



# HINCKLEY TOWN CENTRE

Public Realm Strategy Masterplan

March 2020



Hinckley & Bosworth  
Borough Council

# **HINCKLEY TOWN CENTRE**

Public Realm Strategy Masterplan



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# INTRODUCTION

Hinckley in Leicestershire is a market town that is located some 19km south west of Leicester, 16km north west from Lutterworth and 7km north east of Nuneaton. It has a rich heritage of buildings, spaces, streets and 'jitties' which developed over time in response to land uses, industry and population growth. However, the public realm is mixed across the town centre. It has become dated in places and has not kept pace with how the town centre has been changing.

Figure 1: Location Plan

Like other town centres, Hinckley is experiencing the effects of employment moving out of the centre. Retail is also restructuring resulting from the trend in online shopping and shrinkage in the retail offer, particularly national multiple retailers. Key sites in the town centre have been developed in the town centre and this continues. These ongoing changes have also affected movement patterns throughout the town centre.

In this context Hinckley and Bosworth Borough Council has commissioned this Hinckley Town Centre Public Realm Masterplan. The Masterplan has been prepared following:

1. **Baseline research** – gathering and analysing evidence on how the town centre is functioning;
2. **Vision & Strategy** – creating a holistic vision and strategy, addressing key issues identified in the baseline work;
3. **Masterplan projects and toolkits** – setting out projects for improving the public realm across the town centre in locations considered to be priorities alongside toolkits for other areas; and
4. **Implementation & funding** – providing a tool that can be used to engage directly with relevant stakeholders and provide evidence of need when negotiating with developers over contributions.

## PURPOSE OF THIS DOCUMENT

Securing funding for improvements has become ever more challenging in a climate of limited resources. This is why this Public Realm Masterplan Strategy is important, because it aims to set clear ambitions for the improvements that could be delivered as a phased programme of works, with evidence of costs. This will allow the Borough Council to be well placed, with a clear and coordinated vision for Hinckley town centre's public realm to enable them to:

- Capture value from new developments to invest in public realm improvements through developer contributions (known also as Section 106 Agreements);
- Work with other organisations such as Leicestershire County Council to influence future proposals for Highway improvements or wider developments that may integrate public realm improvements;
- Assist the Borough Council in preparing for opportunities to apply to future funding initiatives, with a series of costed proposals which are ready to be submitted;
- Provide a vital evidence base that can support the Borough Council's review of its Local Plan which will guide potential future changes across the town centre and could include land uses in a way that support future improvements to the public realm and the overall attractiveness of the town centre; and
- Until the review of the Local Plan is complete provide a vital evidence base to inform the application of the Borough Council's existing Local Plan policies which seek to secure the delivery of infrastructure and public realm improvements. These policies include:
  - » Core Strategy (2009)
    - Policy 1 Development in Hinckley
  - » Hinckley Town Area Action Plan (2011)
    - Policy 2 Stockwell Head/Concordia Theatre Strategic Development Area
    - Policy 4 Britannia Centre/Castle Street Strategic Development Area
    - Policy 5 Land north of Mount Road
    - Policy 6 Leisure Centre
    - Policy 8 Railway Station/Southfield Road

- Policy 11 Public Realm Improvements
- Policy 12a Area of Mixed Uses, Upper Bond Street
- Policy 15 Transport Infrastructure Delivery and Developer Contributions
- Policy 16 Cycle Routes
- » Site Allocations and Development Management Policies Development Plan Document (2016)
  - Policy DM3 Infrastructure and Delivery

## THE CONSULTANT TEAM

The consultant team undertaking the public realm masterplan and baseline study is led by David Lock Associates, a leading town planning and urban design consultancy who have drawn up numerous regeneration strategies for towns and cities around the UK. Also, in the team are:

- Phil Jones Associates – transport planning;
- Transport Initiatives – wayfinding; and
- Jackson Coles – quantity surveyors and costings.

## PROJECT STEERING GROUP

Hinckley and Bosworth Borough Council has established a Public Realm & Road Schemes Working Group to manage the development of the masterplan. It includes the consultants forming the Project Team alongside officers and representatives from Hinckley Borough Council's Economic Development & Regeneration Team, Planning, and Street Care and Cleaning. It also includes representatives of the Hinckley Business Improvement District and Leicestershire County Council.

## THE TOWN CENTRE AND MASTERPLAN STUDY AREA

The study area that forms the basis for the masterplan is shown in Figure 2. The area was informed by the Hinckley Town Centre Area Action Plan boundary and further defined following the project inception meeting and a site visit to explore the town centre. The extent of the study area was also presented to stakeholders. This enabled the study area to be defined to focus on the parts of the town centre

which are considered to be appropriate for assessing the quality and performance of its public realm, exploring potential public realm improvements and considering delivery priorities.

## STRUCTURE OF THIS DOCUMENT

This document is structured into four main sections:

### *1. Baseline summary*

A concise summary of the planning and regeneration context, existing issues relating to movement, public realm and wayfinding and opportunities and stakeholder involvement.

### *2. Vision, Concept & Masterplan Strategy*

Setting out the vision, concept and a strategic-wide masterplan for how the town centre public realm could evolve through a series of projects and focussed strategies to support and potentially facilitate efforts to maintain and enhance the vitality and viability of the town centre.

### *3. Projects & Toolkits*

Setting out projects that are considered to be important to realising the masterplan, with a series of indicative layouts for a number of key streets and spaces. This also includes a number of strategies comprising toolkits to guide evolving proposals for other streets and spaces in the town centre.

### *4. Delivery Framework*

This section sets out how the strategy might be delivered. It outlines the potential costs of the projects set out in section 3.

This document will provide an important reference point for developing future public realm improvements implementing a wayfinding strategy and assessing development proposals and projects that will have an impact on the public realm and wayfinding in Hinckley town centre.







# BASELINE SUMMARY

## HISTORIC CONTEXT

The history of Hinckley dates back to the middle ages. Much of the town grew since the 17<sup>th</sup> Century, driven by the mechanisation of the hosiery industry in the 18<sup>th</sup> Century and the construction of factories and housing. The railway arrived with the opening of Hinckley Railway Station in 1861. The town further expanded in the early 20<sup>th</sup> Century, with the Sketchley Dyeworks and the continued growth of the hosiery industry up to the 1930s. Up until this point Hinckley remained relatively well focussed around the town centre, with the historic core being defined by Castle Street and Regent Street from which spanned a network of jitties — narrow passages between buildings — that connected these streets to a variety of uses.



Figure 3: Map of Hinckley Town Centre in 1885, showing the town's growth around its hosiery industry





**Top row, left to right:** Lower Bond Street, Hinckley / Hinckley's Hosiery Industry  
**Middle row, left to right:** Castle Street, Hinckley / Market Place, Hinckley  
**Bottom row, left to right:** The Borough, Hinckley / Regent Street, Hinckley

All images courtesy of Hinckley and Bosworth Borough Council.

Subsequent interwar expansion allowed the town to grow more substantially to the north and west. Suburban post-war expansion and industrial estates has allowed the town to grow further to the size we know today. The town is home to Triumph Motorcycles among other key employers and is close to Horiba MIRA and Magna Park. The 2011 Census recorded the town's population at 45,249.

Post-war development in the town centre has resulted in the erosion of some of Hinckley's historic fabric. However, much of the town's street pattern and urban grain remain intact. Buildings have been amalgamated or redeveloped for modern retail and commercial developments with service yards and car parking, affecting how streets such as Church Walk and Stockwell Head are enclosed. Changes to the road network have included a short relief road between Coventry Road and Rugby Road and adaptations to streets and junctions to optimise traffic flows. These changes have often resulted in vehicular movement being prioritised over quality of place, creating an environment that feels dominated by traffic.

Despite these changes, the remaining historic fabric and street pattern creates a well-defined and legible structure. The main streets of Castle Street, Regent Street and Station Road converge at the Market Place and are well enclosed by buildings that retain a modest scale and offer active street frontages. The public realm includes features that are distinctive to the town, including the sloping High Street, Market Square, its many jitties and courtyards and attractive green space at Argent's Mead. There are three conservation areas, numerous listed buildings and the remains of Hinckley Castle at Argents Mead which is a designated Scheduled Monument.



Upper Castle Street enclosed with a fine grain of modest scale buildings



## PLANNING AND REGENERATION CONTEXT

The challenges faced by town centres in adapting to changes in retailing are recognised at a national level with support in the form of the Future High Streets Task Force and Future High Streets Fund, to support the regeneration of town centres. In May 2019, Historic England launched the High Street Heritage Action Zones fund to revive historic high streets. Of the bids submitted to receive a share of the £95m fund, Hinckley and Bosworth Council was successful in being selected to receive funding for projects in Hinckley Town Centre.

There is support nationally and locally for good design that creates places that are locally distinctive. This includes National Planning Practice Guidance, last updated on 1<sup>st</sup> October 2019, alongside the National Design Guide which was issued on the same date. Manual for Streets (2007) and Manual for Streets 2 (2010) continue to encourage the design of streets that integrate features that are appropriate to their function and seek an appropriate balance between 'place' and 'movement'. Streets for All (2018) produced by Historic England also provides advice for highway and public realm works in historic places, and key messages for streets in the context of the East Midlands is set out in a supplementary document — Streets for All East Midlands (2018).

In Hinckley, the Borough Council's Core Strategy (2009) and Town Centre AAP (2011) helped in maintaining its vitality and viability with key development sites as shown in Figure 4. The Town Centre AAP includes priorities for public realm improvements. However, delivery of these proposed improvements has been limited and this is a key observation in the town centre conservation area appraisal and Hinckley and Bosworth Town Centres Study. In this context, assessments of the town centre provide a consensus for creating a unified and improved public realm with enhanced links between Castle Street, the Crescent and other facilities.



The Crescent, Hinckley



North Warwickshire and Hinckley College

Identifying recent, current and planned developments across the town centre have informed an understanding of how the town centre is changing and how it affects movement and activity patterns. Recent developments include The Crescent, Leisure Centre, Hinckley Hub, Atkins Building and a new campus for North Warwickshire and Hinckley College. New supermarkets have also opened at Stockwell Head and Coventry Road. Residential intensification is also taking place at the edges of the town centre, with redevelopment at the former Sketchley Dyeworks and with the conversion of buildings in the Upper Bond Street/Druid Street area.

The town centre is supported and promoted by Hinckley Business Improvement District (BID), which was established in 2009 to provide events and visitor services and support to town centre businesses. Key projects by the BID include the delivery of Wi-Fi and touchscreen signage. Linked to the Digital High Street Project with Leicestershire County Council's Market Towns Groups and Loughborough University, the BID is training local businesses to upskill to provide a greater digital presence and embrace “multi-channel” retailing where retailers have a high street and online presence. The BID also works with the Borough Council to promote events in the town centre.

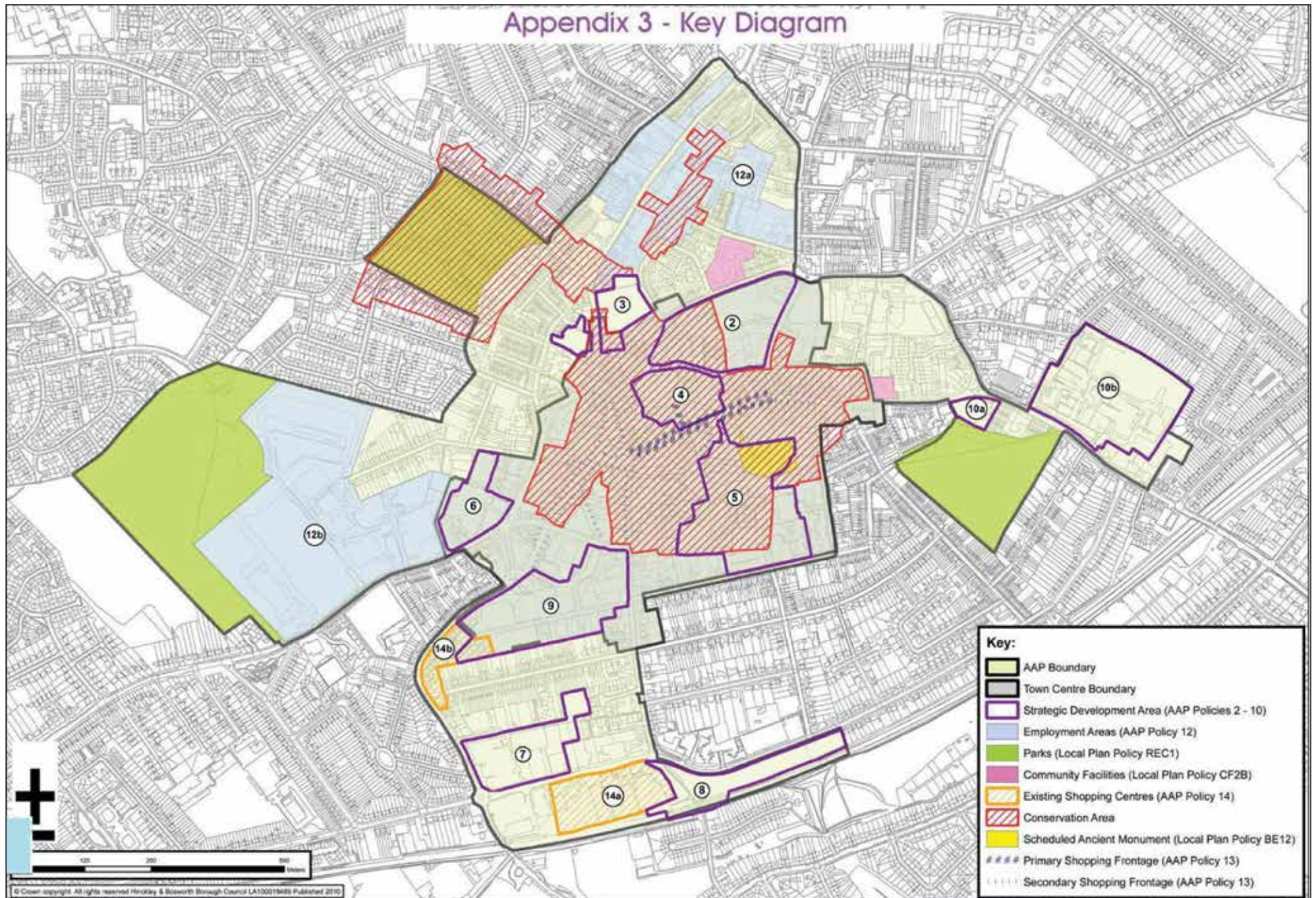
The review of relevant planning documents and strategies and stakeholder input has enabled this masterplan to identify locations that may have further development and/or redevelopment potential. The Britannia Centre/Castle Street and former Leisure Centre are the remaining strategic sites in the Hinckley Town Centre AAP that could benefit from remodelling or redevelopment. The former Lidl supermarket at Hawley Road provides an opportunity for reusing the building or to redevelop the site to accommodate retail or an alternative use. The Upper Bond Street Corridor and Druid Street area have potential for further intensification with residential development and, potentially, to support a new cultural quarter, as envisaged in the Creative Industries Growth Plan for Leicester and Leicestershire (June 2016), and by the Borough Council.

Looking further ahead, The Leicester and Leicestershire Growth Plan – Our Vision for Growth (December 2018) envisages Hinckley to be a focus for managed local growth that can support the regeneration of the town centre.



Hinckley Leisure Centre, developed on the site of the former Civic Centre which has relocated to the Hinckley Hub





**Figure 4:** Proposals map from the Hinckley Town Centre AAP which includes site allocations for key strategic sites that have supported the delivery of developments such as The Crescent, Hinckley Leisure Centre and the Hinckley Hub

## MOVEMENT AUDIT

Much of Hinckley town centre's movement network is based on its original street pattern which has been subject to changes to optimise vehicular flows. The most significant change has involved the provision of a short dual carriageway link between Rugby Road and Coventry Road and Trinity Lane to remove through traffic from Regent Street which has been subject to a series of vehicle flow restrictions. Existing streets have also facilitated the removal of traffic from Castle Street to facilitate its partial pedestrianisation. The B590 is formed by a series of streets that, in all but name, creates an inner ring road around the town centre. Construction of the M69 and the A47 northern bypass and improvement to the A5 corridor have also allowed through traffic to bypass the town.

Measures to optimise traffic flows in the town centre have negatively affected the intrinsic qualities of key streets in Hinckley. The pedestrian environment leading to the town centre is poor. Connections into the town centre rely on controlled crossings which relate poorly to desire lines at junctions and are contained with pedestrian guardrails. Whilst the town has a cycle network, routes do not fully reach the town centre due to narrow route corridors. Figure 5 shows the main road junctions within the town where most accidents occur and include:

1. Hollycroft, Upper Bond St, Lower Bond St, Trinity Lane (7 Collisions)
2. Coventry Road, Trinity Lane (5 Collisions)
3. Westfield Road, Hawley Road, Rugby Road including Rutland Avenue junction (5 Collisions)
4. Highfields Road, Leicester Road, Spa Lane (4 Collisions)
5. Mansion St, Lower Bond St, The Borough (3 Collisions)
6. Coventry Road, Rugby Road, Lancaster Road, Regent Street (3 Collisions)
7. Trinity Lane, Rugby Road (3 Collisions)

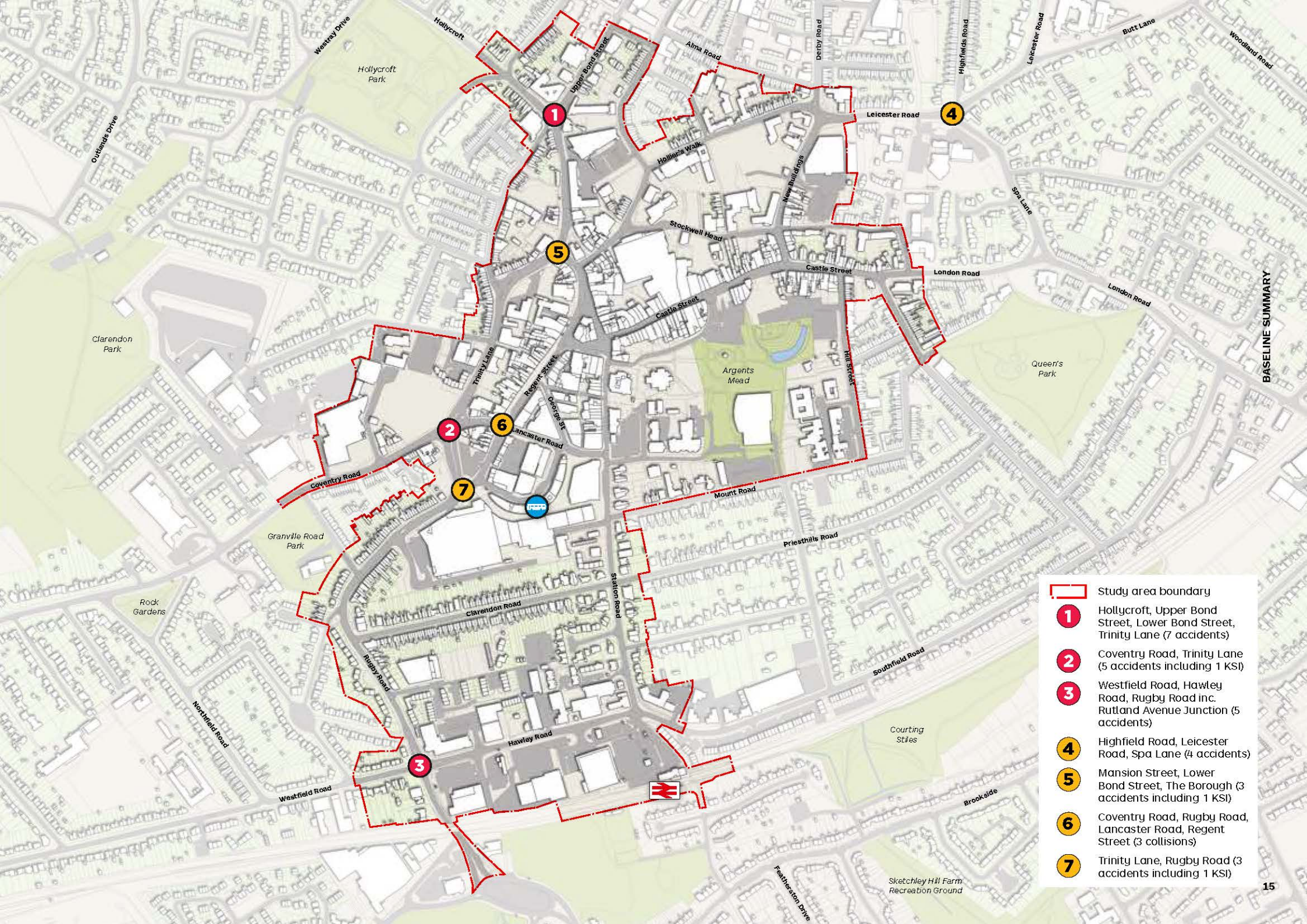
There are good bus services into the town centre from surrounding areas. However, the bus station is somewhat isolated within the town centre and separate from the railway station.

Car parking is dispersed across the town centre on multiple, variable sites creating challenges for managing their efficient use and optimising their function as key arrival points for people visiting the town centre. A strategy has been developed to make the best use of existing spaces, including zoning and variable message signage which is yet to be implemented. A Car Parking Assessment of Hinckley Town Centre, carried out by AECOM in March 2017, considered that in the longer term additional car parking capacity will be required.

Many businesses in the town centre rely on on-street servicing for deliveries and loading, which is provided for by dedicated loading bays across the town centre. Whilst important, these are in tension with the demand for on-street car parking in the town centre.

A series of transport improvements is proposed by Leicestershire County Council that form part of the County Council's Third Local Transport Plan (LTP3). For Hinckley Town Centre they include the implementation of the car parking and zoning strategy, a pedestrian crossing of Lancaster Road, which has now been delivered and junction improvements along the Rugby Road, Mansion Street, Lower Bond Street Corridor (identified in this study as the Western Corridor) and along Hollier's Walk and Leicester Road (which is identified as the Northern Corridor).





- Study area boundary
- 1** Hollycroft, Upper Bond Street, Lower Bond Street, Trinity Lane (7 accidents)
- 2** Coventry Road, Trinity Lane (5 accidents including 1 KSI)
- 3** Westfield Road, Hawley Road, Rugby Road inc. Rutland Avenue Junction (5 accidents)
- 4** Highfield Road, Leicester Road, Spa Lane (4 accidents)
- 5** Mansion Street, Lower Bond Street, The Borough (3 accidents including 1 KSI)
- 6** Coventry Road, Rugby Road, Lancaster Road, Regent Street (3 collisions)
- 7** Trinity Lane, Rugby Road (3 accidents including 1 KSI)



On both the western and northern corridors, there are opportunities to consider how emerging proposals for junction improvements could be linked with development opportunities beyond traffic impact considerations. Major routes provide a vital movement function but in an urban environment, they are equally important for providing comfortable routes for cyclists and pedestrians and creating a positive focus for development. Routes designed as attractive corridors for pedestrians and cyclists are more likely to encourage a higher quality development response where development can front onto and address the public realm.

The Rugby Road/Hawley Road junction is a key junction that is positively overlooked by the Hinckley Hub. The junction could provide a positive setting for this landmark building with a more attractive environment for pedestrians. Its potential for improvement as a 'place' as well as a key junction will therefore rely on a more place-oriented approach to design that embraces Manual for Streets principles to integrate improved cycling and pedestrian facilities whilst creating a setting that complements the landmark function of the Hinckley Hub. In turn, the development potential of the Lidl site could be considered to further enhance this location with development that creates active frontages onto Hawley Road and Rugby Road with an emphasis on the corner, echoing the design response of the Hinckley Hub. Collaboration between the Borough Council and Leicestershire County Council on the design of highway improvements can help balance 'place' and 'movement' qualities in the context of the Town Centre Public Realm Masterplan.



