

APPENDIX C**CONSULTATION AND RESPONSES**
APPENDIX C1 - STAKEHOLDERS CONSULTED

Consultee	Response			
	Agree	Agree (mods)	Oppose	No Response
Mr. D. C. Bill C.C		1		
Mr. S. L. Bray C.C		1		
Mr. M. T. Mullaney C.C		1		
Mrs A. Wright CC		1		
Mrs. J. Richards CC				1
Leicestershire Constabulary				1
Leicestershire Fire & Rescue Service				1
East Midlands Ambulance Service				1
Leicestershire Road Safety Partnership				1
CTC				1
Burbage Parish Council	1			
Earl Shilton Town Council				1
National Farmers Union				1
SUSTRANS (3)		1		2
The Road Haulage Association				1
Freight Transport Association				1
British Motorcyclist Federation Ltd				1
Age Concern Leicestershire				1
Vista (2)				2
Hinckley & Bosworth BC (7)		1		6
Hinckley & Bosworth Ward Councillors (34)[Circulated by Hinckley & Bosworth BC]				34
	1	6	0	56

APPENDIX C2 - ISSUES RAISED WITH OFFICER RESPONSES

General and Other Issues

1. Issue(s)

Lancaster Road crossing is a high priority and would improve safety for people who are entering or leaving The Crescent bus station.

Officer Response(s)

A scheme for Lancaster Road crossing is included in the package of measures for prioritising in 2017/18.

2. Issue(s)

Hawley Road and Rugby Road junction improvements should have greater priority as they were bottlenecks which impeded the traffic flows into and out of Hinckley

Office Response(s)

The costs of improving the junctions of Hawley Road and Rugby Road cannot be met with the £800,000 available. A bid for National Productivity Infrastructure Funding (NPIF) to fund these junction improvements has already been submitted and is awaiting a decision.

3. Issue(s)

The A47 approach to the A5 Dodwells Roundabout scheme and Normandy Way/Ashby Road junction improvements are important to ensuring future growth does not impede flows around Hinckley.

Officer Response(s)

The costs of improving the A47 approach to the A5 Dodwells roundabout and Normandy Way/Ashby Road junction cannot be met with the £800,000 available. These junctions have external funding proposals in the future. Where opportunities to accelerate the delivery of this infrastructure arises, officers will seek to maximise such opportunities.

4. Issue(s)

I would have expected to see strategic fit (against overall objectives) and return on investment as the two key measures. Given the LPT emphasis on sustainable transport I find it hard to see how a car park signing system at nearly half a million pounds is the highest priority project. Zones 1-3 delivered a number of radial cycling improvements for example Coventry Road and Rugby Road. Zone 4 was supposed to connect these routes across town. I can see little evidence that there has been a coherent design to achieve this.

Officer Response(s)

The priority list circulated as part of the consultation has been adjusted to take into account comments made as part of the consultation process. As part of this adjustment it is intended that strategic fit (against overall objectives) and return on investment form part of the assessment.

5. **Issue(s)**

I understand it the proposal for Granville Road would close off the junction with Coventry Road. Previously we did a similar thing with Brandon Road. Prior to doing the permanent closure, a trial was done where a plastic barrier was used for a period of several months to assess the impact. Could I suggest that the same be done here? I presume that there would be a process of a TRO.

Officer Response(s)

The scheme has been costed based on a trail being carried out prior to potentially making a closure permanent. The intention is to assess the impact prior to seeking a decision on whether to proceed with a permanent closure.

6. **Issue(s)**

What protests have we made that we have received no funding for Hinckley Zone 4, Phase A (£10m)?

Officer Response(s)

Single Local Growth Fund monies are awarded by the Government on a competitive bidding process via the Leicester and Leicestershire Enterprise Partnership. It is normal for such bidding processes to be oversubscribed, and for choices to be made about priorities for investment. In this particular case, significant investment has previously been made in the town through Zones 1 to 3 and therefore priority has been given to investing elsewhere in the County under this Growth Deal award. The County Council continues to seek other ways to fund measures in Hinckley, however.

7. **Issue(s)**

Can the right turn out of Tesco into Southfield Road be made safer and be done at the same time as the Hawley Road/ Rugby Road junction?

Officer Response(s)

Currently a programme to model traffic flows is being developed to understand the impact on other junctions in Hinckley when the proposed improvements are introduced. A request has been made to model the impact of these proposals and investigate whether they can be incorporated into the proposed improvements for Hawley Road junction.

8. **Issue(s)**

Are there any proposals to have a 2 in 2 out right turn from/to Nutts Lane?

Officer Response(s)

A request had previously been received from a member of the public, asking for a change to the road markings at the above junction which would enable the creation of a short right turn lane from Nutts Lane to Coventry Road. This was investigated to establish if any improvement in junction capacity could be obtained from such proposals. It was established that it would be beneficial for the junction and help to reduce the queue length on Nutts Lane especially in the PM peak when it can back up to

the traffic lights over the canal. Investigations into the cost of these works are ongoing to find out if this could be issued as a small item of work.

