and the Rugby Road/Hawley Road roundabout. Both of these locations are addressed with the junction improvements identified in section 5 and will assist in enhancing cycling opportunities around Hinckley.

Trinity Lane/Blockley's Yard Toucan

- 8.4.2 A further improvement for the town centre identified in the cycle plan is the provision of a Toucan crossing on Trinity Lane in the vicinity of Blockley's Yard. This will provide a crossing point for cyclists heading to the town centre from west of Hinckley. The budget cost for the crossing is £50,000. This cost includes a risk allowance of 44% to allow for costs which at this stage cannot be estimated. It is proposed that this measure is provided through developer funding.

London Road/Park Road Junction

- 8.4.3 The London Road/Park Road junction is located on a cycle route but does not have any cycle facilities at this location. It is proposed that advanced cycle stop lines are added to improve the safety of cyclists in this location as shown on **Figure 9**. The budget cost for addition of advanced cycle stop lines to all three arms of the junction is £2,000. It is proposed that this measure is provided through developer funding.

Town Centre Cycle Parking

- 8.4.4 It is proposed that cycle parking facilities are located at sites around the town centre in clusters of 2 to 3 stands to provide easy and quick access for cyclists using shops in the town centre. The stands could be located in positions to provide the additional benefit of anti-ram raid bollards but should not be located in positions that will impede pedestrian movement. The budget cost of installation of 20 stands will be £3,000. It is recommended that these works are funded through developer funding.
- 8.4.5 It is also proposed that a centrally located civic building is used to provide cycle lockers and additional cycle parking – the proposed one stop shop outlined in section 8.2.5 could be a suitable location for this facility. The budget cost for installation of 10 lockers is estimated to be £10,000 and 3 cycle stands with a capacity of 6 cycles is estimated to be £500. It is recommended that these works are funded through developer funding.

8.5 Pedestrian and Cycle Improvements Summary

- 8.5.1 Key pedestrian and cycle links (using high quality materials as recommended in the Masterplan Public Realm Strategy) is provided by developers as part of the Masterplan development sites include:
- New pedestrian north to south link created from Agents Mead to castle Street and from Castle Street to Stockwell Head.

- New pedestrian link from Britannia Centre to the new north to south link to create a retail circuit.
- Upper Castle Street /New Buildings - provision of greater priority for pedestrians.
- New pedestrian link from memorial gardens to Castle Street.
- New pedestrian link between Baptist Walk and New Buildings/Holliers Walk and Concordia Theatre.
- New pedestrian link between Lower Bond Street and Druid Street and Stockwell Head.
- New connected streets between Hawley Road and Willow Bank Road.

8.5.2 The scope to pedestrianise Regent Street has also been identified.

8.5.3 In addition other pedestrian and cycle improvements have been identified with a total budget works cost of £441,500 to be developer funded. The pedestrian and cycle works include:

- Way Finding Strategy - budget cost for the study £40,000. Costs of any measures arising from the study will need to be confirmed and funded by Developers as appropriate, although a sum of £200,000 has been allocated.
- Station Road between the Post Office and the Market Place - widening of the pavements - budget cost of £72,000.
- Station Road crossings, dropped kerbs and tactile paving at all junctions – budget cost of £35,000.
- Station Road junctions with Royal Court and Coley Close pedestrian build outs - budget cost of £29,000.
- Trinity Lane/Blockley's Yard Toucan - budget cost of £50,000.
- London Road/Park Road junction advanced cycle stop lines - budget cost of £2,000.
- Town centre cycle parking - budget cost of £13,500.

9.0 SUMMARY OF TRANSPORTATION IMPROVEMENTS

9.1.1 Chapters 5 to 8 of this report have identified and costed all transportation improvements required to mitigate the additional demand created by the combination of the redevelopments identified in chapter 3.

9.1.2 **Table 13** below summarises the estimated total works costs for highway, parking, public transport, pedestrian and cycle improvements and summarises developer, LTP and other funding sources.

Table 13: Total Budget Transportation works Improvement Costs

Measure	Total Budget Cost	Developer	LTP/Other sources
Highways	£884,000	£884,000	
Parking	£3,087,300	£3,087,300	
Public Transport	£1,333,000	£1,045,000	£133,000 (LCC/bus operator/ Network Rail)
Pedestrian and Cycle Improvements	£441,500	£441,500	
TOTAL	£5,745,800	£5,621,800	£133,000

9.1.3 The costs exclude costs for land and statutory undertakers.

9.1.4 Also excluded are on site pedestrian, cycle, public realm improvements (identified within the Masterplan) to be provided by the developers as a necessary part of the development of each site, as well as the Bus station site developer provision of the new bus station and on site car park and the Atkins developers provision of the car parks.