Argents Mead and the Leisure Centre

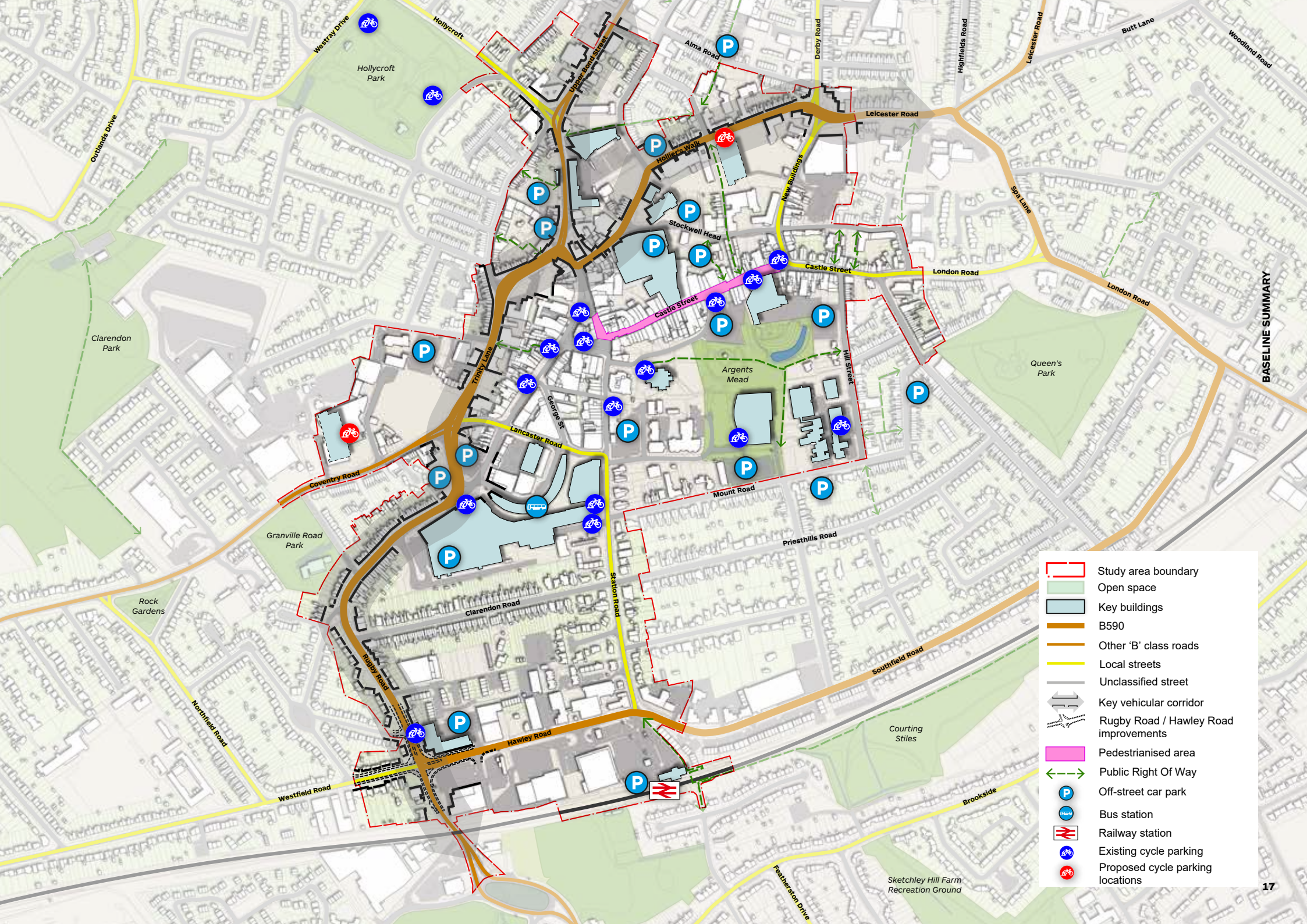


Castle Street

**Figure 6:**

Summary of Movement Issues Across Hinckley Town Centre





- Study area boundary
- Open space
- Key buildings
- B590
- Other 'B' class roads
- Local streets
- Unclassified street
- Key vehicular corridor
- Rugby Road / Hawley Road improvements
- Pedestrianised area
- Public Right Of Way
- Off-street car park
- Bus station
- Railway station
- Existing cycle parking
- Proposed cycle parking locations



## PUBLIC REALM AUDIT

An audit of the public realm has been undertaken across the town centre to assess the quality and cohesiveness of paving and street furniture elements, including bollards, bins, benches and lighting. In summary:

- There is a variable quality of materials
- The use of contemporary details is now dated in some parts
- The palette is not reflective of the current town centre activities and heritage buildings
- Heritage materials where they still exist are positive features
- There is a need for a coordinated and rationalised approach towards the use of materials and street furniture

There is a wide and un-coordinated mix of street furniture including seating, litter bins, bollards, guardrails and utility cabinets. In many places provision of elements such as bollards and guardrails feel excessive and poorly located, conflicting with pedestrian desire lines and creating a sense of visual clutter.



Wide variety of bollards



A mix of guardrails across the town centre



Concrete paving and blocks dominate the materials palette across the town centre and there is no overall coherence in their use



More historic and attractive examples of surface materials can be found in the many jitties across the town centre



A mix of litter bins across the town centre



Utility cabinets vary in their design and colour



Inconsistent styles in wayfinding across the town centre



Much of the street lighting across the town centre comprises standard columns that have been retrofitted with LED lanterns and more bespoke designs



Tree planting interspersed between lighting columns on Regent Street

Limited landscaping in planters at Market Place

A bobbin bollard provides subtle reference to the town's knitting history

## Wayfinding

Wayfinding in Hinckley is limited with many people who visit relying upon familiarity to navigate around the town centre. There are various signage elements distributed across the town centre, but these vary in style and content meaning their effectiveness is limited.

A town centre-wide wayfinding strategy is required to create a consistent and co-ordinated network of wayfinding elements which work in tandem with the public realm.

## Lighting

Lighting comprises a mix of utilitarian and heritage street lighting and this mix contributes to the lack of cohesion across the town centre. Street lighting across the town centre should consider the siting and visual appearance of columns as part of a cohesive palette, consistent for the whole of the town centre. This would require closer working with LCC and any future upgrading programmes.

## Soft Landscaping

Argents mead is the focus for soft landscaping within the town centre, comprised of lawn, trees, and shrub planting. Planting is limited elsewhere with some street trees, hanging baskets and raised planters. This contributed to the town centre as being of hard character offering relatively low biodiversity value.

## Public Art

There are few elements of public art within the town centre. Where these do exist, the historic and cultural references integrated into them, such as the bollard pictured are subtle and may not be appreciated. There is an opportunity for historic and cultural references to be integrated into public realm improvements to further celebrate the history of Hinckley and the unique character of its streets and spaces across the town centre.



**Figure 7:**

A summary of issues and suggestions provided by Stakeholders are set out in this map of the town centre

## INVOLVEMENT AND ENGAGEMENT

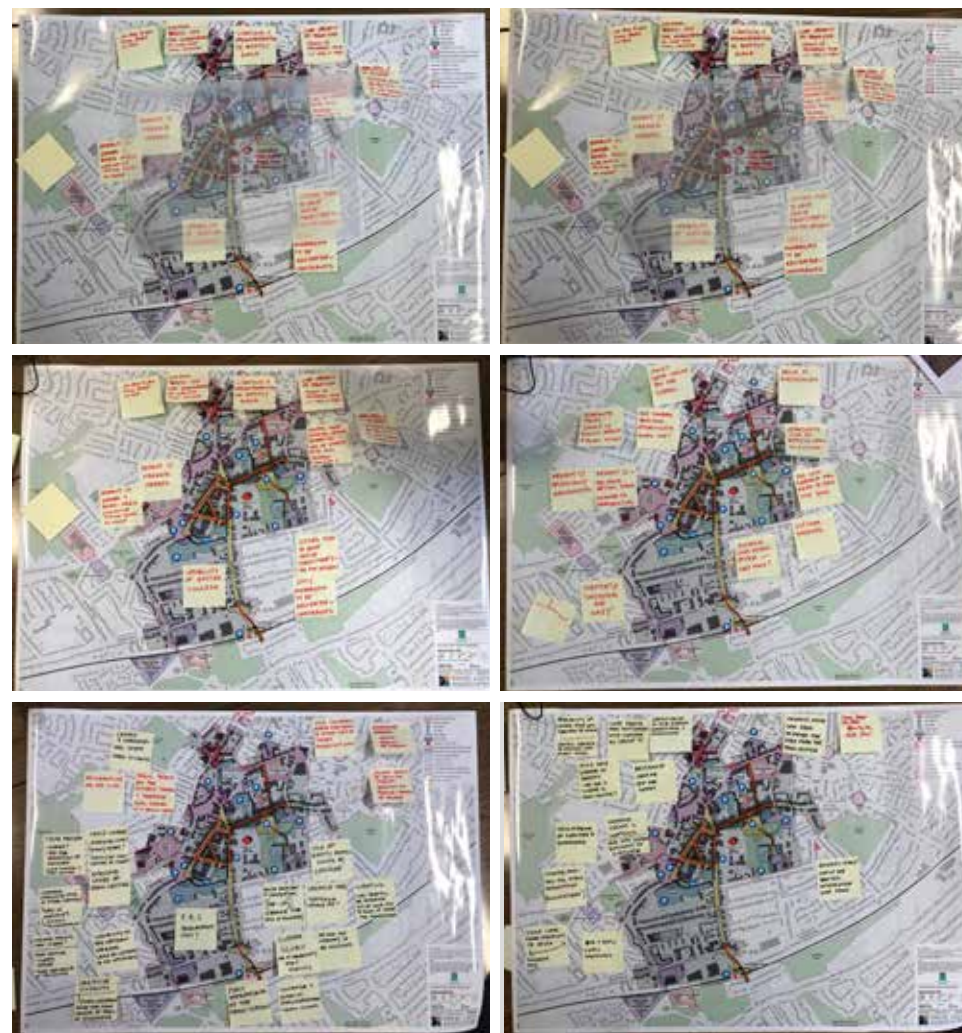
Involvement and engagement with key stakeholders and the wider public has been an integral part of creating this masterplan and the projects and strategies it contains. It has involved two key stages, including focussed Stakeholder Engagement during the baseline analysis and wider public consultation on the emerging masterplan concept. This included the overall strategy, project ideas and toolkits and strategies for a materials palette, cycling and wayfinding across the town centre.

### Stakeholder Engagement

Engagement with key stakeholders supported the baseline information gathering process with input gained from officers from the Borough Council, Leicestershire County Council, Hinckley BID and local businesses and organisations. This process identified a wide range of issues and opportunities for Hinckley Town Centre. Follow-on sessions were also carried out by HBBC's Children and Young People's Team with local schools.

Overall the key issues raised by stakeholders, as summarised in Figure 7 align with the initial assessment:

- The town centre has benefitted from new developments with a wider leisure offer
- The public realm needs to catch up with the changes brought by new developments
- Incorporate a 'brand' to give the town centre a clear and distinct identity
- Improve the public realm to create a town centre that feels cohesive
- Use a consistent palette of high quality materials, street furniture and wayfinding
- Ensure the improvements contribute to a town centre offer that appeals to all ages



Examples of the range of issues and suggestions provided by stakeholders who attended the drop-in sessions on the 31st January and 1st February 2019



## Public realm

The old building stock adds character but the town centre public realm looks dated and is in need of renewal

A civic square for events would be a positive addition

Play opportunities could be provided through the town centre (formal and informal)

More seating opportunities are needed

More toilet facilities are required

Features needed to stimulate interest year-round – rolling events such as Christmas lights

Shop fronts need improving

Encouragement of building uses to spill out into the public realm

Decluttering of the streets should be done through removal of barriers and unnecessary furniture

Historic materials of Hinckley should be used more (blue bricks, granite setts)

Areas of setts have been covered with macadam – opportunity for uncovering?

Reference to adopted highways materials palette needed

Increased provision of public art which references Hinckley's history

More soft landscape is needed

## College

- Aspiration to improve presence and connection with the town centre
- Looking to explore development opportunities for student housing/accommodation within the town centre
- The town centre lacks appeal for students (generally from creative courses)
- Public transport is a key mode of transport for students into Hinckley. Opportunity to improve the links from the train station to the town centre and college
- Aspiration to increase evening learning opportunities but need to improve the sense of safety and security of the town centre at night

## Castle Street

- Has a dated appearance and is in need of renewing the materials palette and suite of street furniture
- Opportunities for increasing soft landscape
- Upper Castle Street is in need of public realm improvements
- Opportunity for shop front enhancements to improve the quality of the environment

## Regent Street

- Historically a residential street
- Despite various attempts to renew, it has lost its identity
- Too many take-aways
- Layers of changes to circulation arrangements is confusing
- Previous public realm improvements have been carried out
- Lacks on-street car parking
- Lacks pedestrian crossing points
- Opportunity to contract retail and increase residential uses
- Re-integration of jitties into streetscape

## The Crescent

- Created a new family-based evening economy
- Patterns of use and circulation through it are different to the rest of the town centre – generally people visit a single destination and leave
- Better integration and connection needed between The Crescent and the wider town centre
- Opportunity for better integration with the calendar of town centre events
- Architectural design and massing has created a wind tunnel environment
- Additional soft landscape needed to improve the quality of the environment

## Argents Mead

- Historically had Castle Hill House fronting on the park – precedent for residential uses around the park
- Argents Mad garden was gifted to the Council in the 1940s
- Historic path link has been lost between the moat and the church
- Opportunity for better connection between Argents Mead and Castle Street (physically and visually)
- Opportunity for improved path links to the hospital site

## Railway station

- First impressions upon arriving at the railway station are poor and should be improved
- Station Road is a pleasant street but suffers from poor legibility
- Opportunity for the creation of a railway station square/open space

## Jitties

- Opportunity to strengthen the town centre's identity and character
- Improvements to lighting required
- Ownership issues
- Opportunities for reintegration into town centre life
- Opportunities for building frontages to be improved

## Safety and security

- Fire access is constrained in places within the town centre
- Automated access for emergency vehicles could improve accessibility
- CCTV is not a deterrent for anti-social behaviour – police presence is more effective

## Signage, wayfinding and sense of arrival

- Poor sense of arrival at railway station, bus station & car parks
- Bus station suffers from poor permeability
- Pedestrian crossing safety issues
- Town centre legibility could be improved
- Concordia Theatre could be better integrated into the town centre
- Disconnect between the town centre and The Crescent
- Hinckley is very walkable and more should be made of this on signage boards (such as Walkable London)
- Expansion of cycle paths into and through the town centre (connections to MIRA cycle way)
- Opportunity for more signage boards about Hinckley's history

## Development opportunities

- High quality residential development should be pursued within the town centre
- Community facility within the town centre
- Church Walk car park and closest retail units to east
- Shirley Price Aromatherapy building complex
- Britannia Centre
- Old Cinema building
- Baptist Walk
- Market Place
- Hospital site (community use?)
- Service yards facing St Mary's Church
- Protection of Hollybush Building
- Promotion of meanwhile/pop-up uses

## Parking and highways

- Congestion is a problem within Hinckley
- Movement across the town is constrained by certain pinch points
- Impact of increased traffic resulting from Aldi will cause issues at Holliers Walk and New Buildings junction
- Can traffic be diverted away from the town centre to free-up space for pedestrians and improve conditions
- Ongoing roadworks are disruptive to local businesses
- Reconfiguration of Mount Road car park access could help alleviate traffic pressures at Station Road and St Mary's Road junction
- 1 hour free parking is popular with shoppers
- Parking is needed on Regent Street
- Short-stay parking bays are required for click and collect shoppers
- Opportunity to take a flexible approach to parking around the Theatre for use by patrons in evenings
- Church Walk car park provision could be relocated to the hospital site
- Car parks require notice boards with maps

## Building uses/economy

- Opportunity for a community hub facility (such as Slough CURVE)
- Opportunity for a town centre hotel
- Opportunity for pop-up uses of vacant units – been implemented by LCC in South Wigston & Nuneaton, also appetite from College for this
- Separate night time economy exists in The Crescent and Regent Street
- Opportunity to provide incubator, start-up and business support opportunities as a town centre link with the College

## The stakeholder consultation included representatives from:

Churches Together / Concordia Theatre / Fire Safety /  
Hinckley & Bosworth Borough Council /  
Hinckley & District Museum / Hinckley BID / Hinckley Market /  
Hinckley Town Centre Partnership / Johnson's Ladieswear /  
Leicestershire County Council / Local school students /  
MIRA Technology Park / North Warwickshire & Hinckley College /  
Philip James / The Crescent management team  
and The Hero Project

## Public Consultation

Consultation with key stakeholders and the public was undertaken over a four week period from 21<sup>st</sup> June to 19<sup>th</sup> July 2019. The purpose of the consultation was to present how the key issues and opportunities arising from the baseline analysis and stakeholder feedback informed the concept, overall strategy and ideas for projects and toolkits for the masterplan.

The consultation period began with an attended exhibition that took place on the 21<sup>st</sup> and 22<sup>nd</sup> June 2019 at the Britannia Centre Mall in Hinckley town centre, where members of the consultant team were available to discuss the proposals and answer questions. After the exhibition, the presentation boards were displayed at the Hinckley Hub until the 19<sup>th</sup> July 2019. An online version of the proposals was also prepared and went live via a link on the Council's website on 21<sup>st</sup> June 2019 over the same four-week period until 19<sup>th</sup> July 2019. An overall summary of the proposals with details of how to access further information was also provided at Hinckley Leisure Centre. A press release was prepared with HBBC to publicise the exhibition and consultation to appear on the Council's website and in the local press.

A questionnaire was made available at the exhibition, online and at Leisure Centre and Hinckley Hub to encourage feedback. Although the feedback was limited it was positive from verbal responses expressed by people attending the exhibition and by people who completed and returned the questionnaire.



Public exhibition attended by the consultant team at the Britannia Centre on the 21<sup>st</sup> June

### **Consultation with LCC Highways, HBBC Members and the Public Realm Steering Group**

A separate consultation was also undertaken with Leicestershire County Council on details of the overall strategy, project and toolkits. Draft proposals were also presented to HBBC Members and the Public Realm Masterplan Steering Group and feedback received has been used to refine the masterplan.



## ANALYSIS OF THE BASELINE POSITION

The baseline analysis underscores the need for a town centre public realm masterplan to support wider planning, regeneration, and conservation objectives for Hinckley town centre. Through this baseline analysis key considerations have been drawn out from the assessment to inform the Public Realm Masterplan. The findings are illustrated in a Strengths, Weaknesses, Opportunities and Threats plan, in Figure 8.

### Strengths

- Hinckley town centre is performing well for its population catchment and this should be reinforced and built upon.
- The Crescent is a positive addition to the town centre widening Hinckley's night time leisure offer to a broader audience, particularly families and young people, with a new cinema and restaurants.
- The town centre retains much of its historic form, including its grain of small-scale buildings.
- Attractive buildings frame some of the town centre's gateways.
- Argents Mead is an important open space within the town centre, broadening the range of activities and destinations on offer within Hinckley.
- There are several attractive built assets in the town centre including the Concordia Theatre, St Mary's Church, District Museum and its wider heritage offer that supports the town centre's distinctiveness.
- There are areas of heritage paving within the town centre, often within jitties which add visual interest and create a distinctive character.

### Weaknesses

- The town centre has become fragmented and frayed with changes in retail and industrial activities. These have impacted negatively on the cohesion of the town centre.
- Regent Street has lost its identity with no clear function.
- Gateways into the town centre are weak, particularly at the Railway Station which has a poor-quality pedestrian environment and lack of wayfinding features connecting with the town centre.
- Key road junctions and connecting main routes into the town centre prioritise vehicular movement and offer a poor pedestrian experience.
- Legibility between parts of the town centre are weak due to poor visual and physical connectivity.
- There is a lack of physical and visual continuity between Castle Street and Upper Castle Street and this area is experiencing decline following the Crescent and its impact in shifting the focus of retailing.
- The Crescent feels detached from the core of the town centre.

- Off street car parks vary in size and layout and are dispersed around the town centre, meaning they can be difficult to find and use for new visitors.
- There is a shortfall in on-street short stay car parking within the town centre which impacts on retail performance.
- There is a lack of soft landscaping and a reliance on seasonal hanging baskets which are maintenance intensive and contribute to the out-dated character of the public realm.
- Argents Mead is detached from Castle Street by the Church Walk Car Park.

Road junctions on Lower Bond Street and Mansion Street are unwelcoming town centre gateways. Getting into town on foot is difficult and unattractive due to the layout of streets and junctions and how they manage traffic, particularly along Rugby Road, Trinity Lane, Mansion Street and Lower Bond Street.

Regent Street lacks its own identity and purpose and feels detached from the town centre.

The Crescent has brought new life to the town centre, but it feels disconnected from Castle Street and other parts of the town centre.

The railway station provides a poor arrival experience, dominated by space used for vehicular access and car parking.

Over time, the pattern of the town centre's retail, leisure, cultural offer has changed in a way that has affected the quality of the streets and spaces that connect them.

There is a wide mix of paving materials and street furniture across the town centre which creates a sense of confusion and visual 'clutter'.

New developments are happening in and around the edges of the town centre, and the connections to and from them need to be more attractive for walking and cycling.

Argents Mead and the new Leisure Centre are major assets that feel detached from Castle Street because of the location and layout of Church Walk car park.

Station Road suffers from poor legibility as a primary walking and cycling route between the railway station and the town centre.

Negative	Positive	
		Pedestrian movement
		Vehicular movement
		Frontage/element
		Visual link
		Poor quality experience/landmark
		Sense of arrival
		Destination
		Car park

### Opportunities

- Hinckley has a rich cultural and industrial heritage which has potential to be harnessed in the public realm masterplan strategy to promote a distinct identity and support the on-going regeneration of the town centre.
- Retention of the town's jitties that radiate from Castle Street and Regent Street are a key asset which are underused and therefore, could be exploited positively.
- A consolidated retail sector has the potential to adapt to changes. Changes in the layout of retail uses across the town centre could be managed through a consolidation strategy which may free up land and units for other uses such as residential development and employment.
- The BID is supporting local independent businesses to create a more digital presence to match “multi-channel” retailing offered by national retailers.
- Vacant units could be reactivated with temporary uses. These may include pop-up shops, start-up businesses, art studios and galleries, or on-street classrooms for the college.
- The College offers a resource of new talent that could be encouraged to stay in Hinckley if it can build on its overall offer that can attract final year students to become part of new enterprises. This includes incubator spaces and co-worker hubs and a residential offer and facilities that can support a young professional and creative community. This could begin by supporting a greater presence for the college in the town centre with improvements along the Lower Bond Street corridor.
- Acting on the interest in residential development at sites such as the Horsefair, promote the potential for locations such as Regent Street south to integrate a residential offer with distinctive streetscape improvements.
- Historic surfaces and features in the public realm could be retained and integrated into public realm improvements, this includes the granite kerbs and channels and the historic surfaces treatments at the jitties.
- Street furniture, wayfinding and streetlighting could be rationalised and simplified to create a single cohesive palette.
- Co-ordination of Leicestershire County Council's highway works to achieve public realm improvements as identified in this masterplan.
- There is an opportunity to work with developers to encourage developments that integrate streets and spaces designed to be consistent with the wider public realm of the town centre as envisaged by the masterplan.

### Threats

- Further retail restructuring is certain, underpinning the importance for town centres to become more diverse and robust. Key to this is creating an attractive and distinctive high quality public realm.
- Based on the proposed alterations at the Rugby Road/Hawley Road junction, proposed changes to other key junctions on main road corridors around the town centre could favour movement above place, which could undermine their potential to become attractive pedestrian gateways into the town centre. This reinforces the importance of closer future working with the County Council on their highway works.
- The quality of the public realm is at risk of further erosion from poor day-to-day reinstatement work after utilities, poor management of subsequent ad-hoc signage and/or alterations and from lack of longer-term care and maintenance. Reducing this risk will rely on an effective maintenance strategy, but also on the design of the public realm which should consider how it will be used to ensure that the layout, structural design and choice of palettes are robust. A key consideration will be the availability and cost of materials long after projects are completed.



- The ability to attract adequate funding is a risk to the ability to deliver public realm schemes. This underpins the importance of a masterplan that can provide robust evidence for securing capital funding, supporting funding bids, negotiating developer contributions and securing obligations for on-site public realm works. The masterplan also has the potential to influence future highway alterations in a way that balances movement objectives with the quality of the public realm.

Overall, Hinckley town centre's public realm lacks coordination; this has been exacerbated by general wear and tear and the 'layering' of changes which creates a sense of clutter in some parts of the town centre and confusion in others. Future improvements to the public realm need to be coordinated, attractive and cohesive, and support the onward regeneration of Hinckley town centre. Looking ahead, the quality of the public realm will also play a critical role in improving the image of the town centre and enhancing the attractiveness of the town centre and future development opportunities.

Consideration of development proposals in a piecemeal fashion has the potential to undermine the masterplan. The Good Design Guide provides valuable detailed information which can assist with the implementation of this masterplan.

# VISION, CONCEPT & MASTERPLAN STRATEGY

The vision for the Hinckley Town Centre Public Realm Masterplan is to:

***“Create a public realm that knits together the town centre”.***

This is a simple but important vision which will be achieved by creating a cohesive and coordinated public realm across the town centre that:

- Is distinctive to Hinckley and emphasises its own historic and cultural identity;
- Responds positively and successfully to the changing pattern of town centre uses and activities that continues to take place through retail restructuring, diversification with an expanding leisure offer, the growth of creative industries and cultural attractions;
- Is cohesive yet can reflect the differing functions and character of the streets and spaces across the town centre;
- Strengthens connections with the wider town including neighbourhoods and open space such as Hollycroft Park and Queen's Park;
- Supports opportunities for future remodelling and redevelopment at locations such as the Britannia Centre, former Lidl, and Argents Mead;
- Create an appropriate balance between place and movement, particularly on main routes with a focus on key arrival points and gateways;
- Address key barriers to movement that exist in the town centre particularly along the western and northern corridors;
- Supports the popular events that take place across the town centre;
- Rationalises the use of paving materials, street furniture and signage;
- Increases the amount of soft landscaping to improve visual appearance and provide increased ecological value; and
- Creates a single and simple wayfinding system that reinforces the unique identity of Hinckley Town Centre and complements changes to the public realm that improve the legibility of the town centre.

