

**CABINET – 15TH SEPTEMBER 2017****LTP3 HINCKLEY AREA PROJECT**
ZONE 4- PROPOSED TRANSPORT IMPROVEMENTS**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to provide an update on the development of the Local Transport Plan 3 (LTP3) Hinckley Area Project, and to seek the Cabinet's approval for a revised package of works for Zone 4 of the project following the outcome of the Leicester and Leicestershire Enterprise Partnership's (LLEP) Growth Deal 3 bid to the Government's Single Local Growth Fund submitted in July 2016, as announced by the Government in March 2017.

Recommendations

2. It is recommended that the Cabinet:
 - a) Notes the outcome of the LLEP's Growth Deal 3 bid to the Government's Single Local Growth Fund submitted in July 2016 which did not secure funding for the Hinckley Area Project Zone 4, and the effect of this on the proposed package of works previously considered by the Cabinet in September 2016;
 - b) Notes the outcome of the stakeholder consultation on the prioritisation of schemes to be included within Zone 4 of the Hinckley Area Project in light of the significantly reduced funding available;
 - c) Approves the revised list of schemes for Zone 4 of the Hinckley Area Project, detailed in Appendix D attached to this report, for implementation in 2017/18 using the remaining £800,000 of the LLEP's 2014 successful Single Local Growth Fund bid.

Reason for Recommendations

3. To agree a revised scheme of works for Zone 4 of the Hinckley Area Project as a result of the significantly reduced funding available and to enable measures to be prepared in a timely manner for delivery of such schemes in 2017/18, and in 2018/19 should further funding be made available.

Timetable for Decisions (including Scrutiny)

4. This report was considered by the Environment and Transport Overview and

Scrutiny Committee on 7th September 2017 and its comments will be reported to the Cabinet.

5. Subject to the Cabinet's approval of the above recommendations, individual scheme consultations will take place during the autumn of 2017. Subject to any unresolved objections, scheme implementation will begin in January 2018.

Policy Framework and Previous Decisions (including Scrutiny)

6. Supporting the economy in South West Leicestershire is a priority of the Leicester and Leicestershire Enterprise Partnership (LLEP) and their Strategic Economic Plan (SEP), which was considered by the Cabinet in March 2014.
7. The Enabling Growth Action Plan, approved by the Cabinet in March 2015, includes specific actions to support the delivery of critical infrastructure development, including transport connectivity, reducing congestion, and enabling the development of major sites for housing and employment initiatives in the South West Leicestershire area.
8. The first phase of transport improvements in Hinckley (Zone 1) was approved for implementation by the Cabinet on 17 June 2014, the second phase (Zone 2) and the third phase (Zone 3) were approved on 19 November 2014 and 10 March 2015 respectively.
9. The proposed package of measures for the fourth phase (Zone 4) was approved for consultation by the Cabinet in September 2016 and it was agreed at that time that a further report would be submitted to the Cabinet following the outcome of the Government's SLGF announcement, in order to determine how best to progress Zone 4.
10. The Environment and Transport Interim Commissioning Strategy Action Plan was approved by the Cabinet on 10 March 2017 which included a commitment to identify and develop transport proposals for Hinckley Zone 4.

Resource Implications

11. As part of the County Council's Sustainable Travel Strategy, a large package of works was developed for Hinckley and on 7 July 2014 the County Council was successful in its bid, through the LLEP, to the Government's SLGF.
12. This bid approved funding of £5.5m to implement a package of works for Hinckley of which £1.1m was allocated to develop proposals for Zone 4.
13. £0.3m of this funding was used to develop detailed feasibility and early design work for Zone 4 resulting in a further package of infrastructure measures being identified, totalling £16.36m. This funding bid was submitted to the LLEP in May 2016.
14. In July 2016, the LLEP submitted its Growth Deal 3 proposal to the Government which included the Hinckley Zone 4 proposals. Unfortunately, the LLEP was allocated a level of funding that was insufficient to deliver all the schemes within its Growth Deal 3 bid and funding for the Hinckley Zone 4 proposals was not secured.

15. Consequently the proposed works included in Zone 4 have been scaled back so that this phase can be delivered within the remaining £800,000 budget allocated for 2017/ 2018 in the first round of the Single Local Growth Fund. Where appropriate, officers will continue to seek opportunities to use funding from other sources to help increase the potential level of funding available, including through developer contributions, the National Productivity Investment Fund (NPIF) and other government bidding rounds as appropriate.
16. The Director of Corporate Resources has been consulted on the contents of this report.