10.0 TRAVEL PLAN MEASURES

10.1 Introduction

10.1.1 In accordance with PPG13, Travel Plans will be required to be submitted with all planning applications. It will be expected that the Travel Plans developed and implemented for each site will complement the physical works detailed in chapters 7 and 8 to increase use of modes of transport other than the car.

10.1.2 Outlined below are a menu of measures which would be expected to be included within Travel Plans developed for the Masterplan sites. It is not meant to be an exhaustive list (since at this stage the end users on these sites are not known and hence exact measures and costs cannot be defined) but is intended to act as a guide to developers for the types of measures expected to be included in Travel Plans prepared for both residential developments and commercial developments. It will be expected that the Travel Plans will be developed in accordance with current national and regional guidance (for example the Travel Plan Resources Pack for Employers) and will take into account the physical works proposed to improve facilities for walking, cycling and public transport.

10.1.3 This chapter also sets out modal share targets that the Travel Plans should aim for and identifies a way forward for HBBC and LCC to monitor and evaluate the effectiveness of the Travel Plans implemented.

10.2 Travel Plans for Commercial Uses

10.2.1 Although primarily aimed at staff, it will be expected that the Travel Plans developed will also cover visitors to the development site. Possible measures to include within a commercial use development Travel Plan include:

- Appointment of a Travel Plan coordinator to oversee the implementation, monitoring and evaluation of the Travel Plan - initiatives that the Travel Plan coordinator would oversee include:
 - Setting up a car sharing database.
 - Implement car-sharing initiatives for staff including dedicated parking bays.
 - Provide Public Transport timetable information in public areas/restrooms/changing rooms.
 - Negotiations with PT operators to adjust timetables to fit shift times and discounted fares.
 - Personalised journey planning.

- Staff salary incentives for adoption of 'green' travel behaviour.
- Provide loans for season tickets, cycle purchase etc.
- Use of local suppliers and rationalisation of delivery movements.
- Set up cycle clubs, secure cycle parking, storage lockers, shower/changing facilities, negotiate discounts with local cycle shops.
- Design and maintenance of walking and cycling routes within the site to ensure good links to bus stops, cycle routes and adjacent footways.

10.3 Travel Plans for Residential Uses

10.3.1 Possible measures to include within a residential Travel Plan include:

- Appointment of a Travel Plan coordinator to oversee the implementation, monitoring and evaluation of the Travel Plan - initiatives that the Travel Plan coordinator would oversee include:
 - Preparation and distribution of travel information packs to residents including walking, cycling and public transport maps.
 - Cycle parking provided within residences.
 - Low cost cycle purchase initiatives
 - Design and maintenance of walking and cycling routes within the site to ensure good links to bus stops, cycle routes and adjacent footways.
 - Encourage home working through provision of for example Wi-Fi coverage, Broadband etc.
 - Personalised journey planning.

10.4 Travel Plan Mode Share Targets

10.4.1 It will be expected that the Travel Plans will set out mode share targets against which the effectiveness of the Travel Plans will be measured and any corrective actions where the targets are not met are identified. Targets for each site will be different depending on the particular end user and the travel plan measures identified.

10.4.2 Existing modal shares, based on the 2001 census, are summarised in **Table 14** below for mode of transport used by the resident population for Hinckley and Bosworth, East Midlands and England:

Table 14: Resident Population Modal Split (%)

Mode of Transport	Hinckley and Bosworth	East Midlands	England	Indicative Minimum Travel Plan Target
Car	80.5	74.5	67.7	70
Bus	3.9	7.7	8.3	14
Train	0.6	1.2	8.1	
Cycle	3.3	3.6	3.1	
Pedestrian	10.1	11.5	11.0	15
Powered 2-Wheeler	1.2	1.1	1.2	
Other	0.3	0.4	0.5	1

10.4.3 As shown in **Table 14**, car use by people living in Hinckley is higher than both the regional and national average, whilst public transport usage is below both the regional and national average. Walking, cycling and powered two wheeler uses are approximately the same as the region and the country.