## THE HINCKLEY HOOP

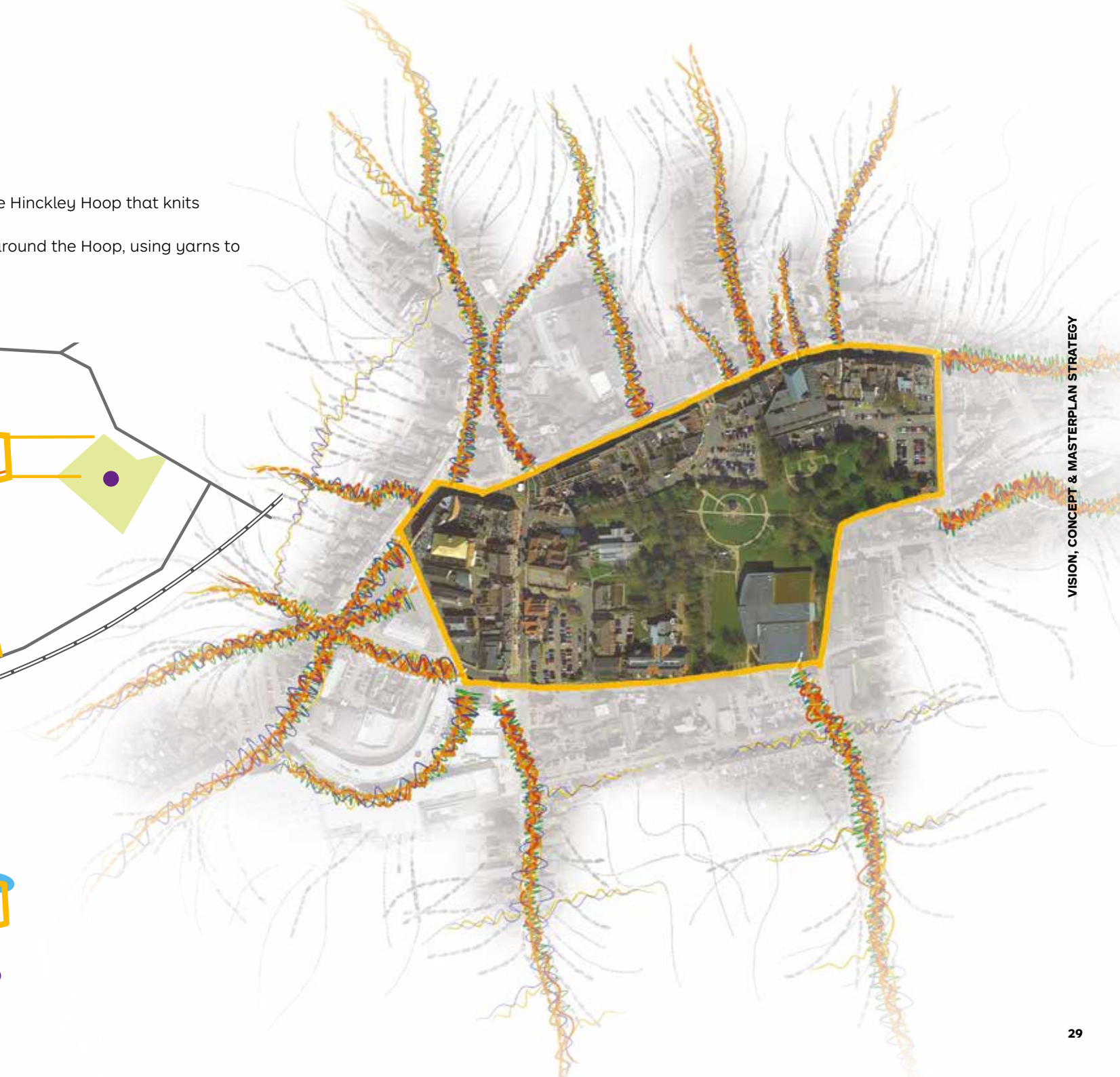
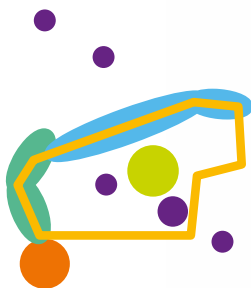
- Recreate a legible town centre with The Hinckley Hoop that knits everything together
- Reorganise uses and activities in and around the Hoop, using yarns to connect them

### Redefining a legible town centre



### Curating town centre activities

- Cultural
- Open space
- Retail
- Cafe & dining
- Family entertainment
- The Hinckley Hoop





**Figure 10:**  
The Masterplan Strategy set out the key priorities for improving the public realm across the town centre

The vision is to create a united and legible town centre which is welcoming, enduring and engaging, seeking to knit back together the centre. The Hinckley Hoop as shown in Figure 9, is a legible walking route which envelopes the historic core area. The various routes and connections which radiate from the Hoop extend to surrounding neighbourhoods and points of interest including key open space and streets. The Hoop also integrates car parks and points of arrival into the town centre.

The Masterplan Strategy, as shown in Figure 10, develops the principles of the Vision and Concept into a framework of public realm improvement opportunities. These are shaped by the following priorities:

1. Establish the Hinckley Hoop by creating a legible, central town centre walking route that provides a continuous connection to key attractions that are located within the core of the town centre. This circular route will include Castle Street, Market Place, connect to the Crescent via Regent Street and George Street, and then link to the Leisure Centre via Argents Mead and via Hill Street to Upper Castle Street.
2. Enhance the pedestrian realm and quality of the town centre environment at key spaces including Church Walk car park, Market Place and Railway Station approach.
3. Create strong, legible and attractive “yarns” or pedestrian connections which extend out from the Hoop and historic core to surrounding neighbourhoods and points of interest. These include:
  - Baptists Walk to the Aldi supermarket development and towards Druids Street;
  - Station Road to Hinckley railway station and Hinckley Hub along Hawley Road;
  - The Borough towards the Concordia Theatre, Lower Bond Street towards the District Museum, North Warwickshire and Hinckley College, Atkins Building and onwards towards Hollycroft Park and new developments at Upper Bond Street via Lower Bond Street;
  - Orchard Street to Queens Park;
  - Coventry Road to the proposed Lidl Supermarket and new and existing residential development; and
  - Rugby Road towards Hinckley Hoop and new residential development at the former Sketchley Dyeworks south of the railway.
4. Create attractive and defined gateways where the “yarns” meet the Hinckley Hoop.
5. Through joint working between the Borough Council and Leicestershire County Council, improve information on the availability and location of car parking by implementing the proposed variable message signage system.
6. Enhance main vehicular routes with improvements that achieve an appropriate balance between place and movement and meet Manual for Streets principles. These include the Rugby Road, Mansion Street, Lower Bond Street corridor and the Hollier’s Walk and Leicester Road Corridors. Following the alignment of the B590, these improvements could form a ‘green ring’ around the town centre.
7. Identify opportunities for integrating public art and other features that enable public realm improvements to create a distinctive feel.



- ..... Hinckley Hoop
- Pedestrian route
- Vehicular route
- ||||| Primary vehicular access
- Open space opportunity
- Junction improvement opportunity
- Public realm improvement opportunity
- P Parking areas
- Town centre gateway
- Opportunity site

# PROJECTS & TOOLKITS

The Masterplan Strategy provides the basis for a series of ‘projects’ and ‘toolkits’ which aim to deliver the strategic priorities and align with the overall vision and concept for the public realm in Hinckley Town Centre.

Recommended layouts have been prepared to illustrate how improvements can respond to the variety of issues and opportunities of the chosen localities whilst creating a town centre public realm that is coordinated and cohesive. The recommended layouts are also important for informing the costings of these projects.

Figure 11 sets out an illustration of how the projects will contribute to a cohesive public realm.



**LOWER BOND STREET  
AND KING STREET** p.44



**BAPTIST WALK** p.48

Hollier's Walk

Castle Street

Upper Castle Street

Hill Street

**ARGENTS MEAD** p.50

Argents Mead

**REGENT STREET** p.40



THE HINCKLEY HOOP

Mount Road

**HAWLEY ROAD** p.38



**STATION SQUARE** p.34

Station Road

# PROJECTS:

## Station Square

Station Square comprises the approach to Hinckley railway station from the junction with Hawley Road and Station Road to the existing railway station. It also includes the eastern edge of the Tesco Superstore car park. The area forms part of a strategic allocation in the Hinckley Town Centre Area Action Plan with new residential development occupying land to the west. The area is used for access to the station. It also includes a pedestrian link that continues south via a footbridge over the railway to the westbound platform and onward residential areas to the south via Bridge Road and towards Brookside.

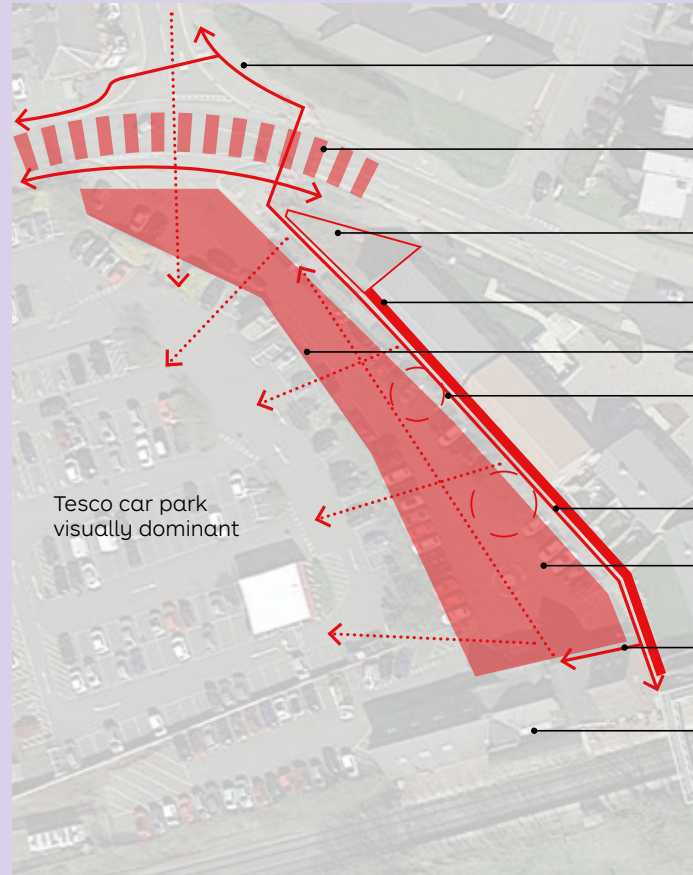


The approach to Hinckley railway station with limited space for pedestrian access and a poor gateway

### KEY ISSUES

- Pedestrian access to the station is convoluted, via a narrow pavement along the eastern side of the car park. Pedestrians do not arrive directly at the station building entrance.
- Other than the ticket office, the station buildings accommodate uses that are not related to the railway station's function. The taxi office is separate and hidden from view of the station building.
- The vehicular entrance to the station from Hawley Road feels excessively wide with a poorly defined informal crossing that is set back from the pedestrian desire line along Hawley Road.
- Much of the station approach is taken up by asphalt surfacing used for car parking, drop-off and turning. The setting of the station building is dominated by vehicles.
- Hawley Road is a busy road corridor, which is dominated by vehicular traffic. Crossing this road via the pedestrian crossing involves a path offset from the desire line between the station and Station Road.
- Existing trees limit visual permeability from the narrow footway.
- The eastern edge of the station is defined by the backs of the neighbouring residential development which is unattractive and undermines the potential for the station to become an attractive gateway.
- The boundary edges adjacent to the Tesco supermarket and residential development comprise a mix of treatments and could benefit from enhancement.
- Wayfinding from the station to the town centre is unclear due to the layout of the station setting and lack of visual clarity or connectivity with the town.
- The proposed increase in rail services will raise user numbers.
- There is a lack of safe drop-off and pick-up areas.





Convolved pedestrian access

Busy road corridor, vehicle dominated

Left over land with level changes

Solid edge is visually unattractive

Taxi rank hidden from station building

Trees are a visual barrier

Narrow footway

Car dominated

Pedestrians do not arrive directly at the station door

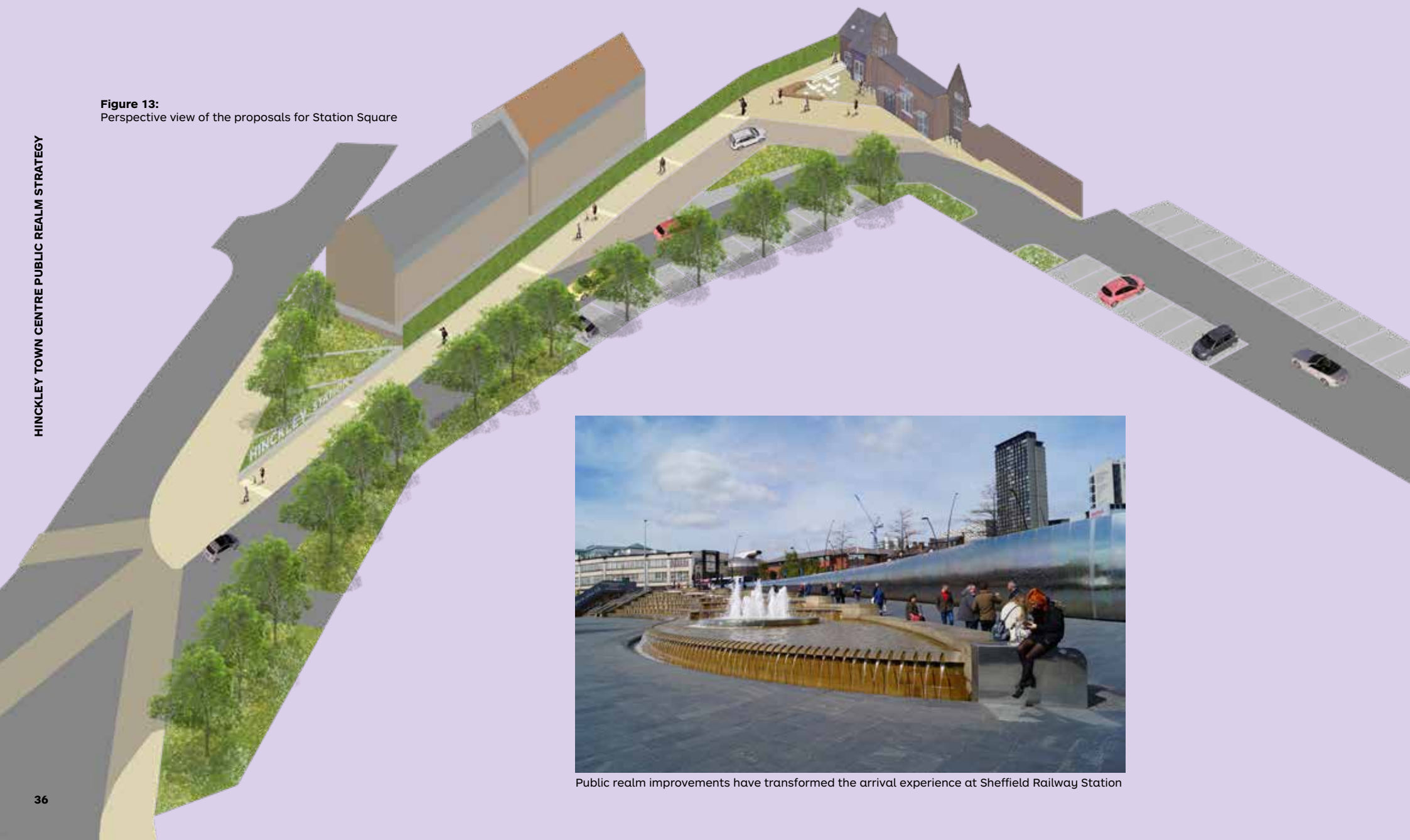
Station building in need of improvement

Tesco car park visually dominant



**Figure 12:**  
Summary of the issues at Station Square

**Figure 13:**  
Perspective view of the proposals for Station Square



Public realm improvements have transformed the arrival experience at Sheffield Railway Station



## PROPOSALS AND FEATURES

- The proposals seek to improve the station approach with an improved pedestrian realm and enhanced vehicular layout.
- Car parking is rationalised with the creation of a dedicated drop-off and pick-up point.
- A public square and formal address for the station façade creates a clear sense of arrival with greater space for pedestrians and space for outdoor seating that could support a café use.
- A wider pavement and improved crossing facilities at Hawley Road provides a more direct, welcoming and legible walking route to the station.
- Tree planting provides some visual screening of the Tesco car park.
- Boundaries are treated consistently with a soft landscaping to soften the station approach, this include a green wall adjacent to the pedestrian route to soften the edge adjacent to residential development.
- Lighting is improved to ensure that the approach feels safer at night.
- The station buildings accommodate a taxi office and potentially a café, promoting a more active and welcoming station building.
- The leftover space at the entrance from Hawley Road is put to positive use to accommodate an entrance signage feature, which has the potential to become public art as well as a key legibility aid.

## ILLUSTRATIVE MASTERPLAN

- Clear **sense of arrival**.
- Create a **public square**/formal address for the station.
- Widen footway.
- **Clear walking route** to the station building.
- Clear **signage**.
- **Lighting**.
- **Safe** drop-off/pick-up zone.
- Taxis located close to station.
- Rationalise car parking (39 cps).
- Increase **soft landscape**.
- **Screen** supermarket car park.
- Activate station building.

- 1 Drop-off and pick-up point
- 2 Public square
- 3 Wider pavement
- 4 Improved crossing facilities
- 5 Green wall
- 6 Entrance feature



**Figure 14:**  
Key features of the proposals for Station Square

# PROJECTS:

## Hawley Road

Hawley Road forms part of the B590 which allows traffic to circulate around the edges of the town centre. It forms a link between Rugby Road and Station Road, serving the Hinckley Hub and a number of retail and commercial premises.



Hawley Road is a vehicle dominated environment, with large scale retail sheds and commercial developments, car parking and frequent vehicular access and pavement crossovers

### KEY ISSUES

- Hawley Road is a vehicle dominated environment with a coarse grain of large scale retail and industrial buildings that are set back from Hawley Road to the south and lack pedestrian scale to the north. Priority is given to vehicular access and car parking with numerous service yards present.
- Thresholds between the pavement and buildings on the north side of Hawley Road are appropriated for additional car parking, adding to the vehicle dominated feel. This creates a hazardous pedestrian realm.
- To the south, the pavement has kerbed edges that are flush with the carriageway and the route is interrupted by two formal but wide vehicular access points that serve the separate groups of retail units and a car wash facility.
- Existing crossing facilities are limited. Controlled facilities are at the junction of Hawley Road and Rugby Road and to the east of the entrance to the railway station and Station Road. Other facilities include pedestrian refuges that provide an informal crossing at Hawley Road opposite Tesco and a refuge at the vehicular entrance to the former Lidl retail unit and car wash.
- Proposed junction improvements at the western end of Hawley Road will involve some carriageway widening to facilitate a dedicated left turn lane for westbound traffic turning south onto Rugby Road. These works will use part of the car parking and area of landscaping within the former Lidl site.
- Relocation of Lidl to the new store, now open on Coventry Road, provides an opportunity to consider a number of options for this site:
  - Create a landmark building addressing the corner of Rugby Road and Hawley Road opposite the Hinckley Hub
  - Create an additional car park with a strong pedestrian link to the railway station
  - Reuse of the building for retail or an alternative use



## PROPOSALS AND FEATURES

- The proposals seek to improve pedestrian safety and experience on Hawley Road.
- Improvements are focussed on the south side with enhanced informal crossings of the vehicular entrances to Tesco and other retail units.
- As such, pavement improvements will be focussed on the south side to replace tarmac with reconstituted stone paving.
- Two zebra crossing facilities are proposed along Hawley Road including a new crossing to the east of the entrance to Lidl and to replace the informal crossing adjacent to Tesco.
- Changes at the Rugby Road/Hawley Road must consider how the pedestrian experience can be improved with attractive crossings and reduced clutter.
- Consideration should be given to the redevelopment potential of the Lidl site, particularly the relationship between development and Rugby Road/Hawley Road junction with active frontages.
- If resources permit, wider improvements in the longer term could be considered that could include the surfacing of the pavements on the north side of Hawley Road with treatments of the thresholds adjacent to commercial properties to reinforce pedestrian priority at crossovers.

## ILLUSTRATIVE MASTERPLAN

- Enhanced informal crossings
- New zebra crossing
- Improved pedestrian environment
- Landscaping

**Figure 15:**  
Key features of the proposals for Hawley Road



# PROJECTS:

## Regent Street

Regent Street defines the core of this area but also includes a series of other streets that include The Borough, Market Square, George Street, Coventry Road and Lancaster Road. The key issues primarily relate to the decline of Regent Street, but it is considered that interventions in the wider area will be needed if measures to improve Regent Street are to be successful in revitalising this part of the town.

### KEY ISSUES

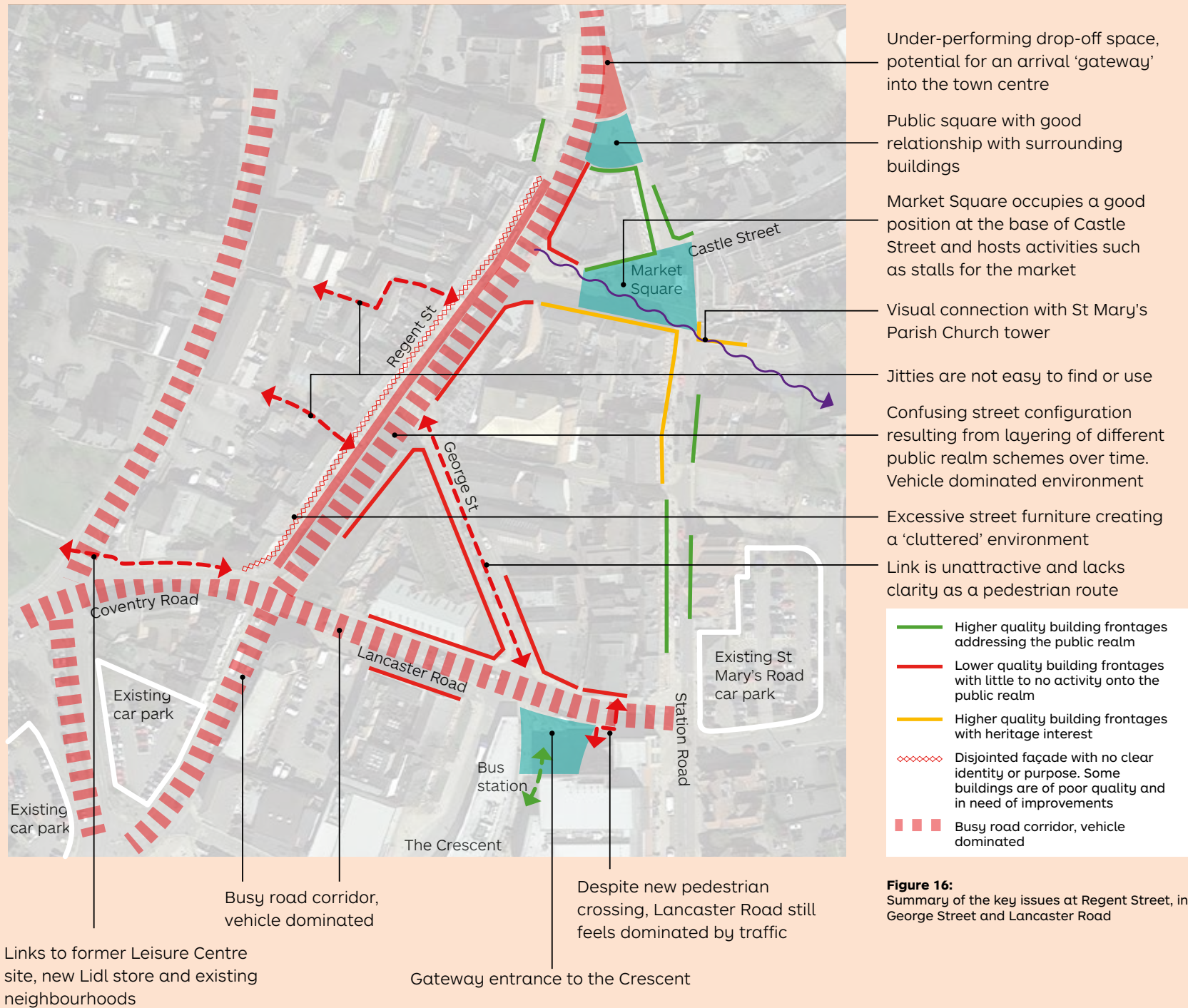
- Regent Street is a focus for the evening economy, though anti-social behaviour has been associated with this part of the town centre.
- Regent Street has a confusing and inefficient layout resulting from a series of interventions in the public realm over time, creating a vehicle dominated environment.
- There is an excessive amount of street furniture, particularly on Regent Street and the condition of some features such as seating is poor. Bus stops along the street with associated bus shelters and pedestrian guardrails reduce footway widths and contribute to the 'cluttered' environment.
- Legibility of the jitties leading off of Regent Street is poor.
- Buildings fronting Regent Street and the entrance to Market Place vary in age, quality and condition and offer little for the street scene. There is also a mismatch between frontages on the north and south sides.
- In the Hinckley Town Centre Area Action Plan, Regent Street and George Street are designated in Policy 13 with Secondary Shopping Frontages that require new development to "retain, replace or create shop frontages as appropriate". The policy also suggests that A1-5 and D2 uses will be acceptable ground floor uses. Whilst this is positive in principle for supporting the character and vitality of the town centre, it may also be a potential constraint in becoming diverse with a wider range of uses within this part of the town centre, preventing opportunities for regeneration and renewal.
- The Borough previously functioned as a bus stop and is used instead for car parking. The space lies adjacent to a public square defined by good quality building frontages that address the public realm. Good quality buildings front onto this space at a good scale. However, this area has suffered as a result of retail structuring and is in decline.
- Market Square occupies a good position at the base of Castle Street and hosts some activities such as stalls for the market. The space benefits from a visual connection towards St Mary's Church.
- Station Road benefits from high quality buildings. With a mix of uses including independent shops, it is a busy route for pedestrians between The Crescent and Castle Street.

- George Street offers a direct link between The Crescent and Regent Street, however it does not invite footfall due to the large scale buildings and blank facades. A large proportion of the street space is given over to a wide carriageway for taxi, parking and loading bays.
- Lancaster Road has the potential to provide a direct onward connection to Coventry Road, however, it feels dominated by vehicles due to the three lane wide carriageway, lack of soft landscaping and mix of large scale commercial uses that lack active frontage. This creates a perceived barrier between The Crescent and Castle Street and discourages people from walking via George Street to Regent Street. The installation of a new zebra crossing at the pinch point approaching Station Road, has helped to improve pedestrian safety. However, its alignment does not encourage movement towards Regent Street.
- Other corridors such as Coventry Road and the link between Trinity Road and Rugby Road are also dominated with traffic and are unattractive for walking, particularly at main junctions where pedestrian guardrails and other highway features prioritise vehicular movement at the expense of pedestrian comfort.
- Soft landscaping is lacking across the area with the only tree planting present in Regent Street.