9. **Issue(s)**

Do we have details of Highways England proposals for A5? There are proposals to dual the section of the A5 between Dodwells roundabout and Longshoot?

Officer Response(s)

The work to develop proposals for the A5 is being managed by a multi-agency task group led by Highways England. It is understood that a number of options are being assessed and modelled. Leicestershire County Council and Hinckley and Bosworth Borough Council (HBBC) are happy to work with Highways England to provide any information and assistance required to promote improvements to this route. However, as they manage this part of the road network we are tied to their timetable for this work.

10. **Issue(s)**

Parking across Hinckley, especially residents parking has been an ongoing issue for some time and is being exacerbated by development within Hinckley. What are the strategic proposals for taking a review of parking and residents parking forward? Councillors would want to be closely involved in any parking review.

Officer Response(s)

With regard to parking, and especially residents parking, Leicestershire County Council had already begun to review parking in the town centre as part of the Hinckley Area Project. In doing so there was an awareness of where the parking pressures existed and where residents have raised concerns- mainly Clarendon Road, Granville Road, Mount Road and Hurst Road. A few years ago, with third party funding from HBBC, Leicestershire County Council did look to introduce residents only parking in the Trinity Lane and Druid Street areas of the town, however the proposals were abandoned because we could not reach a consensus with local residents.

11. **Issue(s)**

Traffic calming is not popular and this is the least popular of all the schemes within the list.

Officer Response(s)

Frontages affected by any scheme proposals would be consulted on the details of any proposed measures. Local Members would also be involved as stakeholders and a scheme would be unlikely to proceed if there is no consensus of support.

12. **Issue(s)**

Congestion into and out of Hinckley is never going to be improved without the railway bridge being widened with possible pedestrian access being over the bridge and the lights at the hub being reverted back to a larger roundabout to help with flow. The Rugby Road is where focus needs to be placed in my view and the cut across Brookside.

These access Hinckley and exit to motorways and are the main rat runs. Without these basic and more fundamental changes I doubt very much whether tinkering in other areas within the town is going to do much in terms of flow/congestion. That is my view and the view of many residents in my area.

Officer Response(s)

The railway bridge is owned by Network Rail and they currently have no proposals to improve the bridge, which would enable any opportunity to widen the bridge to be taken. Until such opportunities arise, Leicestershire County Council will seek to minimise congestion in this area through improvements to the junction layout.

13. Issue(s)

I do not see as a priority the cycle improvements. These are only of benefit if we can encourage more to cycle and despite efforts in this regard that are continuing, there is simply not the uptake or usage of these in Hinckley and Burbage. Has there been any audit of usage? I understand that for all the right reasons this is something that is being focussed on, but residents see this as a waste of resources when we are limited in this regard and have more fundamental problems.

Officer Response(s)

The proposals focus on developing a core walking and cycling network, that include key commuter and interconnecting routes, where there is potential to encourage people to walk and cycle; however, most of these routes also form routes to schools and to community facilities such as parks etc. Less experienced and new cyclists will benefit greatly from the proposed improvements; pedestrians also benefiting from the improved footways and crossings. In Loughborough, where a similar network has been created, there has been a recorded 39.8% increase in the number of people cycling since 2012, approximately 1,300 cyclists (2013 LTP3 Performance Indicator Data). It is anticipated that monitoring user numbers will be carried out in Spring 2018 to assess the how pedestrian and cycling has changed since the project commenced.

14. Issue(s)

Whilst I understand the funding position and the borough indicating the need for car parking electronic signage in Hinckley, I understand that this comes at considerable costs. I personally think that this money could be far better spent in discrete issues where there are parking, safety and congestion issues.

Officer Response(s)

The proposals have been amended to focus on developing measures which add value to work carried out in zones 1, 2 and 3; can be delivered on the ground in 2017/18 and can be delivered within the £800,000 available. As a result the car parking signs are no longer considered as part of this but could be considered by HBBC as such measures could be considered part of the management of off street parking and as such be funded by revenues from off street parking.

15. Issue(s)

Windsor Street and Coventry Road is a pinch point with parking for residents on one side of the road with traffic for one car as a result. Unfortunately the kerb is low in that area and the result is cars driving regularly on the pathway. Residents have nearly been run over just exiting their front gate and a little girl was knocked off her bike a few weeks ago. I and residents believe this is a huge safety issue and would benefit from bollards along this stretch to mitigate.

Officer Response(s)

The issue of cars mounting the footway is a safety concern which is being looked at separately from proposed measures to be introduced as part of this package of measures.

16. Issue(s)

Sketchley Road runs parallel to Windsor Street and Coventry Road with parking for residents on one side of the road. However there is a single yellow line on the no parking side. This becomes problematic after hours as cars then park and it make the area congested and difficult to traverse. I understand that there is issue in terms of enforcement of double yellows, but the fact of the matter is that this would act as a far greater deterrent and encourage residents to utilise their quite large drives as opposed to taking the easy option in terms of road parking.

Officer Response(s)

The current restrictions are proposed to prevent parking during the day when demand is highest. This situation will be monitored and appropriate proposals taken forward if required.