10.4.4 Research has shown that Travel Plans can reduce car modal share by anywhere up to 10%. This obviously depends on the location of the development in terms of availability of alternative modes of transport and the measures used within the Travel Plans. Assuming the town centre transportation improvements proposed in this report are implemented and that effective Travel Plans are implemented and monitored, then it is recommended that the minimum targets for Travel Plans in Hinckley (up to the end period of the Masterplan ie 2015), based on existing modal shares in Hinckley should aim initially for as close to national conditions:

- Car = 70% (which includes car sharers)
- Walking and cycling = 15%
- Public transport = 14%
- Other = 1%

10.5 On going Travel Plan monitoring

10.5.1 It is essential that the Travel Plans identify a long term plan for continually monitoring and reviewing the Travel Plan and taking corrective actions where necessary and agreeing these with both LCC and HBBC. It is recommended that a forum is set up and facilitated by HBBC and LCC within Hinckley for the Travel Plan coordinators to ensure that good practice is disseminated and that issues and problems can be addressed.

10.5.2 It is also essential that residents and employers outside of the development areas are encouraged to develop Travel plans or the very least re-consider existing travel habits. Again the Forum could be an ideal venue to bring together these groups.

10.5.3 Another suggestion is for LCC and HBBC to investigate the feasibility of the TravelSmart initiative which has recently been piloted in Nottingham. TravelSmart makes people more aware of their daily travel choices through a process known as Individualised Marketing. This is an innovative approach to changing travel behaviour through direct contact with households. It encourages people to make greater use of alternatives to car travel by offering them personalised travel information, advice and incentives to try out new ways of getting around. TravelSmart projects have achieved reductions in car travel of between 9 and 14% by promoting walking, cycling and public transport directly to households.

10.6 Travel Plan Costs

10.6.1 It is assumed that costs associated with developing, implementing, managing and monitoring Travel Plans will be met by developers.

11 IMPLEMENTATION STRATEGY

11.1 Introduction

11.1.1 This section identifies the programme of highways and transportation measures required within the town centre and provides an indication of the priority of the improvements. The contribution methodology is then presented and the total estimated cost for each of the sites is given.

11.2 Programme of Measures

11.2.1 **Table 15** below summarises the measures presented in chapters 5 to 8 and estimates the priority using the similar phasing structure as for the developments, i.e. short term 0-3 years, medium term, 4-7 years and long term 8+ years;

Table 15 Proposed Programme of Transportation Measures

Transportation Measure	Budget Works Cost	Funding	Priority
Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination	£144,000	Developer	Medium
Rugby Road/Brunel Road – Signalisation(*2)	-	Developer	Medium
Rugby Road/Hawley Road – Improvement	£390,000	Developer	Short
Hawley Road/Station Road – Signalisation	£290,000	Developer	Short
Brunel Road/Station Road, Mount Road/Station Road Mini Roundabout	£60,000	Developer	Medium
Trinity Lane/Coventry Rd Improvement review (*1)	TBC	Developer	Medium
Car Park – Stockwell Head	£1,197,000	Developer	Medium
Car Parks – Atkins Factory (*4)	£1,609,300	Developers	Medium
Car Park – Bus Station (*2)	-	Bus Station Developer	Medium
Variable Message Signs	£281,000	Developer	Medium
CCTV for Car Parks (*1)	TBC	Developer	Short/Medium
New bus station(*2)		Bus Station Developer	Medium
Regent Street pedestrianisation	£500,000	Developer	Medium
Rail station interchange	£310,000	Developer	Short
Residents Parking Scheme (*3)	TBC	LCC	Medium/Long
Station Road parking restrictions (*3)	TBC	LCC	Short
Station Road bus stop improvements	£30,000	Developer	Short
Rugby Road bus stop improvements	£30,000	Developer	Short
Regent Street bus stop improvements (subject to pedestrianisation proposal)	£30,000	Developer	Short
Castle Street and Upper Castle Street bus stop improvements	£15,000	LTP	Medium
Bus service improvements	£300,000	Developer	Short
star trak bus equipment	£118,000	LCC/bus operator	Short / Medium
Key pedestrian and cycle links provided as part of the Masterplan development sites (*1)	TBC	Developer	Short / Medium
Way Finding Strategy – study	£40,000	Developer	Short
Way Finding Strategy - implementation	£200,000	Developer	Short / Medium
Station Road (between post office and Market Place) footway widening	£72,000	Developer	Long
Station Road junctions with Royal Court and Coley Close pedestrian build outs	£29,000	Developer	Short
Station Road dropped kerbs and tactile paving	£35,000	Developer	
Trinity Lane/Blockley's Yard Toucan	£50,000	Developer	Long
London Road/Park Road junction advanced cycle stop lines	£2,000	Developer	Medium
Town centre cycle parking	£13,500	Developer	Short
Travel Plans (*1)	TBC	Developer	Short / Medium / Long