Examples of vacant retail units on Regent Street illustrate the extent of decline, despite previous public realm improvements and subsequent changes





**Figure 16:** Summary of the key issues at Regent Street, including, The Borough, Market Place, George Street and Lancaster Road

## PROPOSALS AND FEATURES

- The proposals include a large section of the Hinckley Hoop which is important for addressing the challenges faced by the west side of Market Place, Regent Street and Lancaster Road. A key role of the Hoop is to create a legible walking route which can help integrate The Crescent into the town centre.
- Greater priority is given to pedestrians along the Hinckley Hoop on Regent Street, George Street and Lancaster Road. An improved pedestrian connection onto Coventry Road is also created to improve links towards Lidl and recent residential development.
- Road and footway alignments are rationalised to provide more space for pedestrian movement and integrating planting, whilst calming vehicle movements. On Lancaster Road the carriageway, parking and footways are reconfigured with planting whilst providing for efficient access for buses to the bus station.
- Bus stops are proposed to be relocated into the Borough. While this makes use of the existing bus stop infrastructure, it brings passengers to/from a defined town centre gateway and also frees up footway space on Regent Street.
- Street trees are retained where possible.
- Soft landscaping is increased to soften the appearance of Regent Street, George Street and Lancaster Road including 'rain gardens' incorporating sustainable drainage functions, additional street trees and landmark trees.
- Improvements to Market Square enable activities to extend their reach into Regent Street to create an improved space for market stalls and public events.
- Informal seating opportunities are created, replacing the mix of benches that are in poor condition.
- On-street car parking is increased.



**Figure 17:**  
Perspective view of proposals along Regent Street

**Figure 18:**  
Section details of proposals along Regent Street



## ILLUSTRATIVE MASTERPLAN

- Improved **clarity of links**
- Review of **pedestrian and vehicular priorities**
- Rationalised **road and footway alignments**
- Potential **consolidation of bus stops** in to a single arrival point opposite Leicestershire House (Nationwide)
- Part of a wider town centre walking route – the **Hinckley Hoop**
- Increased **soft landscape**
- Planting of additional **street trees**
- **Landmark trees** in key locations
- Clearly defined **on-street parking**
- Opportunity for **Sustainable Drainage Systems**
- Improved **public event space**
- Informal **seating opportunities**
- Improved connectivity with **The Crescent**
- Improved **pedestrian connection and crossing** to the former leisure centre site
- Potential for **increased residential** property through contraction of retail units
- Potential role of the **Hinckley Hoop** along **George Street, Regent Street** and **Market Place** to attract a **greater mix of local independent retail and leisure uses**

- 1 On-street car parking
- 2 Landscaping
- 3 Crossing points
- 4 Bus stop area
- 5 Events space



**Figure 19:**  
Summary of proposals for Regent Street

# PROJECTS:

## Lower Bond Street & King Street

This area focusses on the Lower Bond Street corridor, incorporating King Street extending northwards to the junction with Upper Bond Street and Hollycroft. This corridor forms the main connection to the town centre from the north. It passes North Warwickshire and Hinckley College, the Atkins Building and the District Museum, extending to the cluster of residential developments on Upper Bond Street.



Vehicle dominated junction



Abrupt interface of buildings with streetscape



Lack of soft landscape

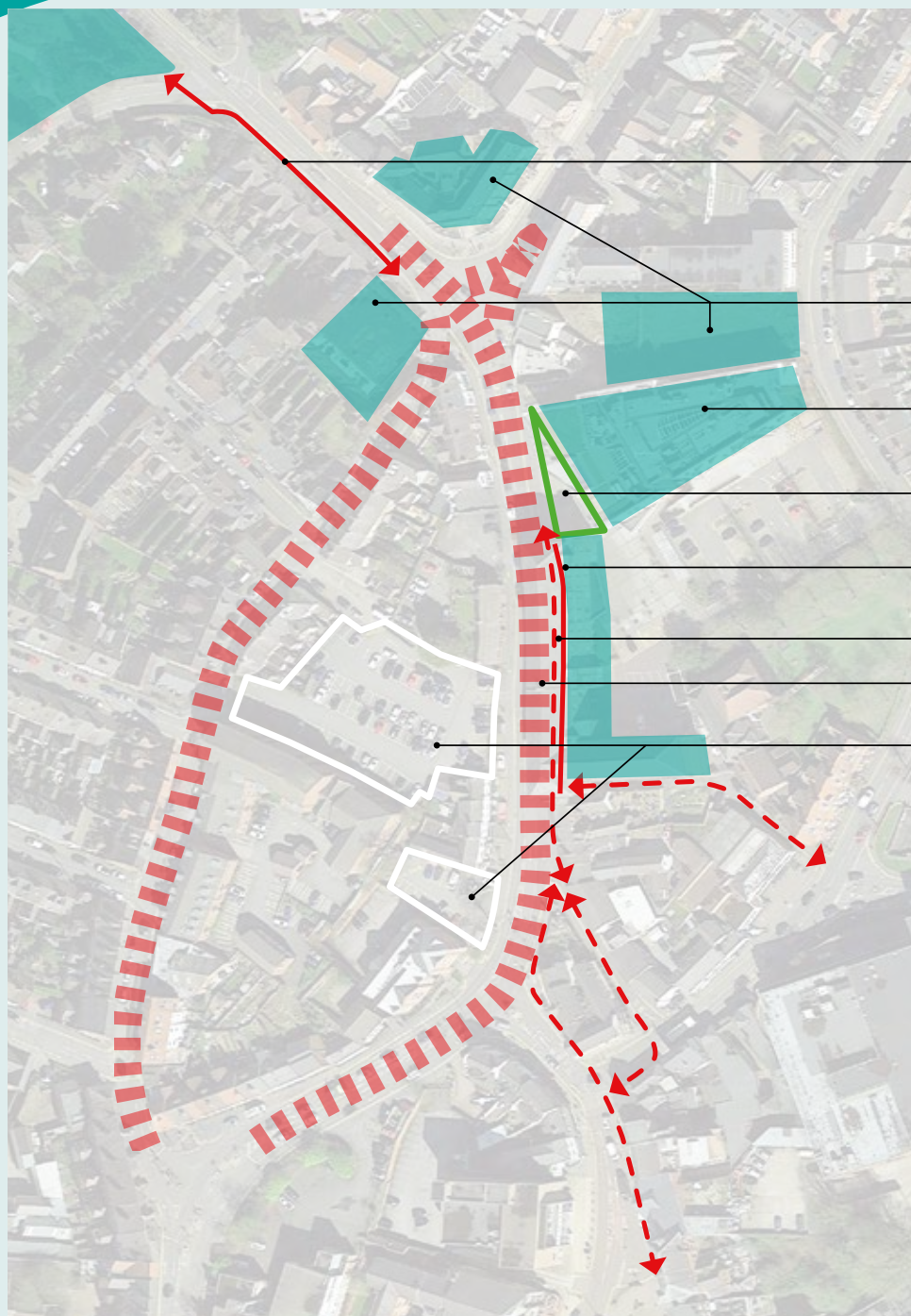


Unnecessary street furniture/clutter

### KEY ISSUES

- The legibility of the link to Hollycroft Park is poor.
- North Warwickshire and Hinckley College, the Atkins Building and District Museum are town centre destinations that provide a focal point for activity to the north of the town centre. The space outside the entrance to the College and Atkins Building is attractive but this ends abruptly at the highway boundary.
- Lower Bond Street which is also the focus of these developments does not provide an attractive link with the town centre. Forming part of the Western Corridor it is dominated by traffic, due to the wide carriageway width, narrow footways and contains little soft landscaping. All these elements create a weak sense of connection with the town centre.
- The junction of Lower Bond Street, Hollycroft, Trinity Lane and Upper Bond Street has the potential to become a significant town centre gateway and be a focus for reusing buildings and redevelopment to celebrate the Grade II Listed former Hollybush Inn. The environment at this location, however, feels unwelcoming due to the amount of space given to vehicular movement, mixed surface treatments and utilitarian street furniture such as pedestrian guardrails.
- Existing car parking on the western edge of Lower Bond Street breaks the line of buildings addressing Lower Bond Street and lacks attractive edge treatments.
- King Street is a well enclosed narrow lane that currently functions as a one-way vehicular link from Lower Bond Street to Stockwell Head. Pavements are narrow and the diverge from Lower Bond Street lacks any deflection for reducing the speed of turning traffic.
- There is potential to provide an improved setting for the old cinema building to promote its redevelopment.
- The street layout does not assist wayfinding to and from the town centre.
- Poor quality setting to the cultural buildings (College, Atkins Building, District Museum etc) due to their close proximity to the highway.





- Poor clarity of link to Hollycroft Park

- Redevelopment opportunity (future / proposed)

- College is a destination and focus for activity within the town centre

- Public realm space provides a positive setting for the College

- Weak address of the Atkins building on to Lower Bond Street

- Narrow footway

- Busy road corridor, vehicle dominated

- Existing car parks

## Issues summary

- **Vehicular dominated** environment
- Poor quality of **pedestrian experience**
- Little **soft landscaping**
- Weak sense of **connection to town centre**
- Unnecessary street furniture/**clutter**
- **Irregular** footway widths
- **Routes** to surrounding neighbourhoods and nearby Hollycroft Park are **difficult to see**
- **Weak address of key buildings** (Atkins, College and Museum) with streetscape



King Street

**Figure 20:**  
Summary of the key issues at Lower Bond Street

## PROPOSAL AND FEATURES

- Interventions along this corridor provides an opportunity to reinforce a growing cultural quarter based around Druids Street where recent redevelopments have taken place.
- Rationalising the road and footway alignments along Lower Bond Street allow for wider pavements which can integrate green buffers to provide some separation between the carriageway and footway. These green buffers provide an opportunity to integrate SuDS measures and for street trees to contribute to a more attractive streetscape (and increase biodiversity). Landmark trees have the potential to enhance legibility in key locations.
- Reducing the carriageway may also allow for wider pavements to accommodate off road cycle infrastructure.
- Enhanced pedestrian crossings can be incorporated to improve pedestrian safety and walking experience.
- At the junction of Lower Bond Street, Upper Bond Street, Hollycroft and Trinity Lane, Trinity Lane is stopped up for a generous length allowing for soft landscaping.
- An option for consideration is to pedestrianise King Street, initially with a temporary closure but with the intention of permanent pedestrianisation to provide a safer and more attractive link from the town centre. Restricted access for servicing properties is retained. Adjacent retail units could 'spill out' onto the street to add activity to the space.
- The eastern end of Trinity Land is proposed to be stopped up (as part of LCC's highway proposals) which could accommodate a pedestrianised zone and 'parklet' adjacent to the former cinema.



Visualisation of a potential temporary closure of King Street



Broadway, Manhattan, New York City



## ILLUSTRATIVE MASTERPLAN

- Making routes **easier to see and use**
- **Clearer link** between town centre northwards to the **college** and beyond to Hollycroft Park
- Widened **footways**
- **Green buffer** separation between footway and carriageway
- Street **tree planting**
- Improved **pedestrian crossings**
- Increased opportunity for **active frontages** and on-street activity
- Potential **pedestrianisation** of King Street
- Rationalised **road and footway alignments**
- **Landmark trees** in key locations
- Opportunity for **Sustainable drainage systems**
- Informal **seating opportunities**
- Improved **pedestrian connection and crossing** to the former leisure centre site
- Opportunity to bolster the cultural quarter

- 1 Widened footway
- 2 Street trees
- 3 Potential pedestrianisation of King Street
- 4 Pedestrian crossing point
- 5 Pocket park
- 6 Development opportunity

**Figure 21:**  
Proposals for Lower Bond Street



# PROJECTS:

## Baptist Walk

Baptist Walk and Lilleys Yard form one of the jitties that leads north from Castle Street, extending northwards across Stockwell Head to Hollier's Walk and Albert Road. This route also extends to the residential and commercial development in the Druids Street area. An Aldi supermarket has recently been developed on vacant land at the northern end of Baptist Walk with 106 car parking spaces.



Impermeable edges create an enclosed and unwelcoming corridor



Little to assist wayfinding in the town centre



Empty and underperforming space on the main access to Castle Street



Sheltered courtyard space created by the historic street pattern in close proximity to Castle Street but currently under-used

### KEY ISSUES

- Impermeable edges defined by existing buildings and boundaries create an enclosed and unwelcoming corridor with a lack of activity.
- There is a lack of features to support wayfinding into the town centre from Hollier's Walk.
- The route crosses Stockwell Head and the opportunity to create a formal crossing is constrained by the use of Baptist Walk and Lilleys Yard for vehicular access to residential and commercial properties and adjacent vehicular access to neighbouring premises.
- Lilleys Yard is a sheltered courtyard with visual connectivity with Castle Street. However, it is currently underused.

### PROPOSALS AND FEATURES

- A key objective is to create a clear and legible route along Baptist Walk to attract pedestrian movement to and from Castle Street, restoring the historic jitty as an important pedestrian route.
- A crossing aims to improve conditions for pedestrians to cross Stockwell Head, emphasised with a change in road surfacing.
- Lilleys Yard has potential to accommodate some retail activity within the fronting units which could also activate the courtyard.
- A pocket park could be created within Lilleys Yard to add planting and biodiversity value, and add visual interest along the route.
- On Baptist Walk, pedestrian links to the supermarket entrance and car park are widened to encourage visitors to Aldi to visit the town centre.
- The improvements make use of the existing materials such as the clay bricks and granite setts that give Lilleys Yard its distinctive character. On Baptist Walk the existing asphalt is proposed to be surface dressed with a resin bound covering.
- Lighting to improve safety and night-time usage levels.
- Integrate public art features.



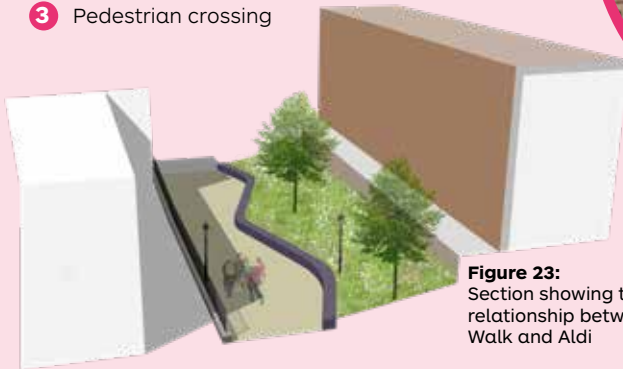
**Figure 22:**  
Summary of Proposals for Baptist Walk and Lilleys  
Yard, linking the Aldi supermarket to Castle Street



## ILLUSTRATIVE MASTERPLAN

- Create an **improved direct walking route** between Castle Street and Aldi
- Complement the **attractive edge** next to the Aldi supermarket with **seating, lighting and improved surfacing**
- Potential **pedestrian crossing point** on Stockwell Head
- Potential for the jitty to become **a focus for new activities**

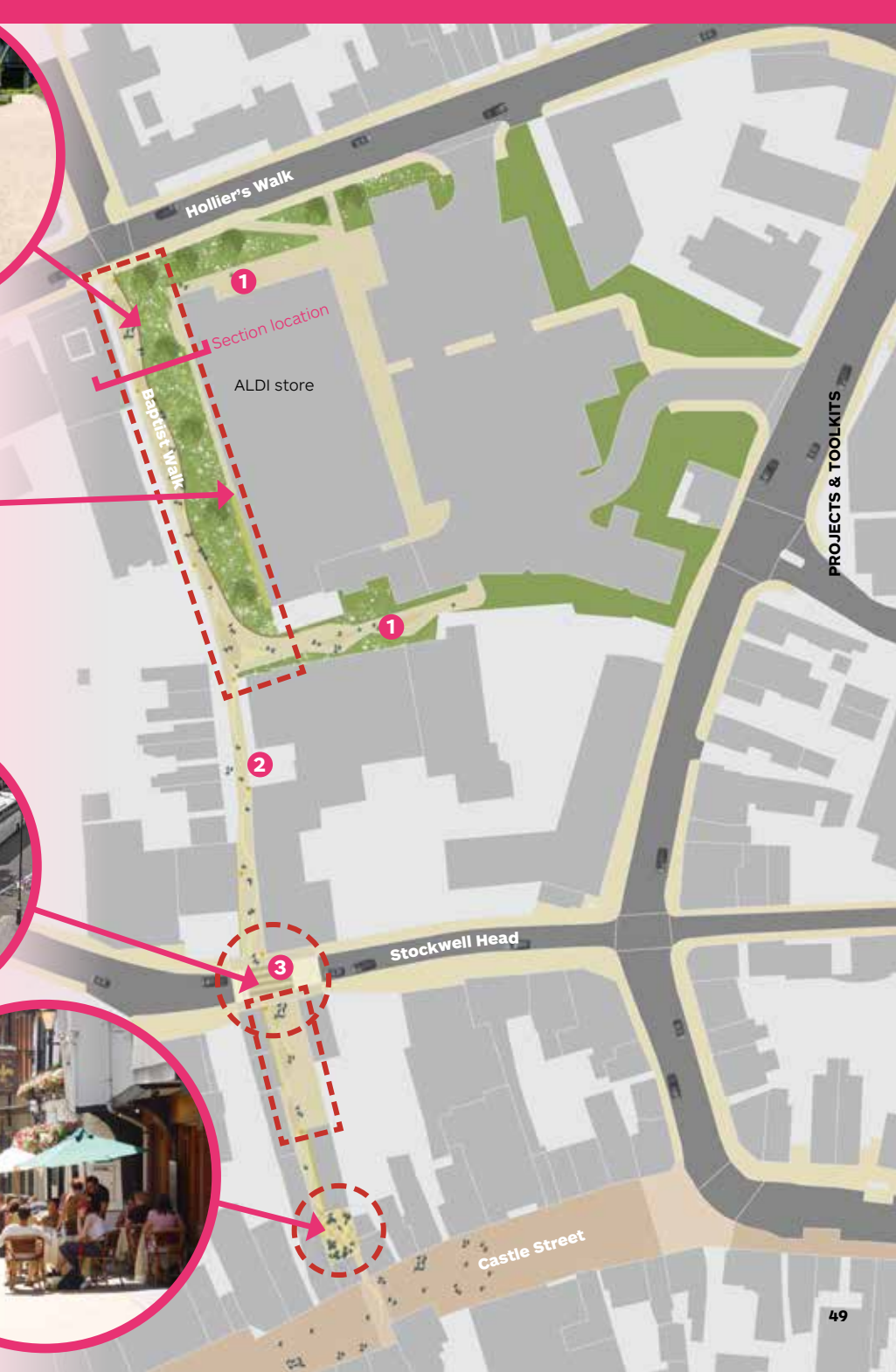
- 1 Connections to supermarket
- 2 Improved pedestrian link
- 3 Pedestrian crossing



**Figure 23:**  
Section showing the  
relationship between Baptist  
Walk and Aldi



Baptist Walk alongside Aldi



# PROJECTS:

## Argents Mead

Argents Mead is the primary green space in Hinckley Town Centre, located within the centre of the proposed Hinckley Hoop. It is an attractive green space which has been opened up further with the relocation of the Borough Council to the Hinckley Hub and subsequent development of the site to accommodate the Leisure Centre. Castle Hill and the War Memorial provide cultural and historical interest, referencing Hinckley's past. As identified in the baseline assessment, key issues relate to Church Walk and the car park that separates Argents Mead from Castle Street.



The link between Argents Mead and Castle Street is obstructed by the service yard and car parking on Church Walk

### KEY ISSUES

- There is a lack of physical and visual connection between Argents Mead and Castle Street caused by the Church Walk car park and the associated buffer planting.
- The vehicular dominated environment of Church Walk and the car park causes pedestrian safety issues, particularly where pedestrians are required to navigate through the car park with no clear routes through or around parking bays. The alternative route via Church Walk offers a poor pedestrian experience confined by pedestrian guardrails.
- Unsightly service yards and the rear of buildings facing Castle Street reinforce the disconnected feel of Church Walk and the Church Walk car park. Features such as yellow headroom restriction barriers, CCTV poles, signage, meter cupboards and boundary treatments add to the poor quality of the environment.
- Direct access to Castle Street from the Castle Car Park requires pedestrians to pass through the former Co-op building (currently a furniture retail shop), which is limited by store opening times, or to navigate via Hill Street and Upper Castle Street. Alternative routes from Castle Car Park to Castle Street via Argents Mead feel counter-intuitive and suffer from poor legibility, visual connections and with changes in orientation and levels.
- The circular bandstand garden feels incomplete, due to the layout and position of the Church Walk Car Park which 'cuts' into the circular pathways surrounding the bandstand.



- Access to Castle Street from Castle car park through retail unit
- Unightly backs & service yards of properties
- Gateway area used for parking and loading, impacting on pedestrian experience and safety
- Access through car park and service yard. No visual connection with Castle Street or Argents Mead
- Limited visual connectivity with Castle Hill
- Unightly car park (95 spaces)
- No visual connection between Castle Street and Argents Mead. Convoluted pedestrian access

#### Issues summary

- **Vehicular dominated** environment causes pedestrian safety issues
- Poor quality of **pedestrian experience**
- **Disconnect** between Argents Mead and Castle Street
- **Convoluted pedestrian circulation**
- **Unightly service yards** and building 'backs' front on to the public realm
- Weak **visual connectivity** with castle hill
- Direct access to castle street from castle car park **requires passage through co-op** building



Figure 24:  
Summary of the Key Issues at Argents Mead

### ALTERNATIVE LAYOUTS

Three layouts have been developed which illustrate varying degrees of change and intervention.



Existing war memorial



Existing car park layout detaching Argents Mead from Castle Street



No visual connection between Argents Mead and Castle Street due to the shrub and tree planting



Convoluted layout and poor clarity of pedestrian access

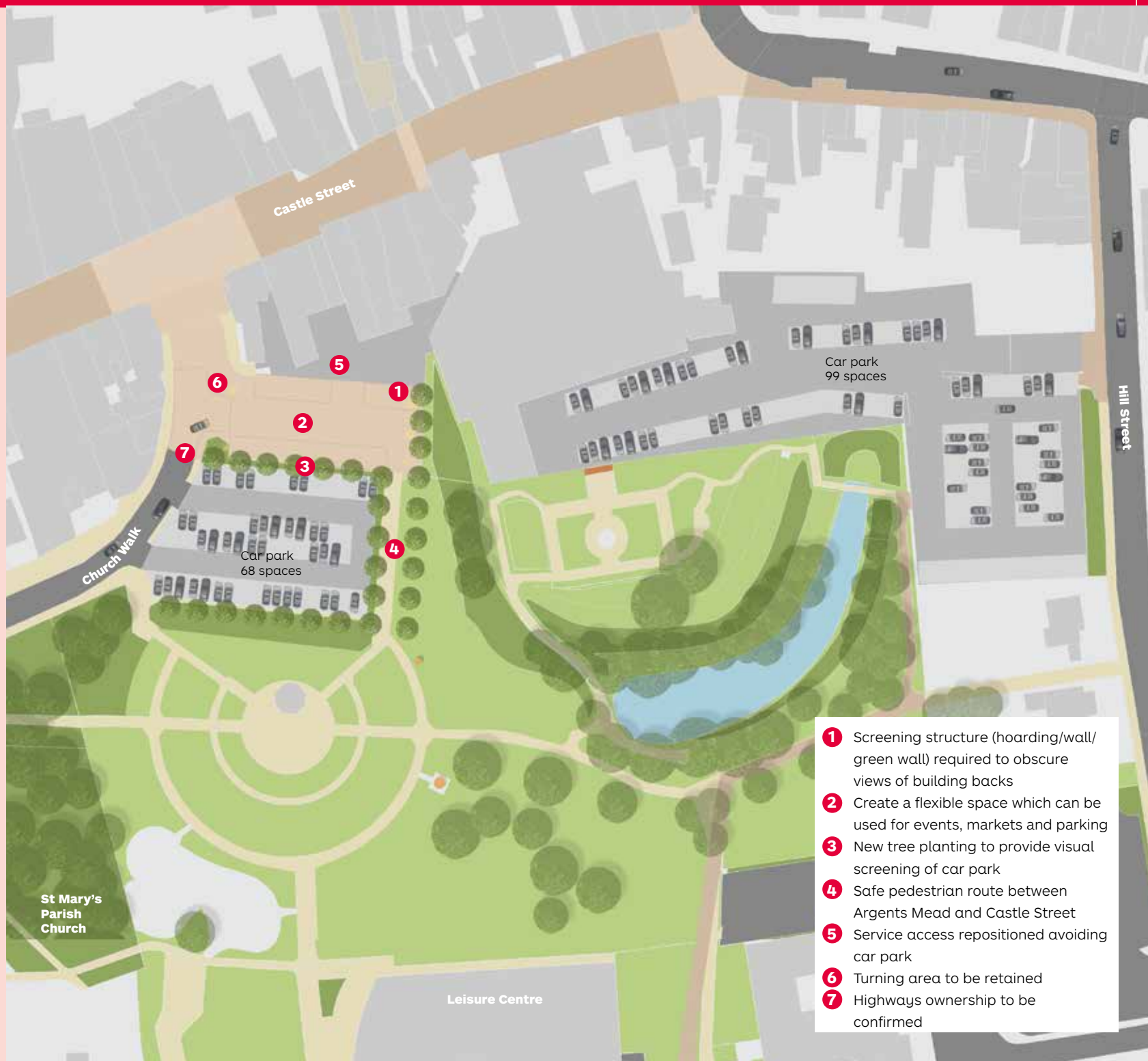
**Figure 25:**  
Layout 1 aims to rationalise the Church  
Walk Car Park and service area

## Layout 1

Improve the layout of the Church Walk car park (approx. 68 spaces) to improve the pedestrian connection between Argents Mead and Castle Street. The proposed layout does not provide visual connectivity between Castle Street and Argents Mead due to the car park occupying the key space in-between.