Circulation under the Local Issues Alert Procedure

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PART B

Background

17. As part of the County Council's Sustainable Travel Strategy a large package of works was developed for Hinckley and in July 2014 the County Council was successful in its bid to the LLEP in receiving funding of £5.5m from the LLEP's successful bid to the Government's SLGF.
18. The package for Hinckley was divided into zones with Zone 1 funded entirely from Local Transport Plan Capital budgets. The SLGF funding was used to deliver Zones 2 and 3 and to develop proposals for Zone 4.
19. Zone 1 (North-west Hinckley) was completed in November 2014 and covers the Coventry Road area of Hinckley.
20. Works in Zone 2 (South Hinckley / Burbage and Earl Shilton) started in April 2015 and were substantially complete by November 2015, at a cost of £2.2m.
21. Zone 3 (North-east Hinckley and Barwell) works were delivered in the 2016/17 financial year and were substantially complete by November 2016 at a cost of 2.2m.
22. The remaining £1.1m of the SLGF funding was allocated for detailed feasibility and early design work for Zone 4. This resulted in the development of a further package of infrastructure measures totalling £16.36m and the LLEP included these proposals in its Growth Deal 3 bid to the Government's Single Growth Fund submitted in July 2016. A plan detailing the proposed measures is provided in Appendix A, attached to this report. The Cabinet considered and approved these measures for consultation in September 2016 before the outcome of the funding bid was known.
23. The SLGF allocation announced by the Government on 9 March 2017 was insufficient to fund all of the schemes within the LLEP's Growth Deal bid and therefore Hinckley Zone 4 did not secure funding. Whilst there could be potential for future funding for this phase of the project from other government competitive funding, e.g. National Productivity Investment Fund (NPIF), this cannot be guaranteed.
24. It is therefore considered prudent to proceed solely on the basis of planning for the delivery of measures in Zone 4 based on the remaining £800,000 allocated for 2017/18 as part of the first round of Growth Funding bids.

Consultations

25. Given the limited confirmed funding available, a consultation on a framework of prioritised schemes and prioritisation criteria took place from 9th June 2017 to 30th June 2017. This framework is set out in Appendix B attached to this report.
26. 63 stakeholders were consulted and 7 responses were received. Of these 1 gave outright support and the others supported the proposals if modifications were made. A list of the stakeholders consulted is detailed in Appendix C1 with a list of the comments received and officer responses included as Appendix C2.

27. Issues raised included:

- a. Lancaster Road crossing is a high priority and would improve safety for people who are entering or leaving The Crescent bus station;
- b. Hawley Road and Rugby Road junction improvements should have greater priority as they are bottlenecks impeding the traffic flow into and out of Hinckley;
- c. The A47 approach to the A5 Dodwells Roundabout scheme and Normandy Way/Ashby Road junction improvements are important to ensure future growth does not impede flows around Hinckley;
- d. The links with Strategic and Local Transport Plan objectives needs to be clearer;
- e. A number of respondents felt that car park signing was less important than a review of parking throughout Hinckley. However, two of the respondents felt car park signage was important to sustain the economic vitality of Hinckley;
- f. A number of suggested minor improvements were made which could add value to the work already carried out as part of the Hinckley Area Project.

28. It was clear from the comments made that many of the emerging priorities were not deliverable within the remaining funding or timescales available. Therefore it was concluded that deliverability of schemes would need to be a determining factor in the priority assessment.

29. In response to the comments received and the emerging opportunities for funding such as NPIF, the methodology was amended to reflect a wider assessment of the benefits each scheme would provide. The list of schemes proposed to be funded with the remaining £800,000 for Phase four, taking account of the consultation responses received, is set out in Appendix D attached to this report.

30. Subject to approval by the Cabinet, the schemes to be delivered in 2017/18 will be subject to individual consultations which will be carried out in the Autumn and progressed for implementation thereafter.

31. Whilst planning for the delivery of measures in Zone 4, officers will remain focused around the confirmed budget of £800,000. However, the remaining package of measures will continue to be developed to ensure that the Authority is best placed for any future funding opportunities.

Background Papers

Report to the Cabinet – 16 September 2016 - LTP3 Hinckley Project Zone 4 – Proposed Transport Improvements

<http://politics.leics.gov.uk/documents/s122385/Final%20Cabinet%20Report%20-%20Hinckley%20Zone%204.pdf>

Report to the Cabinet – 10 March 2017 – Environment and Transport Interim Commissioning Strategy.

<http://politics.leics.gov.uk/documents/s126982/FINAL%20Cabinet%20report%20-%20Commissioning%20Strategy.pdf>

Information on the Local Growth Fund Deal

[Our Local Growth Deal | Leicester & Leicestershire Enterprise Partnership](#)

Information on the Strategic Economic Plan

[Our Strategic Economic Plan \(SEP\) | Leicester & Leicestershire Enterprise Partnership](#)

Enabling Growth Action Plan

<http://politics.leics.gov.uk/documents/s108392/6%20Enabling%20Growth%20Plan.pdf>

Appendices

Appendix A – Schematic Plan of programmed measures for Zone 4

Appendix B – Original Zone 4 Priority Framework

Appendix C – Consultation results with Officer Responses

Appendix D – Revised Zone 4 Priority Framework

Equality and Human Rights Implications

32. An Equalities and Human Rights Impact Assessment will be completed for each of the schemes once approved by the Cabinet.

Environmental Impact

33. The proposals are part of the fourth and final phase of the LTP3 Hinckley Area Project aimed at encouraging sustainable travel. This will help to boost the local economy, reduce congestion and cut carbon emissions