(*1) – Costs to be met by developers

(*2) – Costs to be met by bus station developer

(*3) – Costs to be met by LCC

(*4) – Assumed 150 operational car park at Atkins

3. In terms of developer/LCC contributions these are split as follows:

- Total cost = £5,745,800 (exc Bus station and bus station site car park)
- Developer funded = £5,612,800 (98% of total cost)
- LCC/Network Rail/Bus operator funded = £133,000 (2% of total cost)

11.2 Contribution Methodology

11.2.1 In order to carry out the works identified as developer funded in **Table 16** above the cost needs to be divided between the development sites. The aim of the methodology is to provide an equitable, transparent and fair system to enable developers to provide the funding within the indicative timescales. It is proposed that this framework is used for any future developments in the town centre (not identified in the Masterplan) so that any necessary further improvements are identified costed and apportioned between the developments. For site 8 bus station site, the improvement works as identified in the developer brief (ie bus station, on site car park and any associated public realm) are assumed to be provided by the developer.

11.2.2 The contribution costs for each site are based on the level of development as identified in the Masterplan (or updated with known subsequent changes to this). Obviously should the uses and scale of development change on the site then the level of contribution will change.

11.2.3 Since this study has assessed the impact of the developments on a comprehensive basis and identified the improvements needed for the town centre as a whole, then rather than identify specific improvement schemes for each development, it is proposed that developers provide contributions through S106 agreements to an overall 'pot' of transportation improvements. S106 payments will be paid to either HBBC or LCC and this will be agreed at the relevant time. This money will then be used to implement the improvements identified in **Table 16** which may be updated should additional development proposals arise in the future.

11.2.4 In terms of the apportionment of funding between the developments towards this 'pot' it is proposed that funding is allocated based on the size of the development proposed eg in terms of funding per area for commercial developments and per unit for residential developments.

For the purposes of this framework the following contribution payments are proposed:

- Per 100m² of commercial development = £8,500
- Per house = £5,500
- Per flat = £4,500

11.2.5 This approach to calculating contributions is increasingly being used by a number of local authorities (for example Milton Keynes Council) and is considered to be consistent with the proposed community infrastructure levy proposed in the recent Planning Reform Bill.

11.2.6 The SPD is based on development proposals as identified in the masterplan. It is considered that these are accounted for in the commercial/housing/flat categories. Should future development come forward which do not fit into these categories then this will need to be discussed with HBBC and LCC.

11.2.7 **Table 16** below summarises the contributions required for each development site arising from applying these payments to the land uses assumed in **Table 3**:

Table 16: Proposed Contribution from each Site

Area	Contribution
Area 1 -Stockwell Head/Concordia Theatre	£1,111,950
Area 2 – Atkins Factory (*1)	£835,000
Area 3 - Britannia Centre/Castle Street	£231,500
Area 5 - Leisure Centre	£765,000
Area 6 - Rugby Road/Hawley Road	£891,145
Area 7 - Railway Station, Southfield Road	£773,425
Jarvis Porter – * note this is fixed previously agreed sum	£500,000
Total	£5,108,020

Note *1 - For the Atkins site (Area 2) it is assumed that the developers will fund all of the car park costs in lieu of a contribution to reflect the fact that not all of the proposed spaces are publicly available 100% of the time.

11.2.8 The methodology is applicable to not only the Masterplan developments assessed but also any other emerging/future developments and windfall sites within the town centre. These may also generate the need for additional transport infrastructure improvements to those identified in this report.

11.2.9 For the Atkins site the contribution from the proposed College site would be £412,000 and the employment / residential development contribution being £423,000. Discussions with the developers for these sites indicate that a 150 space operational car park (available for public use outside of term time) will be constructed at the east of Lower Bond Street and a 132 space car park to the west of Lower Bond Street, of which 60 spaces will be public spaces and an additional 32 for public use at evenings and weekends.

11.2.10 The Parking Study review showed that the peak demand for parking occurs during the weekend and the anticipated demand in 2021 may be close to capacity if a higher growth in traffic use occurs. Therefore, it is proposed that the developers for the Atkins site provide the car parks as described above in lieu of a contribution to the pot. The difference in the contribution/construction costs reflects the fact that these are operational car parking spaces that are only made available for use by the public for a limited period of time.