Layout 1 proposes:

- The rationalisation of the Church Walk Car Park and service area to integrate an events space
- Improved car parking layout with organised bays and landscaping
- A dedicated pedestrian route separated from vehicles between Castle Street and Argents Mead.



- 1 Screening structure (hoarding/wall/ green wall) required to obscure views of building backs
- 2 Create a flexible space which can be used for events, markets and parking
- 3 New tree planting to provide visual screening of car park
- 4 Safe pedestrian route between Argents Mead and Castle Street
- 5 Service access repositioned avoiding car park
- 6 Turning area to be retained
- 7 Highways ownership to be confirmed



**Figure 26:**  
Layout 2 allows for circular paths around the bandstand to be completed

## Layout 2

Improve the layout of the Church Walk car park (approx. 68 spaces) to improve the pedestrian connection between Argents Mead and Castle Street. The proposed layout allows for the completion of the circular bandstand garden. Improve the layout of Castle car park with more parking spaces.

Layout 2 proposes:

- Area of parking planned to be flexible in how it can be used, capable of accommodating parking and/or private events
- Provides visual connectivity between Argents Mead and Castle Street
- Completes the Argents Mead circular bandstand garden
- Rationalises car parking layout with an organised layout
- Increases planting
- Provides screening to the rear of service yards



- 1 Screening structure to obscure views of building backs.
- 2 Create a flexible space which can be used for events, markets and parking with high-quality surfacing
- 3 New tree planting to provide visual screening of car park
- 4 Safe pedestrian route between Argents Mead and Castle Street
- 5 Completion of Argents Mead circular bandstand garden
- 6 Possible improved and extended car parking (indicative layout only)

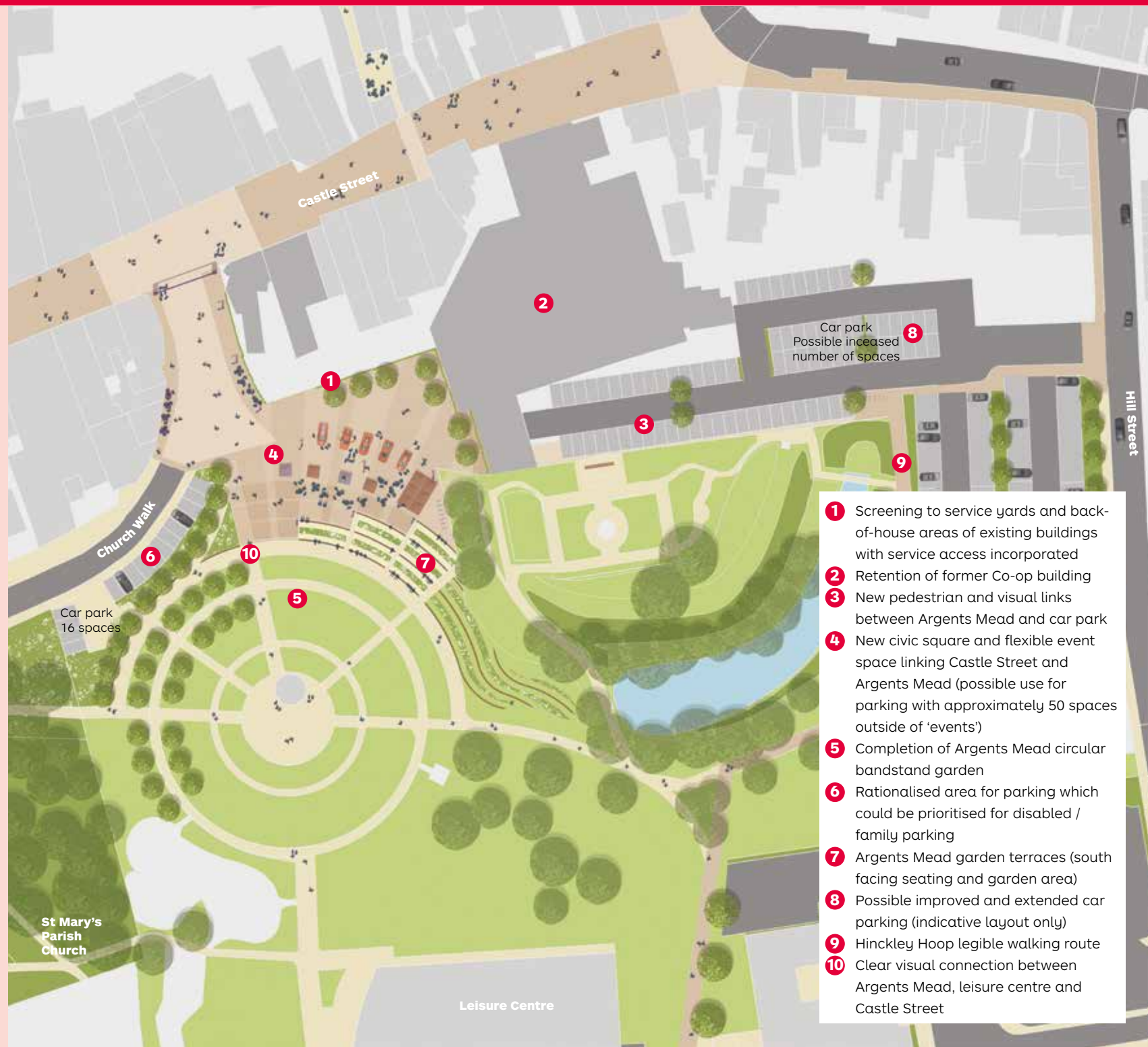
**Figure 27:**  
Layout 3 creates a new events space and  
integrates a direct link between Castle  
Street and Argents Mead

### Layout 3

Create a flexible civic space and complete the Argents Mead circular bandstand garden. Create uninterrupted views between Castle Street and Argents Mead. Improve the layout of Castle car park with more parking spaces.

Layout 3 proposes:

- To integrate Argents Mead into the town centre with a connected public realm
- The creation of a new civic space — Argents Square — by linking Argents Mead and Castle Street and allows for a visual connection between Argents Mead and Castle Street
- Completing the Argents Mead circular bandstand garden
- Rationalising car park at Church Walk to provide disabled parking spaces
- Rationalising car parking at the Castle Car Park to integrate landscaping and maximise capacity to offset the reduction of spaces at the Church Walk Car Park
- Create terraced planting areas at the edges of the event space
- Integrate additional seating
- Provide screening to the rear of service yards



- 1 Screening to service yards and back-of-house areas of existing buildings with service access incorporated
- 2 Retention of former Co-op building
- 3 New pedestrian and visual links between Argents Mead and car park
- 4 New civic square and flexible event space linking Castle Street and Argents Mead (possible use for parking with approximately 50 spaces outside of 'events')
- 5 Completion of Argents Mead circular bandstand garden
- 6 Rationalised area for parking which could be prioritised for disabled / family parking
- 7 Argents Mead garden terraces (south facing seating and garden area)
- 8 Possible improved and extended car parking (indicative layout only)
- 9 Hinckley Hoop legible walking route
- 10 Clear visual connection between Argents Mead, leisure centre and Castle Street





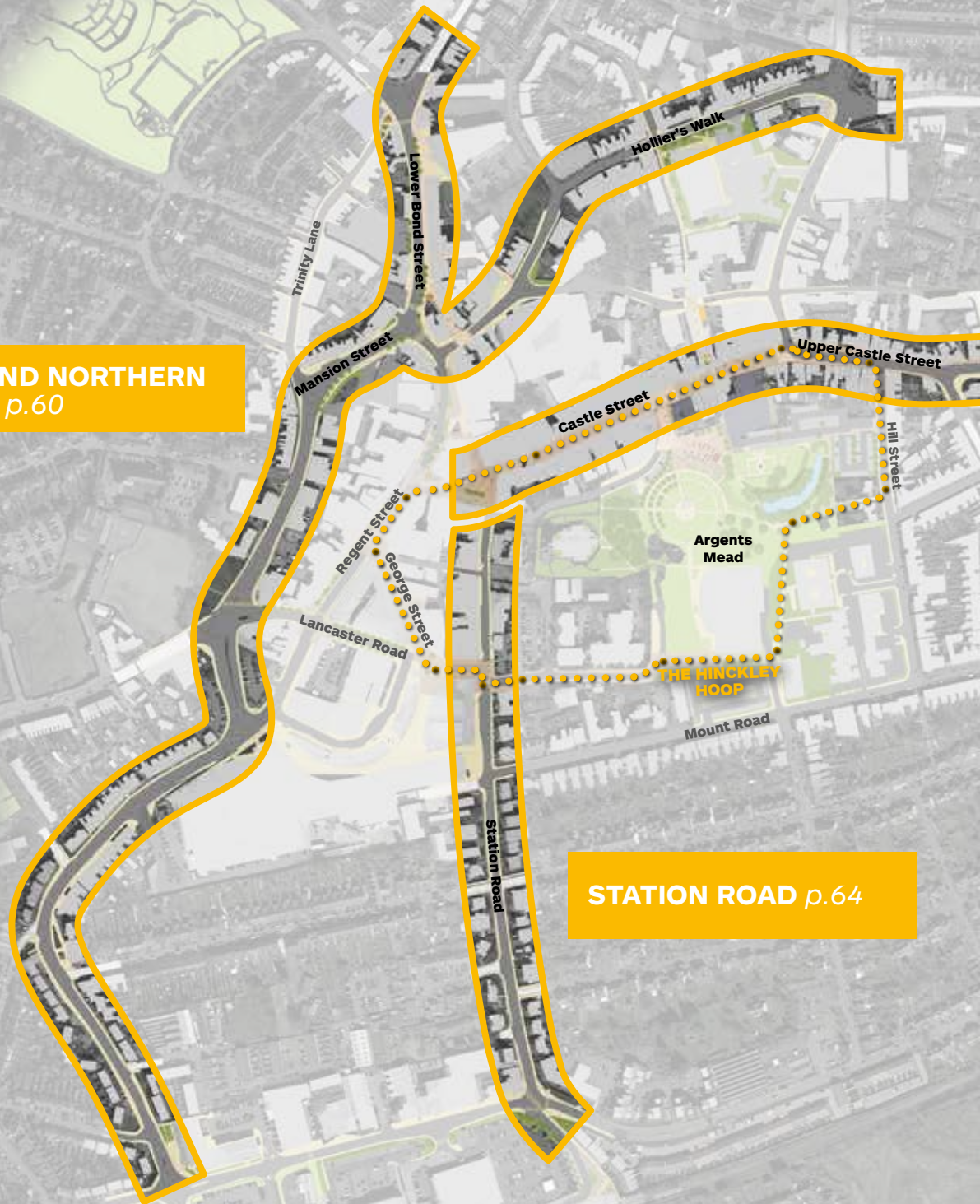
**Figure 28:**  
Perspective sketch of the potential  
improvements to Castle Street and  
Argents Mead



**WESTERN AND NORTHERN  
CORRIDORS** *p.60*

**CASTLE STREET** *p.62*

**STATION ROAD** *p.64*





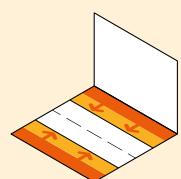
**Figure 29:**  
Overview of all the toolkit strategies placed together

## TOOLKIT STRATEGIES

Toolkit strategies have been developed for streets and corridors in the town centre that include the Western and Northern Corridors, Castle Street and Station Road. The toolkits aim to guide evolving proposals in these parts of Hinckley. They are a series of principles and elements that can be implemented individually and collectively across the study area to address specific issues and challenges and deliver improvements to the public realm.

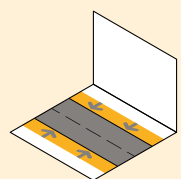
The Materials Palette Hierarchy and Strategy at Page 66 identifies Zones where appropriate material palettes will apply for each street and corridor: Western and Northern Corridors – Zone A; Castle Street – Zone B; and Station Road – Zones A & B.

## The Toolkit



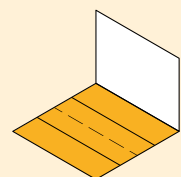
### **Footway widening**

The reclamation of streetscape for use by pedestrians and cyclists through the widening of footways.



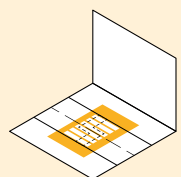
### **Carriageway narrowing**

The narrowing of vehicular carriageways where possible to reduce vehicular dominance and reallocation of space for public realm and/or development.



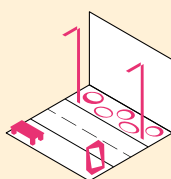
### **Paving materials**

New surface treatments can reference heritage materials and improve visual appearance and cohesiveness.



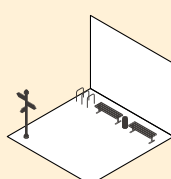
### **Pedestrian crossing**

Improving the quality and location of pedestrian crossings can raise pedestrian experience and safety, encouraging active and sustainable travel to and from the town centre.



### **Public art**

Strategic positioning of public art can improve the quality of the public realm, strengthening Hinckley's town centre identity.



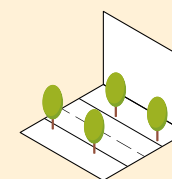
### **Street furniture & signage**

A coordinated suite of furniture elements can improve visual appearance and pedestrian experience and comfort. New signage can play an important role in wayfinding.



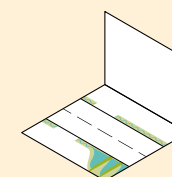
### **Lighting**

New street columns and feature lighting to improve safety and security and encourage the growth of a night-time economy.



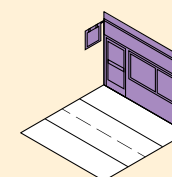
### **Street trees and soft landscaping**

Space and underground utilities permitting, planting of street trees and other soft landscape can improve the quality of the public realm and offer biodiversity benefits.



### **SuDS (sustainable drainage system)**

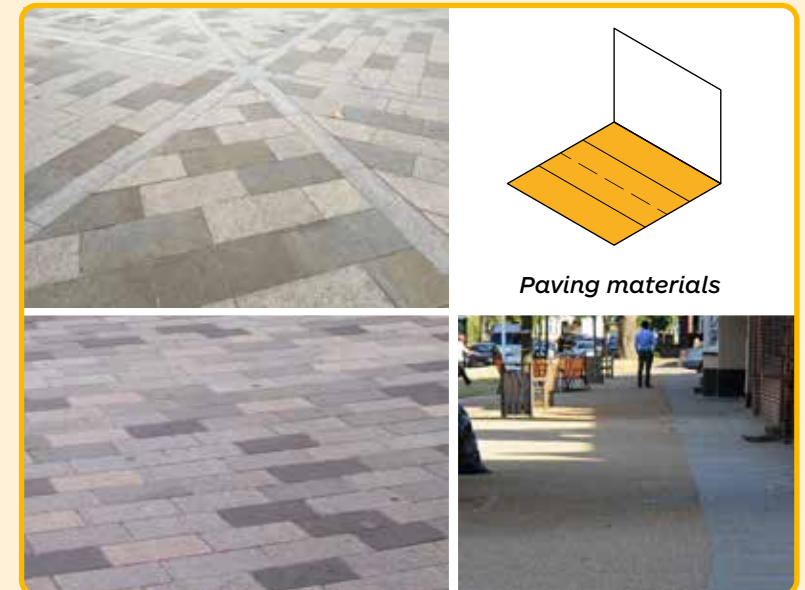
Where space permits, the conversion from hard paved surfaces to areas of soft landscaping can help reduce flood risk with the integration of SuDS features such as swales and rain gardens as seen in Sheffield's "Greening the Grey" project.



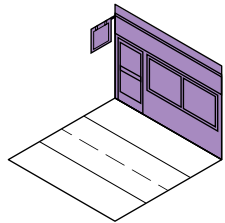
### **Shop fronts**

Improvements to shop fronts can improve the visual quality of Castle Street through development of a consistent approach to signage and facade design.

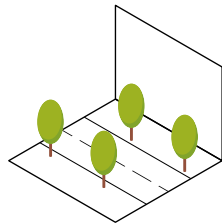
## TOOLKIT PRECEDENTS



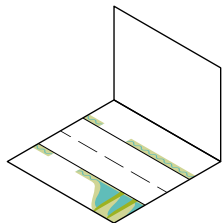




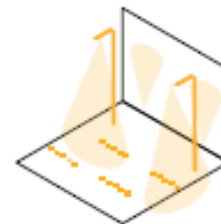
*Shop fronts*



*Street trees and soft landscaping*



*SuDS (sustainable drainage system)*



*Lighting*



## WESTERN & NORTHERN CORRIDORS

The Western and Northern Corridors are sections of the B590 that encircle the town centre and are key arteries for vehicular traffic into, out of and through the town. They also provide an important route and threshold for pedestrian and cycling movement into the town centre from surrounding areas.

Along the corridors are a series of gateways (nodal points) which mark peoples' arrival into and departure from the town centre. At present these generally lack impact and legibility, presenting opportunities for enhancement as part of the town centre masterplan.

In between these nodal points are opportunities for public realm and street scene enhancements on the linking streets. Opportunities for improvement could be explored in more detail through close working between the Borough Council and Leicestershire County Council to influence detailed proposals as they come forward. These include proposals for junction improvements that are emerging through Leicestershire County Councils Local Transport Plan. In this context priority must be given to emerging proposals for the Rugby Road/Hawley Road junction.



## Key Issues

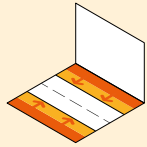
- The Western and Northern Corridors prioritise vehicular movement and are perceived as barriers that separate the west and northern areas of Hinckley from the town centre.
- Provision for pedestrians and cycling is functionally minimal and lacks features that improve these corridors for walking and cycling.
- At junctions, engineering-led designs include the application of utilitarian traffic management features. Standard pedestrian guardrails at controlled crossings and junctions add to a sense of vehicular dominance and street clutter.
- Some of the links between junctions have carriageways with lanes that are greater than the required minimum widths. A review of road widths could explore opportunities to review kerb lines to reallocate surplus carriageway space for walking and cycling and landscaping without compromising vehicular movement.



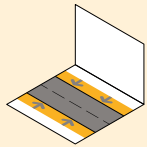
The western and northern corridor sections of the B509 which are vehicle dominated and lack attractive place making features



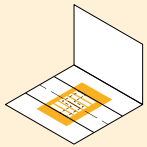
## Toolkit elements



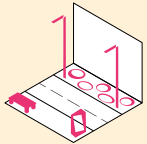
*Footway widening*



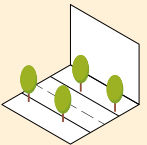
*Carriageway narrowing*



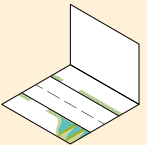
*Pedestrian crossing*



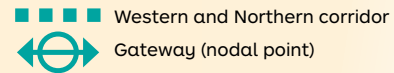
*Public art*



*Street trees and soft landscaping*



*SuDS (sustainable drainage system)*



**Figure 30:**

Toolkits proposed for the Western and Northern Corridor sections of the B590



## CASTLE STREET & UPPER CASTLE STREET

Castle Street and Upper Castle Street form the primary retail street within Hinckley.

Due to its location, function and range of facilities and retail units, Castle Street benefits from high visitor numbers. The public realm currently supports the function of Castle Street as a pedestrianised space. The layout and palette of paving materials is not reflective of Castle Street's status within the town centre. Street furniture is characterised by a "heritage" range of seating and bollards.

Upper Castle Street has a more conventional arrangement with a live vehicular carriageway defined by pavements. The street has been subject to a range of improvements in the past with surfacing, lighting and tree planting.

Overall the corridor carries out a positive role in being the focus for a mix of retail and commercial uses. As it can be differentiated as the main street, it therefore does not require the more immediate attention that other streets and spaces need to perform their expected roles in line with the masterplan. However, the public realm along this corridor has become dated and therefore, would benefit from renewal and enhancement. This merits a toolkit approach to inform more detailed proposals. Opportunities to carry out individual measures could be exploited that will help to resolve key issues and contribute to the objectives of the wider strategy. Any measures that are deployed must be mindful of the key issues.

Castle Street has a public realm that is of its time, dated and cluttered. The service gateway creates a sense of separation from Upper Castle Street which is enclosed by a mix of retail and commercial uses.

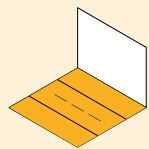
### Key issues

- The range of street furniture elements contributes to a lack of visual cohesion.
- There is little public art.
- The service gate at the east end of Castle Street reinforces a sense of separation between Castle Street from Upper Castle Street.
- A 'patchwork' pattern exists within the surface materials due to the poor standard of maintenance and utility works with areas of asphalt replacing slabs and blocks.
- On Upper Castle Street the bus stop kerb build outs are obvious retro-fitted additions to the pavements with non-continuous pre-cast concrete kerbs, bus boards and contrasting block patterns.
- The intended positive visual impact of the ornamental Victorian lanterns on Upper Castle Street are eroded by the visual dominance of the larger scale utilitarian highway street lighting. Duplication of lighting contributes to a cluttered public realm.
- Buildings along the corridor comprise a mix of frontages that overall emphasise a fine and historic grain, but this is undermined by some shop frontages and fascia signage which are unsympathetic to the street character.
- Both Castle Street and Upper Castle Street would benefit from surface treatments that comprise a more locally distinctive materials palette that relate to the history of the town.
- There is little soft landscaping.
- There are few seating opportunities and those that are provided appear to be neglected and could be better oriented.
- There is no integration with the jitties, where a change of surfacing could highlight them adjacent to their entrances.
- The cycle parking provided is functional and limited.
- Wayfinding in the high street is dated.

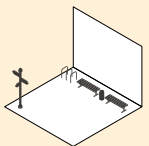




## Toolkit elements



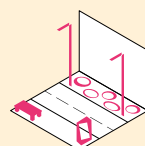
*Paving materials*



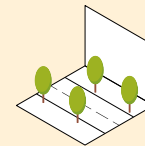
*Street furniture and signage*



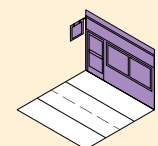
*Lighting*



*Public art*

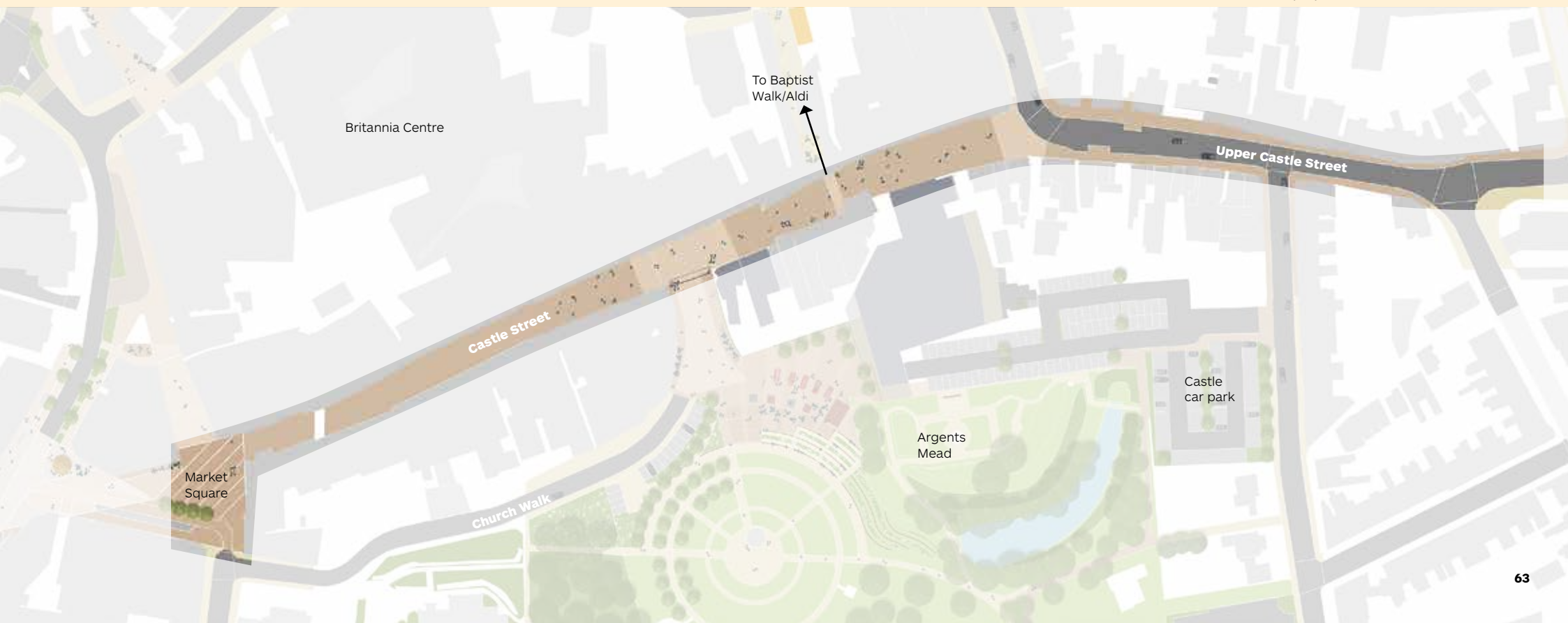


*Street trees and soft landscaping*



*Shop fronts*

**Figure 31:**  
Toolkits proposed for Castle Street



## STATION ROAD

Station Road provides an important pedestrian and cycling link between the train station, the Hinckley Hoop and the wider town centre. However, its strongly residential character impacts upon the effectiveness to enable intuitive wayfinding, as it does not appear to be a primary connection to the town centre.