11.3 Specific contributions and Transport Pot

11.3.1 Since this study has assessed the impact of the developments on a comprehensive basis and identified the improvements needed for the town centre as a whole, then in addition to identifying specific improvement schemes for each development, it is proposed that developers provide contributions through S106 agreements to an overall 'pot' for transportation improvements in the town centre, unless they have been identified to provide a transportation scheme in lieu of a contribution (Area 2 Atkins and Area 8 Bus Station). This money will then be used to implement the other improvements identified in **Table 15** which may be updated should additional development proposals arise in the future.

11.3.2 **Table 17** below summarises the contributions for each site in terms of suggested specific improvements and contribution to the overall transportation pot. It is considered that the two new car parks identified at the Atkins site should be provided at these locations in lieu of a contribution to the pot given the large amount of operational parking provided by this car park at term times. It is also acknowledged that the Masterplan allowed for 560 spaces on the Bus station redevelopment site which is also referred to in the development brief for this site. Within the Masterplan allocation there was an amount which would not be available for public car parking as part of the office development proposed. Now that this is no longer a feature of the development, the scope to provide 560 spaces at this site will need to be reviewed in terms of justifying a developer funded increase at this site.

Table 17 Suggested Transportation Measures for each Site

Area 1: Stockwell Head/Concordia Theatre	Car Park
Area 2: Atkins Factory	Car Parks (at least 92 public spaces for employment site) (assumed 150 public spaces (outside of college times) for college site)
Area 3: Britannia Centre/Castle Street	None specifically identified – contribute to pot
Area 5: Leisure Centre	Contribute to pot and: • Trinity Lane/Coventry Rd Improvement
Area 6: Rugby Road/Hawley Road	Contribute to pot and: • Rugby Road/Hawley Road – Junction improvement
Area 7: Railway Station, Southfield Road	Contribution to or specific provision of:- • Hawley Road/Station Road – Signalisation • Rail station interchange • Station Road bus stop improvements
Area 8: Bus Station, Brunel Road	Specific provision of:- • On site new bus station • On site car park • Rugby Rd/Brunel Rd improvement
Jarvis Porter	None specifically identified – contribute to pot

11.3.3 Measures for the overall transportation pot are summarised in **Table 18** and measures for which LTP/Network Rail/Bus operator funded funding is sought are summarised in **Table 19**.

Table 18: Proposed Transportation Pot Measures

Measure
Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination
Brunel Road/Station Road, Mount Road/Station Road Mini Roundabout
Trinity Lane/Coventry Rd Improvement review
Variable Message Signs
CCTV for Car Parks
Regent Street pedestrianisation
Bus stop improvements
Bus service improvements
star trak bus equipment
Key pedestrian and cycle links provided as part of the Masterplan development sites
Way Finding Strategy – study
Way Finding Strategy - implementation
Station Road (between post office and Market Place) footway widening
Station Road junctions with Royal Court and Coley Close pedestrian build outs
Station Road dropped kerbs and tactile paving
Trinity Lane/Blockley's Yard Toucan
London Road/Park Road junction advanced cycle stop lines
Town centre cycle parking
Travel Plans

Table 19: Proposed LTP/Network Rail/Bus Operator Funded Measures (*)

(*all subject to available funding)

Measure
Station Road parking restrictions
Castle Street and Upper Castle Street bus stop improvements
Star trak bus equipment (LCC/bus operator)
Residents Parking Scheme

11.3.4 Funding required from LTP covers not only the current LTP2 (ie 2006/07 to 2010/11) but also future LTPs beyond 2011.

11.4 Issues to address in Taking Forward the Implementation Strategy

11.4.1 Important issues need to be resolved as regards the transport pot including:

- Who holds the pot and whether any management charges are incurred
- Contributions will need to be indexed linked for inflation purposes
- How any interest is dealt with
- Dealing with revenue from the public car parks
- Timing of implementation of measures and phasing of the developments
- Maintenance issues associated with use of high quality materials needs to be taken into account including the need for any commuted sums.
- Phasing of developments and delivery of schemes/timing of drawing on funds from the transport 'pot'.

11.5 Compliance with Circular 05/2005 – Planning Obligations

11.5.1 This report has been developed in line with Government Circular 05/2005 and it is considered the SPD complies with 05/2005 criteria as described below;

(i) Relevant to planning

The masterplan identified the key development sites within the town centre and potential transportation improvements that these developments would create a need for. The SPD has identified a mechanism to allow HBBC and developers to calculate the level of contributions required to mitigate the transport impact across the town centre.