A toolkit is proposed to address these issues in order for Station Road to function more positively in the town centre context.

## Key Issues

- Due to the residential character of Station Road it does not feel like a primary pedestrian approach into the town centre.
- Works to the northern section of Station Road have recently been completed adjacent to The Crescent and this area may therefore require a different design approach to the southern section.
- Footways are relatively narrow.
- There is little visual connection with the town centre and the public realm offers little to assist intuitive wayfinding.
- There is relatively little in-street soft landscaping (relying on adjacent gardens and boundary treatments).

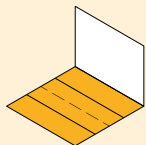


The residential character of Station Road

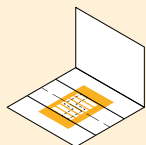




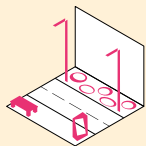
## Toolkit elements



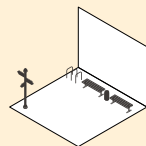
*Paving materials*



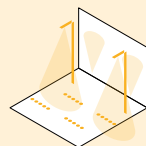
*Pedestrian crossing*



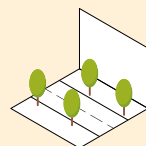
*Public art*



*Street furniture and signage*



*Lighting*



*Street trees and soft landscaping*

**Figure 32:**  
Toolkits proposed for Station Road



## MATERIALS PALETTE HIERARCHY AND STRATEGY

The proposed Materials Palette Hierarchy and Strategy aims to provide a consistent and coordinated approach through the use of high quality, visually complementary materials across the town centre.

The strategy is structured so as to provide a hierarchy based on proximity to the town centre core and significance for Hinckley. The supporting plan in Figure 33 illustrates the hierarchy in the form of zones and the areas each zone covers.

Retention of heritage materials where they exist and are of sufficient quality is encouraged, in particular there will be an emphasis on retaining historic setts and clay pavers in the jitties. Mountsorrel Natural Stone Kerbs where possible will be retained and where appropriate reused or re-positioned in proposed works.

**Zone A** covers the **Inner Core Area** and is intended to reflect the strong heritage character through the use of natural stone and engineered pavers. Although this Zone includes The Crescent, the strategy does not suggest re-working the recent public realm works. It is anticipated that they will remain and become integrated with any new town centre public realm works with additional soft landscaping.

**Zone B** covers the **Outer Core Area**. The materials palette seeks to transition from the heritage focus of Zone A outwards with the introduction of reconstituted stone products.

**Zone C** covers the **Town Centre Periphery** and provides a transition between Zone B and into the surrounding neighbourhoods.

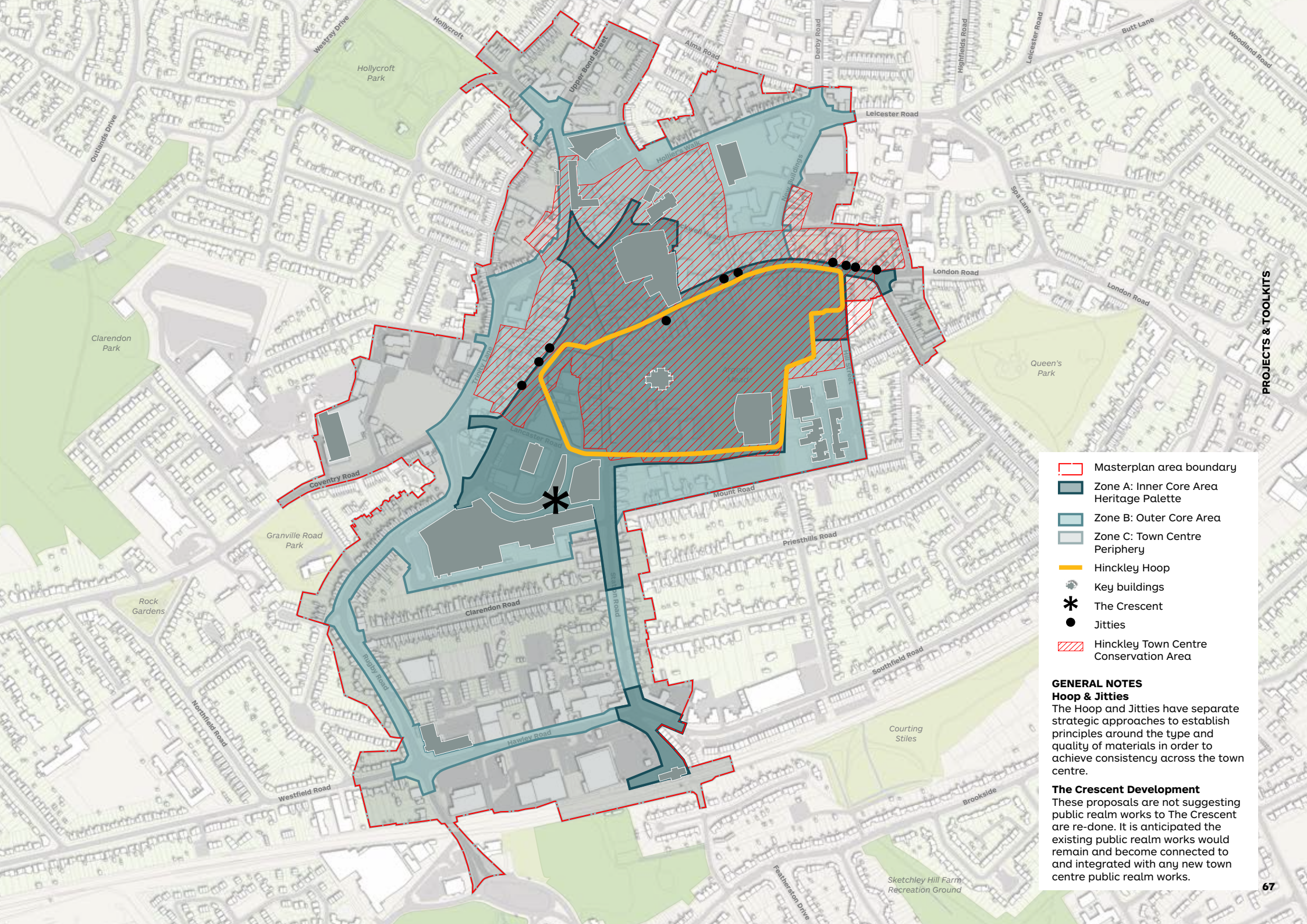
**The Hoop** and **Jitties** have separate strategic approaches to establish principles around type and quality of materials in order to achieve consistency across the town centre.

The extents of Conservation Areas are indicated on the plan.

Proposed materials treatments for each of the Zones are set out as:

ZONE	PEDESTRIAN REALM	VEHICULAR REALM
<b>Zone A</b> Inner Core Area Heritage Palette	<ul style="list-style-type: none"> <li>Natural stone slabs/setts</li> <li>Clay pavers (incl. patterned top)</li> <li>Resin bound / bonded aggregate surfacing</li> <li>Natural stone kerbs</li> <li>Metal edging</li> </ul>	<ul style="list-style-type: none"> <li>Natural stone setts</li> <li>Natural stone kerbs</li> <li>High friction surfacing</li> <li>Stone mastic/hot-rolled asphalt (SMA/HRA) with rolled granite aggregate</li> </ul>
<b>Zone B</b> Outer Core Area	<ul style="list-style-type: none"> <li>Reconstituted stone paving/tegular setts</li> <li>Resin bound/bonded aggregate surfacing</li> <li>Focussed areas of natural stone slabs/setts</li> <li>Focussed areas of clay pavers (incl. patterned top)</li> <li>Natural stone kerbs</li> </ul>	<ul style="list-style-type: none"> <li>Natural stone kerbs</li> <li>High friction surfacing</li> <li>SMA/HRA with rolled granite aggregate</li> </ul>
<b>Zone C</b> Town Centre Periphery	<ul style="list-style-type: none"> <li>Reconstituted stone paving/tegular setts</li> <li>Resin bound / bonded aggregate surfacing</li> <li>Natural stone kerbs</li> </ul>	<ul style="list-style-type: none"> <li>Natural stone kerbs;</li> <li>SMA/HRA</li> <li>Focussed areas of SMA/HRA with rolled granite aggregate</li> </ul>
<b>The Hoop</b> strategic approach	<ul style="list-style-type: none"> <li>Natural stone paving/setts</li> <li>Natural stone kerbs</li> <li>Metal edging</li> </ul>	<ul style="list-style-type: none"> <li>High friction surfacing</li> </ul>
<b>Jitties</b> strategic approach	<ul style="list-style-type: none"> <li>Natural stone paving/setts</li> <li>Natural stone kerbs</li> <li>Resin bound/bonded aggregate surfacing</li> <li>Clay pavers</li> </ul>	<ul style="list-style-type: none"> <li>High friction surfacing</li> </ul>





- Masterplan area boundary
- Zone A: Inner Core Area Heritage Palette
- Zone B: Outer Core Area
- Zone C: Town Centre Periphery
- Hinckley Hoop
- Key buildings
- The Crescent
- Jitties
- Hinckley Town Centre Conservation Area

**GENERAL NOTES**

**Hoop & Jitties**  
The Hoop and Jitties have separate strategic approaches to establish principles around the type and quality of materials in order to achieve consistency across the town centre.

**The Crescent Development**  
These proposals are not suggesting public realm works to The Crescent are re-done. It is anticipated the existing public realm works would remain and become connected to and integrated with any new town centre public realm works.



## MATERIALS PALETTE

The images provide examples of the quality of materials treatments that the materials strategy seeks to achieve for the three zones, Hinckley Hoop and Jitties. They include a combination of natural stone, reconstituted stone, surface treatments and kerbs. As examples they are not prescriptive, and are therefore intended to guide more detailed designs when implementing the projects and toolkits.

### *Natural stone slabs/setts & clay pavers*



\*



\*



### *Hot rolled/stone mastic asphalt with rolled coated chippings*



### *Reconstituted stone paving and setts*



\*



\*



\*



### *Natural stone kerbs (grey/silver/red)*



\*Image courtesy of Marshalls plc



## STREET FURNITURE

The images provide examples of the quality of street furniture sought across the town centre's three zones, Hinckley Hoop and Jitties. As examples they are not prescriptive, and are therefore intended to guide more detailed designs when implementing the projects and toolkits.

### *Coloured surfacing of cycle lanes*



### *Resin bound/bonded aggregate surfacing*



\*Image courtesy of Marshalls plc



Seating with integrated lighting and public art



Free-standing bench \*



Informal seating opportunities \*



Cycle stand \*



Bollard \*



Guardrail \*



Litter bin \*

## WAYFINDING STRATEGY

The proposed wayfinding strategy aims to replace the existing network of uncoordinated signage elements with a single coordinated town centre-wide system. The system will be focussed into, out of and within the town centre.

The strategy is shown in Figure 34 and aims to highlight the Hinckley Hoop as a distinct feature. Nodes are highlighted on the Hoop where they connect with routes that lead to other destinations around the core of the town centre.

Signage elements are envisaged as supporting wayfinding elements, supplementing the public realm improvements of the masterplan. The supporting plan illustrates the wayfinding strategy, establishing a hierarchy of routes which extend across and through the town centre.

Two signage elements are proposed, as pictured, with the totems located at key intersections. These will include a map showing the town centre core along with a list of key points of interest. Finger posts are proposed elsewhere to provide a secondary layer of wayfinding assistance which are focussed on more direct links to and from the town centre. The red and white shield of Hinckley and Bosworth Borough Council could be used on all wayfinding installations.

Car parks are shown and include larger car parks that would benefit from information boards to show the Hoop, yards and the key points of interest that are connected to each other.

The introduction of a comprehensive Variable Message Sign (VMS) scheme to cover all car parks in the town centre will provide a coordinated approach to the management of traffic and reducing congestion by directing users to available spaces.

Maps on totem signs and car park information boards have the potential to display walking catchments. Figure 34 illustrates how this could be achieved with the totem sign proposed at Castle Street adjacent to the link to Argents Mead.

**Figure 34:**  
The strategy for wayfinding is to highlight the Hinckley Hoop & routes to key destinations in and around the town centre, railway station and car parking



Legible London totem signage

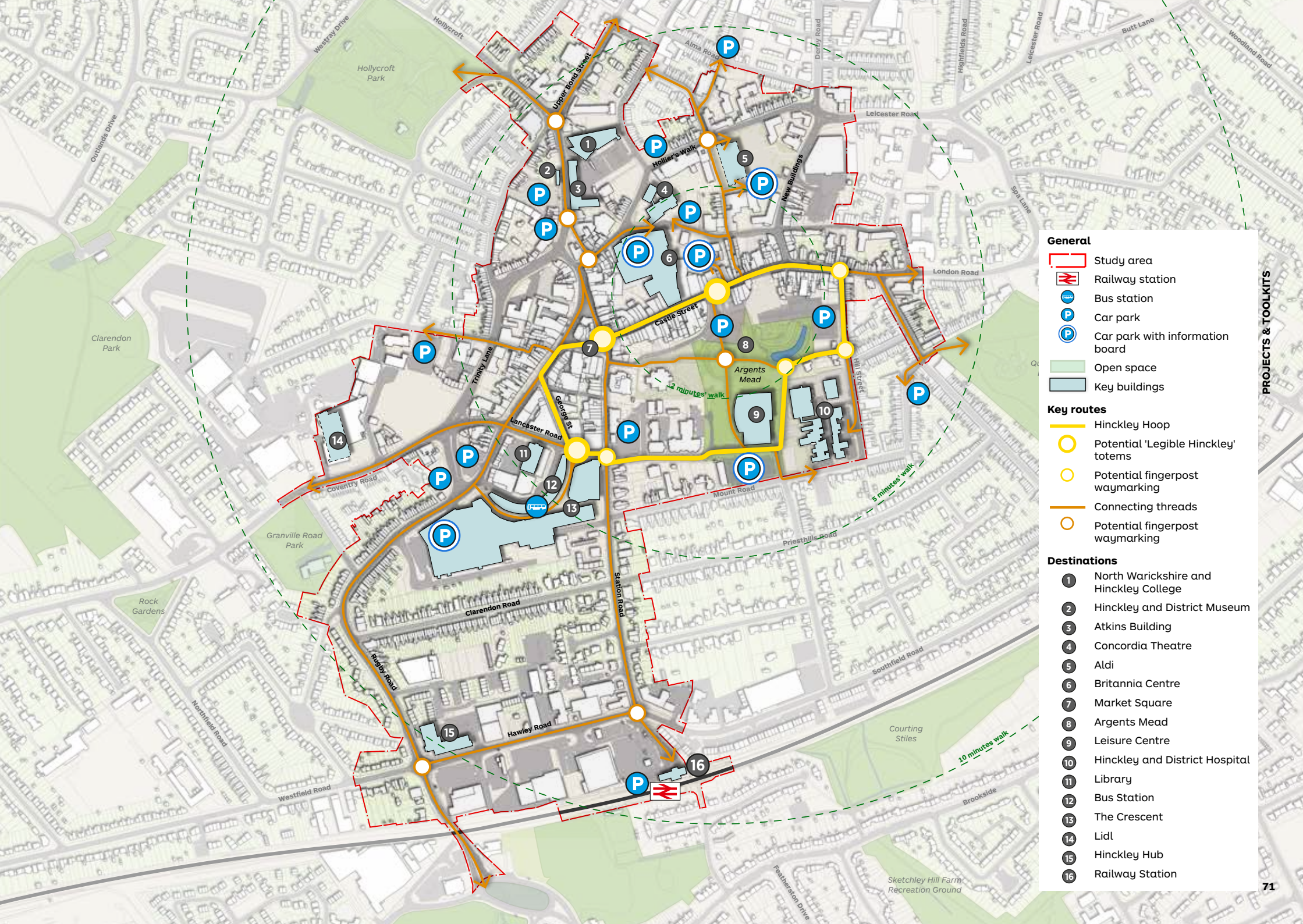


Legible London fingerpost signage



Bespoke heritage style street nameplates have been installed across the town centre







**Figure 35:**

The cycling strategy shows how additional links, parking and storage facilities will complement the routes that have been delivered or are proposed under Zones 1, 2 and 4 by Leicestershire County Council

## CYCLING STRATEGY

The proposed cycling strategy draws on the existing network of cycle routes, including those that have been delivered by Leicestershire County Council in Zones 1 and 2 and are proposed for Zone 4.

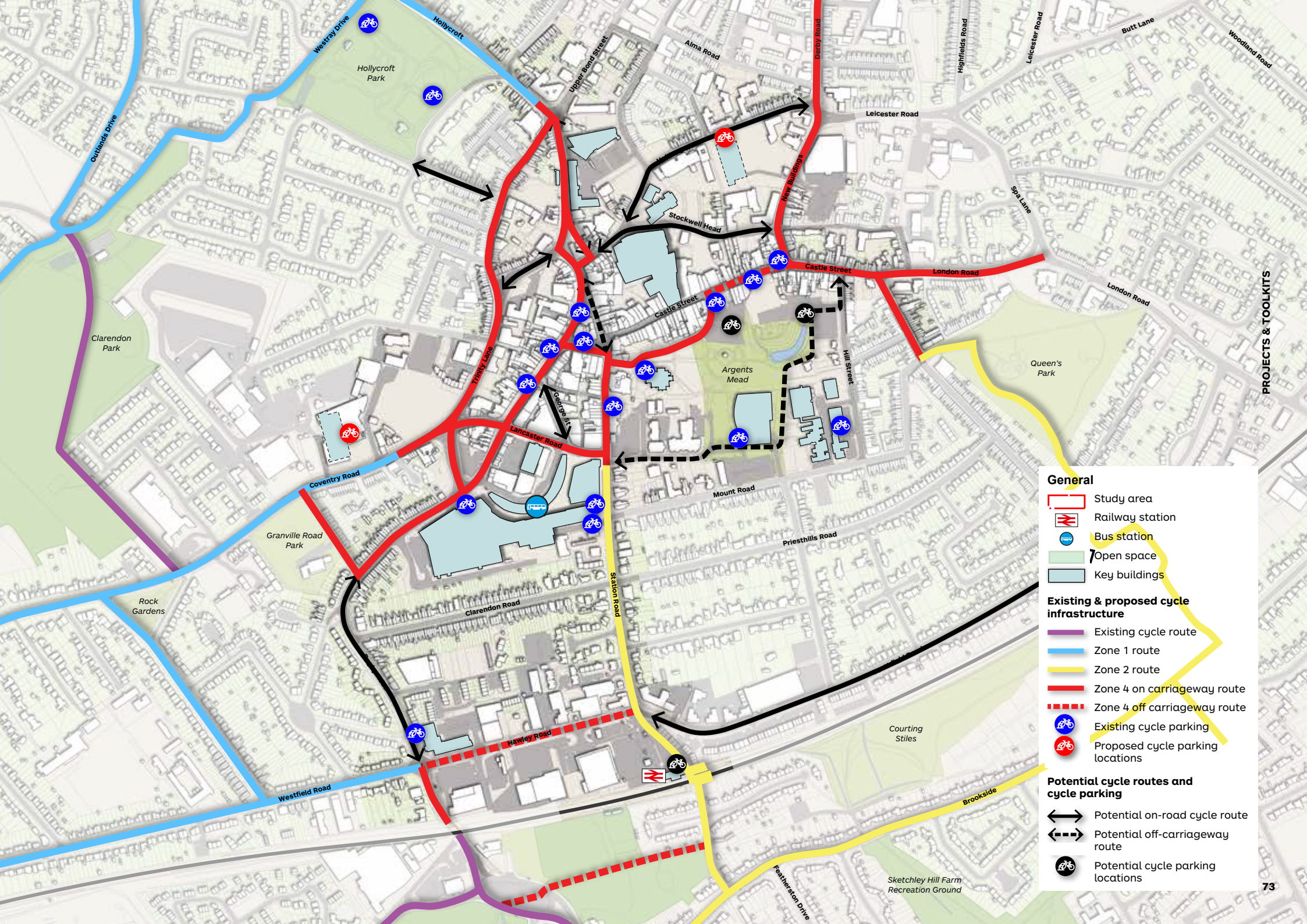
The strategy is shown in Figure 35. Additional routes have been identified that aim to complement the infrastructure that has been delivered or is proposed. These are illustrated on the supporting plan and include:

- Completing a link on Rugby Road between the Hoop and The Crescent (in part to realise improvements along the Western Corridor section of the B590)
- An additional on-road route on the Hawley Road section of the B590
- Route north of the Town Centre via Mansion Street and Hollier's Walk (to integrate with future Northern Corridor improvements on the B590), and Stockwell Head
- Off road provision along Lower Bond Street (to be integrated with Lower Bond Street proposed public realm improvements and integrate with future Western Corridor improvements)
- Off road provision along the sections of the Hinckley Hoop through Argents Mead between Station Road and Upper Castle Street

The strategy shows locations for existing and proposed cycle parking facilities. Additional cycle parking facilities are also shown, and these are to be focussed at Argents Mead, Castle Car Park, Leisure Centre and the Railway Station. Both the Leisure Centre and Argents Mead will be the focus for covered cycle storage facilities.







**General**

- Study area
- Railway station
- Bus station
- Open space
- Key buildings

**Existing & proposed cycle infrastructure**

- Existing cycle route
- Zone 1 route
- Zone 2 route
- Zone 4 on carriageway route
- Zone 4 off carriageway route
- Existing cycle parking
- Proposed cycle parking locations

**Potential cycle routes and cycle parking**

- Potential on-road cycle route
- Potential off-carriageway route
- Potential cycle parking locations



# DELIVERY FRAMEWORK

## IMPLEMENTATION PLAN

The report sets out a strategy for the public realm masterplan based around defined priorities which have in turn generated a comprehensive set of projects. The delivery of each of these projects will be a building block in the implementation of the Borough Council's vision for Hinckley Town Centre.

The concept is founded on the detailed town centre analysis with a programme that responds to the issues identified around the public realm in Hinckley. An overarching aim in producing the masterplan is to ensure that individual projects are coordinated, thereby avoiding fragmented or piecemeal outcomes.

The implementation plan gives a suggested timeframe for the delivery of these projects, bearing in mind that some of the projects might be complex and long-term, whilst others will be delivered more quickly. Costs, potential funding sources and delivery champions are also included in the plan. The suggested timescales will rely on certainty about resources.



## Key Stakeholders and Partners

Hinckley & Bosworth Borough Council is the key body driving the preparation and delivery of the Masterplan. It is the planning authority and the intention is for the masterplan to provide an evidence base which can be used to support the Borough Council's review of its Local Plan and thereby guide future improvements to the public realm.

As Highway Authority, Leicestershire County Council will play a key delivery role via the proposals in the Local Transport Plan (2011–2026). LTP spending is outlined in the annual Environment & Transport Highways Capital Programme. The Borough Council should liaise with the Highways Authority to agree relevant capital programme allocations are identified to assist with delivery where appropriate.

The role of Local Enterprise Partnerships has continued to evolve. The Leicester and Leicestershire Local Enterprise Partnership's (LLEP) Strategic Economic Plan provides a strategy for delivering economic growth. The LLEP has increasingly become a key source of funding for the delivery of transport improvements through its Single Local Growth Fund.

Private developers' landowners and companies will also be key partners in the delivery of many of the proposals of the Masterplan; either through direct delivery or via planning contributions associated with development. Without such commitment from the private sector, projects such as the £60m Crescent shopping and leisure scheme would not have come forward. The Borough Council understands the need to work closely with private interests to ensure the implementation of the Masterplan.

## Funding Sources

*Public Sector* – In recent years the Borough Council has expended significant sums to improve the Town Centre and has worked closely with the County Council in delivering the Hinckley Area Project as part of the Local Transport Plan. A level of investment needs to be maintained to ensure the implementation of the public realm strategy. Such investment can also be used as the basis for match funding bids to agencies such as Leicestershire Local Economic Partnership (LLEP).

More recently the Borough has been successful in securing substantial funding from Historic England's High Streets Heritage Action Zone which, in addition to public realm enhancement, will help fund shop front improvements and the possible reuse of vacant historic buildings.

A funding and bidding strategy will need to be developed.

*Private Sector Investment* – The masterplan proposals will increase private sector confidence and help to create an environment for investment. An open dialogue with developers will help to ensure high quality development can be achieved.

*Developer Contributions (S106 Agreements)* – To ensure that development in Hinckley makes its full contribution to mitigating its impact on the environment and on the plans for improved public realm infrastructure; the Borough Council will seek to enter into legal agreements with private developers under Section 106 of the Town and Country Planning Act 1990. This could include agreements for contributions to projects within the masterplan such as:

- The improvement to public spaces and legibility in the Town Centre.
- Amending traffic circulation and improving facilities for pedestrians and cyclists and car parking.
- Infrastructure requirements.

Achieving such agreements will be predicated on the financial viability of schemes. We have identified a number of sites with development potential in and around the town centre that may be able to contribute in this way. This is not an exhaustive list. Other development proposals are likely to come forward within the life of the plan that could equally link to the masterplan proposals and provide a financial contribution, with potential developments including:

- Sites fronting Upper Bond Street and its junction with Hollycroft;
- Sites fronting Regent Street and Market Square;
- Sites on Coventry Road including the former Leisure Centre site and Transco;
- Sites on Rugby Road/Hawley Road, including Willowbank Road and the former Lidl supermarket;
- The former Reservoir Site off Leicester Road.

## Costs

Jackson Coles have provided feasibility estimates to inform the potential cost of each project and layout options to support future funding bids and negotiations with developers for securing appropriate S106 contributions.

## Implementation Process

The delivery process will vary from project to project dependent on the stage of preparation.

### *Visioning*

For projects at the concept stage, visioning and development will be needed, possibly including option appraisal and consultation. Where proposals need to be supported by specific evidence, this stage of work may also include relevant studies e.g. in formulating the vision for Regent Street.

### *Design & Planning*

Once the vision has been established, and a preferred option identified, the next step is more detailed design. This then enables planning applications to be progressed as required. At this stage, more detailed costings can be carried out using the tool kit elemental cost schedule provided. Experimental schemes may have a role to play in this stage of the process where more information or testing is required prior to full design e.g. implementing the temporary closure of King Street prior to a decision re permanent closure.

### *Funding*

The costs identified and the certainty of deliverability derived from the planning process will enable a funding strategy to be developed. This will identify existing sources of finance and the need for specific funding applications to be made to address any gaps.



### ***Approvals and Legal Agreements***

Prior to procurement and delivery formal approval will be required for each project from those bodies having a direct interest in the delivery process. In addition, there may be a need for such parties to enter into legally binding arrangements to determine the procurement and delivery process (e.g. between the Borough and County Councils).

### ***Procurement & Delivery***

Once the planning and finance are in place, the works can be procured in accordance with the Council's relevant policies. This could involve the use of framework agreements, which can expedite the process, but subject to the scale of works, may require a separate procurement exercise.

### **Timescales**

Timescales related to the delivery of any development process are uncertain. In many cases they are reliant on third party involvement and commitment. However, reflecting the priority of the identified schedule of projects, we have sought to group the proposals into short, medium and longer term anticipated delivery timeframes. Realising priorities will depend on the timing of development projects. Some projects are also identified as requiring immediate action; for example, at Baptist Walk where the first element has been delivered with further s.106 funding having been secured for later phases. In any delivery plan it is important to identify quick wins to carry momentum through from the masterplanning stage.

The timeframes reflected in the delivery plan are as follows:

- Immediate years 1–2,
- Short years 2–5,
- Medium years 5–10 years,
- Long 10+ years.

Project	Description	Timescale – Short/Medium/Long-term	Cost Estimate	Potential Funding Sources	Dependencies	Project Champion
<b>Transformational Projects – these projects are priority projects in terms of their ability to produce a level change for Hinkley to its public realm environment</b>						
<b>ARGENTS MEAD</b>	<b>Layout 1</b> Rationalisation of Church Walk car park and service area to create an events space and an improved parking layout. Create a new pedestrian route linking Castle Street and Argents Mead.	Immediate for planning and design. Short to Medium procurement and implementation	£1,723,000	HAZ – potential to support works to Church Walk Existing Public Realm contributions.		HBBC
	<b>Layout 2</b> Reconfiguration of the northern entrance area (Church Walk end) of Argents Mead to include completion of the truncated circular pathway and new radial paths; resurfacing of car park and adjoining section of Church Walk linking to Castle Street; greening and screening.	Immediate for planning and design. Short to Medium procurement and implementation	£1,937,000	HAZ – potential to support works to Church Walk Existing Public Realm contributions.		HBBC
	<b>Layout 3</b> Replace Church Walk car park with a flexible civic space. Complete the Argents Mead circular bandstand garden. Create uninterrupted views between Castle Street and Argents Mead. Improve the layout of Castle Car Park providing more spaces.	Longer term	£2,078,000	Developer contributions – changes of use, redevelopment; Capital funding – HBBC / LCC; and External funding sources, LLEP, national.	Subject to re-provision of car parking.	HBBC
	<b>Castle Car Park</b> Reconfigure the layout of Castle Car Park to include additional spaces and improve surfacing and landscaping	Immediate for planning and design. Short to Medium procurement and implementation.	£565,000	Developer contributions – changes of use, redevelopment; Capital funding – HBBC / LCC; and External funding sources, LLEP, national.	Potential to support delivery of Layout 2 and 3.	HBBC



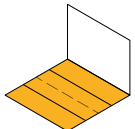
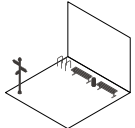
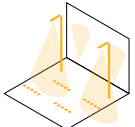
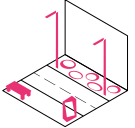
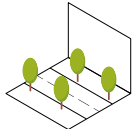
<b>REGENT STREET</b>	<b>Phase 1</b> Study recommended to develop a vision for the future of Regent Street to examine its future role, land uses and policy context. (Linked to Regeneration Strategy and testing of the Town Centre Boundary). Will consider consolidation of the retail offer; the future role of the night-time economy and the potential for diversification with a mix of commercial and residential uses.	Immediate to short detailed study	TBA	HBBC with LCC/LLEP.		
	<b>Phase 2</b> Delivery of programme of works derived from study above.	Medium to long-term.	£7,264,000	Existing public realm contributions Developer contributions – changes of use, redevelopment.		HBBC
<b>STATION SQUARE</b>	Improved Town Centre Gateway with the creation of a public square and a defined arrival point which formally addresses the station frontage. These works will link with the proposals to increase rail service and undertake junction improvements.	Short-term detailed planning and working with relevant stakeholders including Network Rail and Train Operating Company, link timetable to increase in rail capacity. Medium to longer term delivery.	£ 868,000	LEP, Rail partners, existing public realm contributions External funding source LLEP, national.	Linked to Hawley Road improvements.	HBBC to form a collaborative partnership with LCC and railway operator.
<b>Overarching/Project – provides cohesion and connection to the centre of Hinkley from the surrounding network</b>						
<b>HINKLEY HOOP</b>	A legible walking route providing an unbroken connection to key town centre attractions encompassing Castle Street, Market Place, Regent Street, George St, Argents Mead, Hill Street and Upper Castle Street.	Ongoing over the life of the masterplan, delivered in conjunction with other projects.	Circa £1.5m of costs identified within project costs.	Largely covered by funding for individual projects.	Dependant on delivery of the identified range of projects.	HBBC

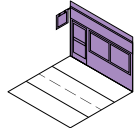
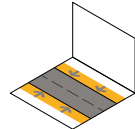
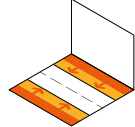
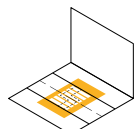
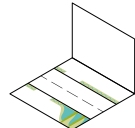
Supporting Projects						
<b>BAPTIST WALK / LILLEYS YARD</b>	<b>Phase 1</b> Improvements on Baptist Walk delivered adjacent to Aldi to create an attractive edge incorporating seating and lighting. Design of improvements agreed with Aldi.	Immediate for committed works related to Aldi.		Funded		HBBC
	<b>Phase 2</b> Improvements to the remaining parts of Baptist Walk and Lilleys Yard (e.g. seating, lighting and improved surfacing). Delivery of an appropriate pedestrian crossing solution for Stockwell Head.	Short term. Build on work done with Aldi money, work with LCC highways to secure right approach to pedestrian priority.	£279,000	HAZ S106 for change of use/ redevelopment.	Requires highways modelling of change to pedestrian priority for crossing to Lilleys Yard. Subject to third party development commitment.	HBCC Collaboration with LCC will be required to identify an appropriate crossing solution for Stockwell Head.
<b>HAWLEY ROAD</b>	Improvements to the pavement on the southern side of Hawley Road between Railway Station and the Rugby Road/ Hawley Road junction. Introduction of a new crossing on this section of Hawley Road.	Short term for Hawley Road works, then planning for wider improvements and moving pedestrian priority to the other side of the road. Short to medium-term delivery.	£66,000	LCC funding in place for Rugby Road/Hawley Road junction works. Street Trees Fund and future related S106 funding for wider improvements.	Potential to bring this forward alongside improvements due to start at the Rugby Road/Hawley Road junction in Spring 2020, otherwise more medium-term.	LCC
<b>LOWER BOND STREET AND KING STREET</b>	<b>King Street Phase 1</b> Secure the temporary closure of King Street on an experimental basis.	Immediate — experimental closure to be progressed with LCC.	£57,000	LCC Transportation funding.		LCC
	<b>King Street Phase 2</b> If successful, secure permanent closure of King Street with public realm improvements.	Design work with LCC immediate, Public realm improvements short to medium-term.	£223,000	S106 from related/nearby development, LCC funding.	Policy environment for S106 monies, linkage with Cycling strategy to improve safety for students and residents.	HBBC
	<b>Lower Bond Street</b> Public realm improvements on Lower Bond Street, including to the Junction of Upper Bond Street, Hollycroft and Trinity Lane.	Design work with LCC immediate, Public realm improvements short to medium-term.	£1,509,000	S106 from related/nearby development, LCC funding, Street Trees Fund.	Policy environment for S106 monies, linkage with Cycling strategy to improve safety for students and residents.	HBBC



Strategies						
Western and Northern Corridor Strategy	This corridor comprises a section of the B590 which encircles town. The delivery of changes to the Rugby Road/Hawley Road Junction are planned to start in 2020. Opportunities for further improvements to enhance impact and legibility of gateways and create a threshold for pedestrian and cycling movement to the town centre.	Short-term.  Medium-term.	Dependent on extent of works.	LCC/S106 payments. Existing public realm contributions, VMS funding.		LCC
Castle Street / Upper Castle Street Strategy	Primary mains street through town — programme and enhancement of outdated public realm. Detailed planning and design for a series of interventions, possible development of Public Realm Design Guide and updated Shop Front Design Guide.	Short-term  Medium to long-term	Dependent on extent of works.	Existing public realm contributions. HAZ S106 from related/ nearby development, Street Trees Fund.		HBBC
Cycle Strategy	Increased cycle parking, signage. To be reflected in the design phase of all identified projects. Design Guide to be considered.	Will continue over whole lifespan	Dependent on extent of works.	Existing public realm contributions. HAZ S106 from related/ nearby development.		HBBC LCC
Wayfinding	Initially agree the design and location of wayfinding features to assist delivery and achieve a comprehensive and cohesive system to be reflected in the design phase of all identified projects.	Will continue over whole lifespan Delivered alongside public realm improvements.	Dependent on extent of works.	Existing public realm contributions. HAZ S106 from related/ nearby development.		HBBC

NB. Exclusions from costs: VAT, professional, design and legal fees, Site acquisition costs and fees, all planning costs, extinguishment of rights, licences and third-party agreements, statutory costs, finance costs, capita allowances and other incentives, utilities upgrades. For specific additional exclusions see detailed cost plan.

	DESCRIPTION	COST ESTIMATE
<b>Paving Materials</b>		
	Natural stone setts; with sub-base	£225/m <sup>2</sup>
	Natural stone paving; yorkstone or similar	£185/m <sup>2</sup>
	Reconstituted stone paving/tegular setts	£160/m <sup>2</sup>
	Resin bound pathway	£85/m <sup>2</sup>
<b>Street furniture &amp; signage</b>		
	Benches	£2,500/unit
	Waste bins	£250/unit
	Bus shelter	£9,000/unit
	Bollards	£300/unit
	Finger posts	£1,000/unit
	Totem signage/car park information boards	£2,000 – £4,000 /unit
<b>Lighting</b>		
	Street lighting; heritage style/bespoke	£4,000/unit
	Street lighting; standard	£2,800/unit
	Extra cabling/ducting, if required	£120/m
<b>Public art</b>		
	The scope of what is covered by public art varies significantly dependent upon whether it is painting, sculptures models or structures. As such a unit cost cannot be readily defined. An indicative range of cost has been included here but costs could be greater dependent on requirement and scope	£1,000 to £50,000
<b>Soft landscaping</b>		
	Turf (assuming replacement topsoil)	£20/m <sup>2</sup>
	Trees; including tree pit	£1,000/unit
	Landmark trees; including tree pit	£2,000/unit

	DESCRIPTION	COST ESTIMATE
<b>Shop fronts</b>		
	Signage	£2,500/unit
	Exterior painting/respraying	£2,000/unit
<b>Carriageway narrowing (Assumes reclaiming of carriageway and replacement with paving)</b>		
	Replacement with natural stone setts	£305/m <sup>2</sup>
	Replacement with yorkstone or similar	£265/m <sup>2</sup>
	Replacement with reconstituted stone paving or similar	£240/m <sup>2</sup>
<b>Footway widening (It is assumed this does not take land from the carriageway side of the footway)</b>		
	Replacement with natural stone setts	£305/m <sup>2</sup>
	Replacement with yorkstone or similar	£265/m <sup>2</sup>
	Replacement with reconstituted stone paving or similar	£240/m <sup>2</sup>
<b>Pedestrian crossings</b>		
	Zebra crossing; including HFS on approaches	£30,000/unit
	Traffic island	£12,000/unit
	Crossing point	£5,000/unit
	Toucan crossing	£65,000/unit
	Puffin crossing	£60,000/unit
	Divided zebra crossing	£40,000/unit
<b>SuDS (The cost of SuDS can vary significantly dependent on the scope and solution)</b>		
	Permeable block pavers	£150/m <sup>2</sup>
	Swale	£85/m <sup>2</sup>



## MANAGEMENT & MAINTENANCE

It is important to ensure that the benefits of investing significant sums in high quality public realm improvements can last as long as possible through an effective management and maintenance regime.

Budgets for maintaining public realm are likely to be limited and therefore, successfully implementing the masterplan will require an appropriate and simple application of materials and street furniture in the detailed design of new schemes, avoiding features that are costly to maintain, and bespoke features that may be difficult to replace.

Management of the public realm is shared between Hinckley and Bosworth Borough Council who are responsible for street cleaning and maintenance of spaces owned by the Borough Council. Leicestershire County Council is responsible for the maintenance of streets and pavements. In this context, close working between the Borough Council and County Council is needed to ensure that the public realm is effectively managed and maintained. The Public Realm & Road Schemes Working Group could therefore continue its presence by undertaking a monitoring role and being in a position to focus on:

- General upkeep of the public realm through litter collections, removing fly-posting and graffiti and cleaning of streets and street furniture
- Coordinating public utilities in the design phase and ensuring that any planned utility upgrades are carried out prior to any public realm improvements
- Ensuring any future works that intrusively affect the public realm, mainly through utilities are properly reinstated through, where possible, retention or suitable replacement of materials
- Responding to any failures that may arise through wider wear and tear
- Procuring materials that are likely to have continued availability in the long-term
- Retaining a stockpile of paving materials, normally at a level of 5%
- Ongoing monitoring to ensure that regimes for the management and maintenance are effective and taking actions to address any issues that may arise.

## SUSTAINABILITY

The public realm masterplan is based on the Hinckley Hoop concept which forms the basis for the proposed public realm projects and toolkits. Overall the masterplan aims to respond to how Hinckley town centre has and continues to change through new developments and changes in patterns of movement and activity.

To be sustainable, Hinckley's public realm masterplan aims to be capable of adapting to future changes. The projects therefore aim to be flexible when appropriate to reflect uncertainties that the town centre faces. Key is ongoing restructuring of retail activity and how this might be addressed with potential options to consolidate the overall retail offer, diversity uses and activities, residential intensification and cultural and creative regeneration. One area of focus is Regent Street with its high concentration of vacant units. Argents Mead is another area of focus where there is significant scope to improve the connections between Castle Street and Argents Mead. The projects proposed are also supplemented with toolkits to guide future improvements in locations such as Castle Street, Station Road and on the western and northern corridors. The Britannia Centre allocated in the AAP as a key redevelopment site is yet to come forward.

Over time, implementation of the masterplan will enhance the attractiveness of Hinckley town centre, more people are more likely to visit the town for the 'Hinckley Experience' during the day and night and choose 'being local' over travelling longer distances elsewhere. Improvements will reinforce to local residents and businesses that the town has a strong future, promoting Hinckley as a place to invest and move to, where more people will want to live and work.

The masterplan also aims to improve the accessibility of the town centre by improving gateways to the town and links to and between the town's attractions, creating a public realm that will be cohesive and legible. Improvements to paving, lighting, street furniture and wayfinding will make the town centre feel more attractive, comfortable and safe.

In environmental terms a key feature of the masterplan is the integration of landscape features that are currently absent within the town centre. Beyond Argents Mead, green infrastructure is currently limited. Therefore, the masterplan promotes integration of permanent soft landscaping and sustainable drainage features. In addition to managing surface water drainage and improving bio-diversity throughout the town centre, these features will also contribute to the overall attractiveness of the town centre.

The sustainability of public realm projects will depend on their lifespan. This will very much depend on detailed design of projects, the quality and durability of materials identified, levels of workmanship involved, and regimes to ensure that they are well maintained and managed to maximise their life span. Material choice will also impact on sustainability in terms of where materials are sourced. In this context, the costs of projects will need to be balanced against the quality of schemes secured and how they will last into the future.

A masterplan that comprises a series of projects and toolkits will allow for a town centre with a cohesive public realm to evolve over time. This process in turn will also allow for incremental changes which, if aligned with the masterplan, should help to maintain a cohesive public realm across Hinckley town centre long into the future.



# APPENDICES

## APPENDIX A: PROJECT FEASIBILITY ESTIMATES

Hinckley Town Centre  
Public Realm Masterplan  
Feasibility Estimate Rev D  
for  
David Lock Associates



## 1.0 EXECUTIVE SUMMARY

This feasibility estimate is based on the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Local Authority issued October 2019.

## 2.0 COSTS

Ref.	Description			
	Argents Mead Layout 1		1,723,000	
	Argents Mead Layout 2		1,937,000	
	Argents Mead Layout 3		2,078,000	
	Baptist Walk		279,000	
	Car Park (Co-op)		565,000	
	Hawley Road		66,000	
	Kings Street Relief Road (Temporary)		57,000	
	Lower Bond Street		1,732,000	
	Regents Street - Market Square & The Borough		1,374,000	
	Regents Street - Regents Street		2,751,000	
	Regents Street - George Street and Lancaster Road		3,139,000	
	Station Square		868,000	

## 3.0 BASIS

### Reports

- Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates

### Drawings

- hbbc01 masterplan base project extent

- OSMM Export

### Correspondence and meeting notes

- Meeting JC/DLA 3/10/19

-

## 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need be validated as design progresses

## 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.
- Upgrades to existing utilities
- Any specification exclusions will be noted on the detail estimate pages



## 1.0 ARGENTS MEAD (Layout 1) - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Argents Mead as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	20,000	20,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	6,077	m2	25	151,925
	Allowance for new/adaptation of existing drainage	2,606	m2	20	52,120
	Allowance for construction of new parking bays - asphalt surface, allowance for new base, binder course, etc	2,564	m2	85	217,940
	Allowance for white line demarcation		item	5,000	5,000
	Allowance for kerbs & edgings to car park and market place - pre-cast concrete	198	m	35	6,930
	Allowance for screening to service yards	70	m	350	24,500
	Lay natural stone setts to match existing; assumed base is adequate but subbase required to make up levels to match existing level	2,295	m2	225	516,375
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar	231	m2	185	42,735
	Soft landscaping				
	<i>Turf - making good only</i>		item		10,000
	<i>Trees; including tree pit (allowance only)</i>	31	nr	1,000	31,000
	<i>Planting</i>		item	1,000	1,000
	<i>Metal edging - assume no new to landscaped areas</i>		m		
	Street furniture; assumes benches, waste bins, etc		item	20,000	20,000
	Street Lighting; say 20nr		item	56,000	56,000
	Utilities Amendments - existing utilities unknown therefore excluded		item		0
	<b>Subtotal</b>				<b>1,155,525</b>
	Preliminaries	20	%		231,105
	Overheads and Profit	8	%		110,930
	<b>Subtotal</b>				<b>1,497,560</b>
	Construction Contingency	15	%		224,634
	Inflation		excl.		0

	<i>Total</i>				<b>1,722,194</b>
	<i>SAY</i>				<b>1,723,000</b>

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



## 1.0 ARGENTS MEAD (Layout 2) - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Argents Mead as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	20,000	20,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	6,288	m2	25	157,200
	Allowance for new/adaptation of existing drainage	3,734	m2	20	74,680
	Allowance for white line demarcation		item	5,000	5,000
	Allowance for kerbs & edgings to car park and market place - pre-cast concrete	185	m	35	6,475
	Allowance for screening to service yards	70	m	350	24,500
	Lay natural stone setts to match existing; assume base is adequate but subbase required to make up levels to match existing	3,720	m2	225	837,000
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar	231	m2	185	42,735
	Soft landscaping				
	<i>Turf - making good only</i>		item	10,000	10,000
	<i>Trees; includes tree pit (allowance only)</i>	43	nr	1,000	43,000
	<i>Planting</i>		item	1,000	1,000
	<i>Metal edging (measure assumes perimeter of landscaping)</i>	36	m	50	1,800
	Street furniture; assumes benches, waste bins, etc		item	20,000	20,000
	Street Lighting; say 20nr		item	56,000	56,000
	Utilities Amendments - existing utilities unknown therefore excluded		item		0
	<b>Subtotal</b>				<b>1,299,390</b>
	Preliminaries	20	%		259,878
	Overheads and Profit	8	%		124,741
	<b>Subtotal</b>				<b>1,684,009</b>
	Construction Contingency	15	%		252,601
	Inflation		excl.		0
	<b>Total</b>				<b>1,936,611</b>

		<i>SAY</i>			<b>1,937,000</b>

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



## 1.0 ARGENTS MEAD (Layout 3) - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Argents Mead as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	20,000	20,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	6,383	m2	25	159,575
	Allowance for new/adaptation of existing drainage	4,140	m2	20	82,800
	Allowance for construction of new parking bays - asphalt surface, allowance for new base, binder course, etc	372	m2	85	31,620
	Allowance for white line demarcation		item	5,000	5,000
	Allowance for kerbs & edgings to car park - pre-cast concrete	72	m	35	2,520
	Allowance for screening to service yards	70	m	350	24,500
	Lay natural stone setts to match existing; assume base is adequate but subbase required to make up levels to match existing	3,768	m2	225	847,800
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar	231	m2	185	42,735
	Soft landscaping				
	<i>Turf</i>	2,165	m2	20	43,300
	<i>Trees; includes tree pit (allowance only)</i>	30	nr	1,000	30,000
	<i>Extra over for creating garden terraces</i>	1	item	10,000	10,000
	<i>Planting</i>		item	10,000	10,000
	<i>Metal edging (measure assumes perimeter of landscaping)</i>	165	m	50	8,250
	Street furniture; assumes benches, waste bins, etc		item	20,000	20,000
	Street Lighting; say 20nr		item	56,000	56,000
	Utilities Amendments - existing utilities unknown therefore excluded		item		0
	<b>Subtotal</b>				<b>1,394,100</b>
	Preliminaries	20	%		278,820
	Overheads and Profit	8	%		133,834
	<b>Subtotal</b>				<b>1,806,754</b>
	Construction Contingency	15	%		271,013

	Inflation		<i>excl.</i>		0
	<b>Total</b>				<b>2,077,767</b>
	<b>SAY</b>				<b>2,078,000</b>

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.

## 1.0 Baptist WALK - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Baptist Walk as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Demolish and dispose of existing concrete slabs; assumed 150mm deep	127	m2	50	6,356
	Lay natural stone setts to match existing; assumed base is adequate but subbase required to make up levels to match existing level	127	m2	225	28,602
	Repairs to existing heritage setts; allow 15% replacement of existing	26	m2	225	5,893
	Clean to existing setts; assumed chemical clean	175	m2	25	4,365
	Allowance for new crossing point with bollards and HFS	1	item	5,000	5,000
	Allowance for natural stone setts to each side of the crossing	72	m2	225	16,281
	Allowance for resin bound pathway; say 85% of total pathway measure	364	m2	85	30,955
	Allowance for natural stone setts to pathway; say 15% of total pathway measure	64	m2	225	14,460
	Allowance for street lighting; heritage style	15	nr	4,000	60,000
	Should extra cabling/ducting be required, allow £120/m		note		0
	Allowance for below ground drainage; assume existing to be retained, sum for releveling ironworks only		item	5,000	5,000
	Utilities amendments; excluded, assumed infrastructure already in place		excl.		0
	<b>Subtotal</b>				<b>186,912</b>
	Preliminaries	20	%		37,382
	Overheads and Profit	8	%		17,944
	<b>Subtotal</b>				<b>242,237</b>
	Construction Contingency	15	%		36,336
	Inflation		excl.		0
	<b>Total</b>				<b>278,573</b>
	<b>SAY</b>				<b>279,000</b>



### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.