(ii) Necessary to make the proposed development acceptable in planning terms

The methodology identified in this section will ensure that all applicable developments within the town centre as a whole contribute toward transport infrastructure to mitigate the impact of their development and improve the sustainability of the development, in line with local, regional and national guidance. Therefore the contributions are required in order to make the development acceptable in planning terms.

(iii) Directly related to the proposed development

The SPD identified the transport infrastructure requirements for the town centre developments as a whole as set out in paragraph 1.18 and all infrastructure improvements relate to the town centre. Therefore, all contributions sought directly relate to the proposed developments.

(iv) Fairly and reasonably related in scale and kind to the proposed development

The methodology set out in the SPD identifies an equitable and transparent mechanism to ensure that all applicable developments contribute toward infrastructure improvements across the town centre. The contribution levy identified ensures that payments are directly related in scale to the size and impact of the proposed development. The contributions mitigate the impact of the development within the town centre.

(v) Reasonable in all other respects

The SPD provides a methodology that ensures all identified developments and any emerging developments within the town centre are able to calculate their transport contributions at an early stage of the planning process. The contributions are equitable and relate to the scale and type of development.

11.5.2 The methodology has followed the guidance set out in section B21 and B22 of Circular 05/2005 in relation to the pooling of contributions. The combined impact of the developments set out in 1.18 have been assessed, transport infrastructure identified and a contribution methodology proposed to ensure the infrastructure is secured in a fair and equitable way. This ensures that the town centre can be developed following the principles of the masterplan.

11.5.3 Additionally as stated in B33 of the Circular, the SPD has identified formulae to ensure predictability to give developers an indication of the level of contribution required in advance.

12 GLOSSARY

Civil Parking Enforcement	A process whereby the Council takes control of an street parking enforcement
Cycleway	The surfaced part of the highway, normally alongside a carriageway, on which cyclists cycle
DfT	Department for Transport. The Government department which is responsible for allocating funds for transport capital expenditure, setting standards of road design, road safety and signing.
Dropped Kerbs	Kerbs sunk to provide a flat, easy transfer from footway to road surface
Highways Agency, (HA)	Executive agency of the DfT responsible for managing the trunk road network
Local Development Framework, (LDF)	A statutory requirement to provide a portfolio of Local Development Documents. This will replace the Local Plan process
Local Plan	This sets out detailed policies and specific proposals for the development and use of land over a period of five years, and provides a guide for most day to day planning decisions
Local Transport Plan, (LTP)	A five-year plan for transport investment in an area. It is a strategy document which sets out, in a co-ordinated manner, the transport authorities' vision, objectives, strategies, proposals for transport and performance management
Park and Ride, (P&R)	Out of city centre car parking facilities with dedicated shuttle bus services to enable more people to visit the city centre without adding to congestion within the urban area
Quality Bus Partnership, QBP	A partnership between local councils and bus operators to increase bus patronage and customer satisfaction
Real Time Passenger Information (Star Trak)	A system where accurate and up-to-date real time information is provided on selected bus services, via live feeds to bus stops, information displays, via SMS text messages and the internet
Section 106, Developer Contributions	A condition, in approved planning application, to mitigate traffic impacts of new developments, For example, a financial contribution towards walking, cycling and public transport improvements
Supplementary Planning Document	Supplementary Planning Documents (SPDs) expand or add details to policies laid out in development plan documents, or a saved policy in an existing development plan. These may take the form of design guides, area development briefs, a master plan or issue-based

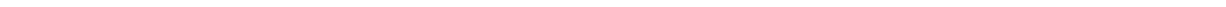
	documents.
Toucan	A shared pedestrian and cycle crossing.
Transport Assessment	A report produced to assess the transportation impacts of a development
Travel Plans	A combination package of measures introduced to reduce the volumes of car journeys and encourage people to use more sustainable travel modes, normally related to businesses and schools
TRICS	A national trip generation and analysis database to provide information on development related trips
Urban Traffic Management and Control, (UTMC)	A system to better manage traffic and reduce delays for all road users through linking and co-ordinating traffic lights
Variable Message Signing, (VMS)	A system linked to car parks which informs drivers which car parks have spaces available

Figures



Appendix A

Parking Study Review



Appendix B

Traffic Impact Assessment



Appendix C

Coventry Road/Trinity Lane Previous Proposed Improvement



Appendix D

EMRA Parking Standards Review

Appendix E

Area Action Plan Town Centre Boundary





Strategy & Regeneration Team

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