## 1.0 CO-OP CAR PARK - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Co-op Car Park as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Allowance for clearance and preparation of existing surfaces to project extent		item	25,000	25,000
	Allowance for new/adaptation of existing drainage - assumed no change to existing drainage, allowance for releveling existing ironworks only.	4,616	m2	5	23,082
	Allowance for construction of new parking bays - asphalt surface only, assumes base, subbase and binder course suitable for re-use	3,584	m2	30	107,527
	Allowance for white line demarcation		item	5,000	5,000
	Allowance for kerbs & edgings to car park - pre-cast concrete	528	m	35	18,470
	Allowance for kerbs & edgings to street - granite; assumed to car park entrance only	21	m	200	4,266
	Allowance for construction of new public pathway to parking generally - resin bound aggregate	444	m2	85	37,711
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar, allow 85% of paving	184	m2	185	33,995
	Allowance for new surface to pathway forming the Hoop - natural stone setts; assumed sawn top granite or similar, allow 15% of paving	32	m2	225	7,296
	Soft landscaping				
	<i>Turf</i>	372	m2	20	7,447
	<i>Trees; includes tree pit; say 10nr</i>	10	nr	1,000	10,000
	<i>Planting</i>		item	5,000	5,000
	Street Lighting; assume 30nr		item	84,000	84,000
	Utilities Amendments - existing utilities unknown therefore excluded		excl.		0
	<b>Subtotal</b>				<b>378,793</b>
	Preliminaries	20	%		75,759
	Overheads and Profit	8	%		36,364
	<b>Subtotal</b>				<b>490,916</b>

	Construction Contingency	15	%		73,637
	Inflation		excl.		0
	<b>Total</b>				<b>564,553</b>
	<b>SAY</b>				<b>565,000</b>

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

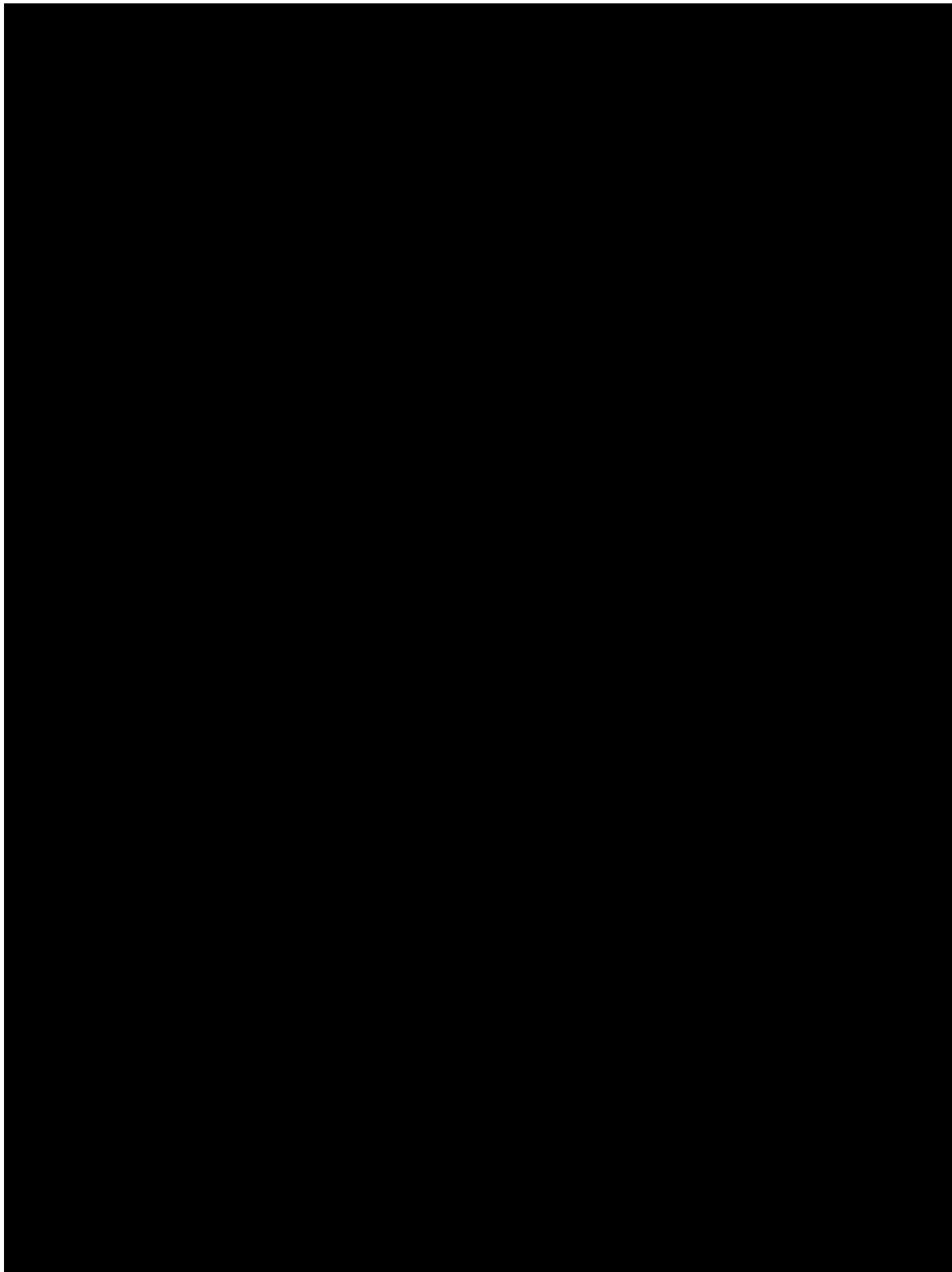
### 4.0 ASSUMPTIONS

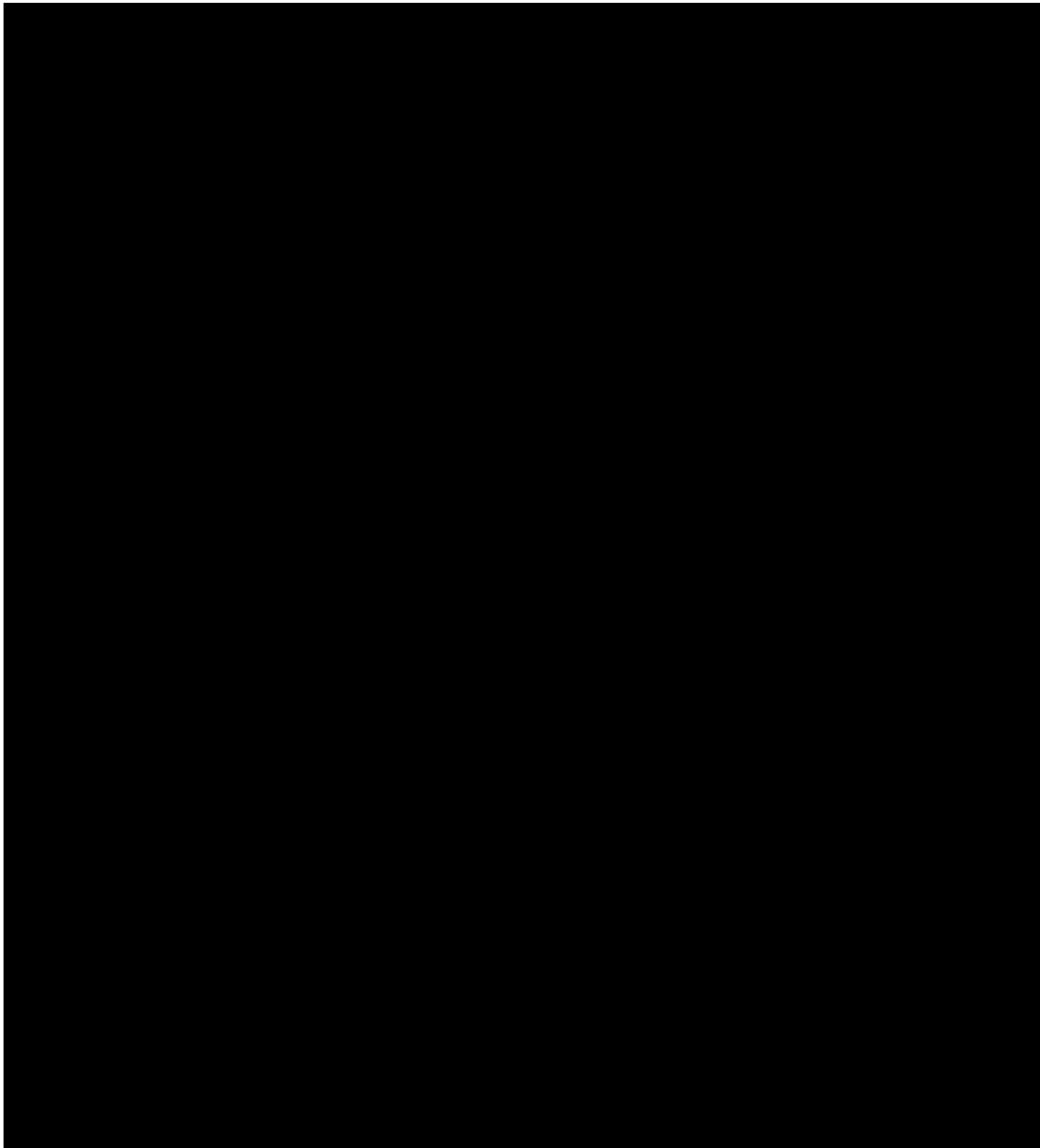
- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.







This feasibility estimate is based on the proposed scheme to Hawley Road as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for new zebra crossing including HFS on approaches		item	30,000	30,000
	Allowance for application of HFS to existing road surface only to existing crossings				
	to pelican crossing near Lidl; say 3.5m x 4.5 plus		item	2,088	2,088
	to crossing near Tesco; say 11m x 1.5m 6.5m x 4m		item	825	825
	Allowance for new highlighted crossing to retails units; assume application of HFS to existing road surface only				
	to entrance to Lidl; say 13m x 2.5m		item	1,625	1,625
	to entrance of car park opposite Lidl		item	1,875	1,875
	to entrance of Tesco; say 11m x 4m		item	2,200	2,200
	Allowance for new informal crossing to retail units; assumes change of paving surface to denote crossing, construction of a pedestrian refuge and application of HFS to existing road surface				
	to entrance of Tesco; option cost given expanse of Tesco entrance £12,000		note		0
	Allowance for utilities for new zebra crossing		item	5,000	5,000
	<b>Subtotal</b>				<b>43,613</b>
	Preliminaries	20	%		8,723
	Overheads and Profit	8	%		4,187
	<b>Subtotal</b>				<b>56,522</b>
	Construction Contingency	15	%		8,478
	Inflation		excl.		0
	<b>Total</b>				<b>65,000</b>
	<b>SAY</b>				<b>66,000</b>



### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses
- Existing pedestrian refuges to be retained.
- Standard Zebra crossing only, not a divided zebra crossing.
- Pedestrian refuge is not required to the Tesco entrance based on information provide.
- Option cost for pedestrain refuge added for information.

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.
- No works to existing highways and pathways other than that described above.
- Below ground drainage works.
- Soft landscaping.

This feasibility estimate is based on the proposed temporary scheme to King Street Relief Road as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

[illegible]

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



## 1.0 LOWER BOND STREET & KING STREET - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Lower Bond Street as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	<b><u>Lower Bond Street</u></b>				
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	3,090	m2	100	309,021
	Allowance for new/adaptation of existing drainage - assumed necessary to adapt existing drainage systems due to widening of the pathways	3,090	m2	25	77,255
	Allowance for new highway - hot rolled asphalt with decorative chippings; includes base, subbase, binder course, etc...	1,254	m2	110	137,942
	Allowance for new crossing point with bollards and HFS; assumed to be a crossing point only and not a Zebra, Pelican, etc... type crossing	1	item	5,000	5,000
	Allowance for kerbs; natural stone (granite)	356	m	200	71,254
	Allowance for construction of new public pathway to parking generally - resin bound aggregate, allow 60% of paving	909	m2	85	77,302
	Allowance for construction of new public pathway - reconstituted stone paving / tegular setts, allow 20% of paving	303	m2	160	48,503
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar, allow 10% of paving	152	m2	185	28,041
	Allowance for new surface to pathway forming the Hoop - natural stone setts; assumed sawn top granite or similar, allow 10% of paving	152	m2	225	34,104
	Soft landscaping				
	<i>Turf</i>	286	m2	10	2,857
	<i>Trees; includes tree pit</i>	18	nr	1,000	18,000
	<i>Extra over allowance for Landmark trees</i>	9	nr	1,000	9,000
	<i>Planting</i>		item	10,000	10,000
	<i>Metal edging (measure assumes perimeter of landscaping)</i>	237	m	50	11,847
	<i>SUDS</i>		excl.		0
	Allowance for street lighting, assumed heritage style (number based on existing)	5	nr	4,000	20,000

	Should extra cabling/ducting be required, allow £120/m		note		0
	Allowance for Street furniture; to be determined		item	20,000	20,000
	Utilities Amendments - existing utilities unknown therefore excluded		excl.		0
	<b>Subtotal, excl. prelims, OH&amp;P and contingency</b>				<b>890,127</b>
	<b><u>King Street Relief Road Permanent Works</u></b>				
	Allowance for removal and disposal of existing street furniture		item	5,000	5,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	507	m2	100	50,741
	Allowance for new/adaptation of existing drainage - assumed necessary to adapt existing drainage systems due to removal of roadways as this becomes pedestrianised	507	m2	25	12,685
	Allowance for construction of new public pathway to parking generally - resin bound aggregate, allow 60% of paving	304	m2	85	25,878
	Allowance for construction of new public pathway - reconstituted stone paving / tegular setts, allow 20% of paving	101	m2	160	16,237
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar, allow 10% of paving	51	m2	185	9,387
	Allowance for new surface to pathway forming the Hoop - natural stone setts; assumed sawn top granite or similar, allow 10% of paving	51	m2	225	11,417
	Allowance for soft landscaping; scope to be determined		item	5,000	5,000
	Allowance for street lighting, assumed heritage style (number based on existing)	2	nr	4,000	8,000
	Should extra cabling/ducting be required, allow £120/m		note		0
	Allowance for Street furniture; to be determined		item	5,000	5,000
	Utilities Amendments - existing utilities unknown therefore excluded		excl.		0
	<b>Subtotal, excl. prelims, OH&amp;P and contingency</b>				<b>149,346</b>
	<b><u>The Junction to The Borough and the B590</u></b>				
	Allowance for removal and disposal of existing street furniture		item	5,000	5,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	632	m2	100	63,181

Job Reference: J007476



### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.

## 1.0 REGENT STREET (THE BOROUGH & MARKET PLACE) - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Regent Street (part A - Market Place & The Borough) as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	2,293	m2	100	229,288
	Allowance for new/adaptation of existing drainage - assumed necessary to adapt existing drainage systems due to changing of the pathways and carriageways	2,293	m2	25	57,322
	Allowance for new highway - hot rolled asphalt with decorative chippings; includes base, subbase, binder course, etc...	345	m2	110	37,952
	Allowance for HFS to new road surface - pedestrian crossing	21	m2	40	836
	Allowance for HFS to new road surface - parking bays	83	m2	40	3,308
	Allowance for kerbs; natural stone (granite)	139	m	200	27,704
	Allowance for construction of new public pathway - reconstituted stone paving / tegular setts, allow 30% of paving	536	m2	160	85,827
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar, allow 35% of paving	626	m2	185	115,777
	Allowance for new surface to pathway forming the Hoop - natural stone setts; assumed sawn top granite or similar, allow 35% of paving	626	m2	225	140,810
	Soft landscaping				
	<i>Trees; includes tree pit</i>	6	nr	1,000	6,000
	<i>Extra over allowance for Landmark trees</i>	2	nr	1,000	2,000
	<i>SUDS</i>		excl.		0
	Allowance for street lighting, assumed heritage style (estimated number, exact requirement tbc)	10	nr	4,000	40,000
	Should extra cabling/ducting be required, allow £120/m		note		0
	Street Furniture				
	<i>Allowance for bespoke seating to two locations</i>		item	15,000	15,000
	<i>Allowance for water feature; includes lighting</i>		item	75,000	75,000
	<i>Allowance for general seating and planters</i>		item	25,000	25,000

	Utilities Amendments - water and power connections to new water feature only, assumes all other utilities are excluded		item	50,000	50,000
	<b>Subtotal</b>				<b>921,824</b>
	Preliminaries	20	%		184,365
	Overheads and Profit	8	%		88,495
	<b>Subtotal</b>				<b>1,194,684</b>
	Construction Contingency	15	%		179,203
	Inflation		excl.		0
	<b>Total</b>				<b>1,373,887</b>
	<b>SAY</b>				<b>1,374,000</b>

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



## 1.0 REGENT STREET (REGENTS STREET) - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Regent Street (part B - Regent Street) as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	<b><u>Generally</u></b>				
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	5,178	m2	100	517,761
	Allowance for new/adaptation of existing drainage - assumed necessary to adapt existing drainage systems due to changing of the pathways and carriageways	5,178	m2	25	129,440
	<b><u>Regent Street (Non-Hoop finishes)</u></b>				
	Allowance for new highway - hot rolled asphalt with decorative chippings; includes base, subbase, binder course, etc...	1,511	m2	110	166,233
	Allowance for HFS to new road surface - bus	315	m2	40	12,616
	Allowance for HFS to new road surface - parking bays	249	m2	40	9,946
	Allowance for kerbs; natural stone (granite)	536	m	200	107,188
	Allowance for construction of new public pathway - reconstituted stone paving / tegular setts, allow 30% of paving	399	m2	160	63,801
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar, allow 35% of paving	465	m2	185	86,065
	Allowance for new surface to pathway forming the Hoop - natural stone setts; assumed sawn top granite or similar, allow 35% of paving	465	m2	225	104,673
	Soft landscaping				
	<i>Trees; includes tree pit</i>	15	nr	1,000	15,000
	<i>Extra over allowance for Landmark trees</i>		excl.		0
	<i>SUDS</i>		excl.		0
	<i>Allowance for cross overs to planting; 4nr</i>		item	5,000	5,000
	Allowance for street lighting, assumed heritage style (estimated number, exact requirement tbc)	30	nr	4,000	120,000
	Should extra cabling/ducting be required, allow £120/m		note		0
	Allowance for Street Furniture generally		item	100,000	100,000

Job Reference: J007476

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



## 1.0 REGENT STREET (GEORGE ST & LANCASTER RD) - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Regent Street (part C - George Street and Lancaster Road) as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	<b><u>Generally</u></b>				
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	5,750	m2	100	575,026
	Allowance for new/adaptation of existing drainage - assumed necessary to adapt existing drainage systems due to changing of the pathways and carriageways	5,750	m2	25	143,756
	<b><u>Regent Street (Non-Hoop finishes)</u></b>				
	Allowance for new highway - hot rolled asphalt with decorative chippings; includes base, subbase, binder course, etc...	1,355	m2	110	149,071
	Allowance for HFS to new road surface - crossings	96	m2	40	3,847
	Allowance for kerbs; natural stone (granite)	719	m	200	143,769
	Allowance for construction of new public pathway - reconstituted stone paving / tegular setts, allow 30% of paving	395	m2	160	63,132
	Allowance for new surface to pathway forming the Hoop - natural stone paving; assumed yorkstone or similar, allow 35% of paving	460	m2	185	85,163
	Allowance for new surface to pathway forming the Hoop - natural stone setts; assumed sawn top granite or similar, allow 35% of paving	460	m2	225	103,576
	Soft landscaping				
	<i>Turf</i>	174	m2	20	3,486
	<i>Trees; includes tree pit</i>	32	nr	1,000	32,000
	<i>Extra over allowance for Landmark trees</i>	1	nr	1,000	1,000
	<i>Planting</i>		item	7,500	7,500
	<i>SUDS</i>		excl.		0
	<i>Allowance for cross overs to planting; 4nr</i>		item	5,000	5,000
	Allowance for street lighting, assumed heritage style (estimated number, exact requirement tbc)	35	nr	4,000	140,000
	Should extra cabling/ducting be required, allow £120/m		note		0
	Allowance for Street Furniture generally		item	110,000	110,000

Job Reference: J007476

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



## 1.0 STATION SQUARE - EXECUTIVE SUMMARY

This feasibility estimate is based on the proposed scheme to Station Square as proposed by David Lock Associates within the Hinckley Town Centre Public Realm Masterplan (May 2019) and updates to the masterplan following consultations between David Lock Associates and the Client issued October 2019.

## 2.0 COSTS

Ref.	Description	Quantity	Unit	Rate	Total
	Allowance for removal and disposal of existing street furniture		item	10,000	10,000
	Allowance for demolition and clearance of existing hard and soft landscaping to project extent	3,913	m2	25	97,820
	Allowance for new/adaptation of existing drainage - assumed no change to existing drainage, allowance for releveling existing ironworks only.	3,913	m2	5	19,564
	Allowance for re-surfacing existing highway - hot rolled asphalt with decorative chippings (red granite)	1,401	m2	30	42,020
	Allowance for resurfacing existing parking - hot rolled asphalt with decorative chippings (assume difference colour to allow contrast)	503	m2	30	15,098
	Allowance for white line demarcation		item	500	500
	Allowance for kerbs; natural stone (granite)	405	m	200	80,977
	Extra over allowance for forming crossings to top of Station Yard - assume applying high friction surface to existing highways only	1	item	10,000	10,000
	Allowance for application of high friction surfacing to drop off area		m2	50	0
	Allowance for construction of new public pathway				
	<i>Dark Beige - natural stone slabs, say 600x900mm</i>	421	m2	185	77,918
	<i>Light Beige - natural stone setts</i>	228	m2	225	51,273
	Allowance for construction of the café forecourt	53	m2	200	10,684
	Allowance for steps to café forecourt; 4nr, 260mm deep, varied lengths, average 6.5m wide		item	25,000	25,000
	Allowance for transition from café forecourt to public pathway; approx. 7500mm x 500mm		item	10,000	10,000
	Allowance for <i>structure</i> to café forecourt		item	20,000	20,000
	Formation of traffic island (triangular structure to Station Square) - SUDS		item	10,000	10,000
	Formation of planting beds to entrance to Station Way		item	7,500	7,500
	Soft landscaping				
	<i>Turf</i>	472	m2	10	4,720
	<i>Trees; includes tree pit</i>	19	nr	1,000	19,000

	<i>Planting</i>		item	5,000	5,000
	<i>Metal edging (measure assumes perimeter of landscaping)</i>	454	m	50	22,718
	<i>SUDS</i>		excl.		0
	<i>Hinckley Station signage - assumed stainless steel letters, non-illuminated</i>		item	7,500	7,500
	Allowance for Street Lighting; assumed 7nr		item	19,600	19,600
	Allowance for Street Furniture		item	15,000	15,000
	Utilities Amendments - existing utilities unknown therefore excluded		excl.		0
	<b>Subtotal</b>				<b>581,893</b>
	Preliminaries	20	%		116,379
	Overheads and Profit	8	%		55,862
	<b>Subtotal</b>				<b>754,133</b>
	Construction Contingency	15	%		113,120
	Inflation		excl.		0
	<b>Total</b>				<b>867,253</b>
	<b>SAY</b>				<b>868,000</b>

### 3.0 BASIS

Hinckley Town Centre Public Realm Master Plan (May 2019) - David Lock Associates  
Further design information issued 03 October 2019.

### 4.0 ASSUMPTIONS

- This estimate is high level to provide an indicative order of cost.
- Costs are based at a current day price level with no allowance for inflation
- The estimate assumes the works will be competitively procured
- Allowances have been made for demolitions, new services, street furniture etc. These will need to be validated as design progresses
- Existing highways to be resurfaced, i.e. overlay existing topping
- Existing pathways to have current pavers / slabs removed and existing base retained. New slabs to match existing thickness

### 5.0 EXCLUSIONS

- VAT.
- Professional, design and legal fees.
- Site acquisition costs and fees.
- Planning costs including fees, section 106, section 278 and CIL.
- Building control fees.
- Costs associated with rights of light, air rights, over-sailing licences, easements and party wall agreements.
- Statutory costs such as scaffold licences, road closures and parking suspensions.
- Finance costs.
- Capital allowances and other incentives.



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# APPENDICES

## APPENDIX B: TOOLKIT INDICATIVE COSTS

## 1.0 EXECUTIVE SUMMARY

The below is a set of indicative costs that can be used as a toolkit of costs for potential works.

## 2.0 TOOLKIT COSTS

Ref.	Description				Rate
<b>A</b>	<b>Paving Materials</b>				
1	Natural stone setts; with sub-base				£225/m2
2	Natural stone paving; yorkstone or similar				£185/m2
3	Reconstituted stone paving				£160/m2
4	Resin bound pathway				£85/m2
<b>B</b>	<b>Street Furniture &amp; Signage</b>				
1	Benches				£2,500/nr
2	Waste bins				£250/nr
3	Bus shelter				£9,000/nr
4	Bollards				£300/nr
5	Finger posts				£1,000/nr
6	Totem Signage				£2,000/nr
7	Ornate/Heritage Style Car Park Information Boards, i.e. local maps, local sites, etc...				£2,000 - £4,000/nr
<b>C</b>	<b>Lighting</b>				
1	Street lighting; heritage style				£4,000/nr
2	Street lighting; standard				£2,800/nr
3	Should extra cabling/ducting be required, allow £120/m				
<b>D</b>	<b>Public Art</b>				
1	The scope of what is covered by public art varies significantly dependent upon whether it is painting, sculptures, models or structures. As such a unit cost cannot be readily defined. An indicative range of cost has been included here but costs could be greater dependent requirement and scope.				£1,000 to £50,000
<b>E</b>	<b>Soft Landscaping</b>				
1	Turf (assuming replacement topsoil)				£20/m2
2	Trees; including tree pit				£1,000/nr
3	Landmark trees; including tree pit				£2,000/nr



Ref.	Description				Rate
<b>F</b>	<b>Shop Fronts</b>				
1	Signage				£2,500/nr
2	Exterior painting / respraying				£2,000/nr
<b>G</b>	<b>Carriageway Narrowing</b>				
	Assumes reclaiming of carriage way and replacement with paving				
1	Replacement with natural stone setts				£305/m2
2	Replacement with yorkstone or similar				£265/m2
3	Reconstituted stone paving / tegular setts				£240/m2
<b>H</b>	<b>Footway widening</b>				
	It is assumed this does not take land from the carriage way side of the footway				
1	Replacement with natural stone setts				£305/m2
2	Replacement with yorkstone or similar				£265/m2
3	Replacement with reconstituted stone paving				£240/m2
<b>I</b>	<b>Pedestrian Crossings</b>				
1	Zebra crossing; including HFS on approaches				£30,000/nr
2	Traffic island				£12,000/nr
3	Crossing point				£5,000/nr
4	Toucan crossing				£65,000/nr
5	Puffin crossing				£60,000/nr
6	Divided zebra crossing				£40,000/nr
<b>J</b>	<b>SUDS</b>				
	The costs for SUDS will can vary significantly dependent on the scope and solution.				
1	Permeable block paviers				£150/m2
2	Swale				£85/m2

### 3.0 NOTES

**The above costs are net only. Additional costs will need applied for preliminaries, overheads and profit and contingencies.**

The above are indicative only and costs will vary dependent on the actual works / requirement  
The rates are based on works being undertaken as part of a wider project and not small works. Small quantities or scope will incur a premium cost

