

Consultation Outcome

A public consultation ran from 21st October 2019 for four weeks. [Proposals](#) were displayed at an exhibition at the Hinckley Hub with 2,800 letters delivered to properties and business within a 200-meter radius of each element of the scheme. The consultation was based on a package of improvements to the Rugby Road corridor alongside a range of highway, pedestrian, cycling, parking and signage schemes.

Breakdown of responses

The principle opportunity for consultees to comment was through the consultation questionnaire. In total, 181 responses were received, 162 online and 19 by post.

Response to each element of the scheme

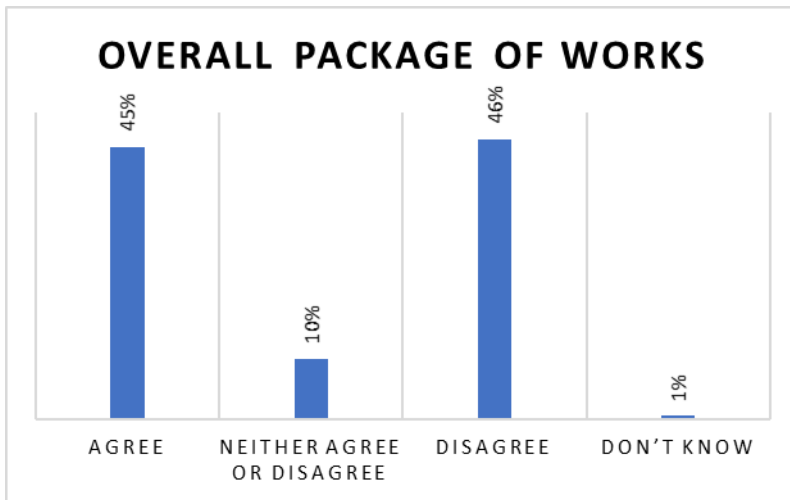
Residents had the option to choose from six options when responding to proposals. These were:

- Strongly Agree
- Tend to agree
- Neither Agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

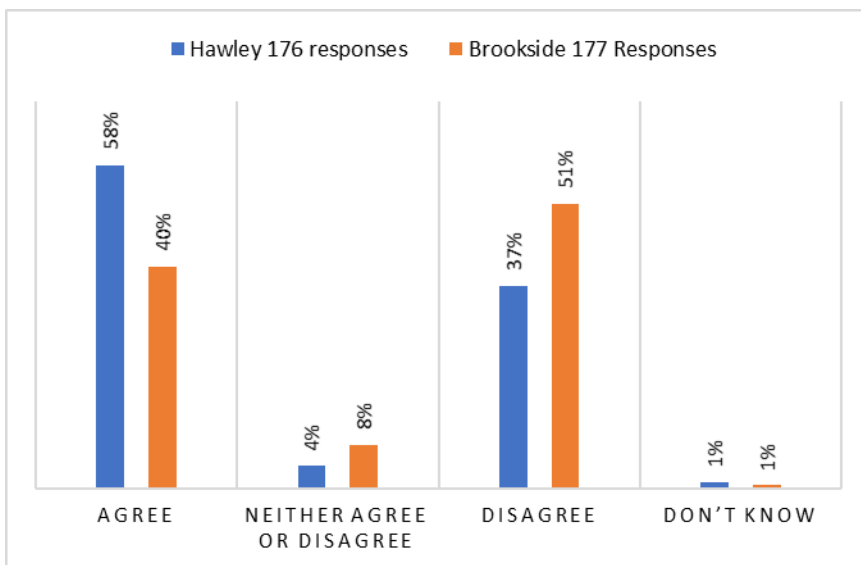
To gain knowledge regarding the support for an individual scheme we aggregated the strongly agree/tend to agree into one category (agree), and subsequently categorised the responses that ticked strongly disagree/tend to disagree into one category (disagree). A summary of responses is outlined below.

<u>Scheme</u>	<u>Agree</u>	<u>Disagree</u>
Hawley Road (Appendix B1)	58%	37%
Brookside (Appendix B2)	40%	51%
Granville (Appendix B3)	44%	25%
Spa Lane (Appendix B4)	46%	10%
Shared Cycleway (Appendix B5)	41%	26%
Parking (Appendix B6 & B7)	51%	11%
Signage (Appendix B9)	47%	12%

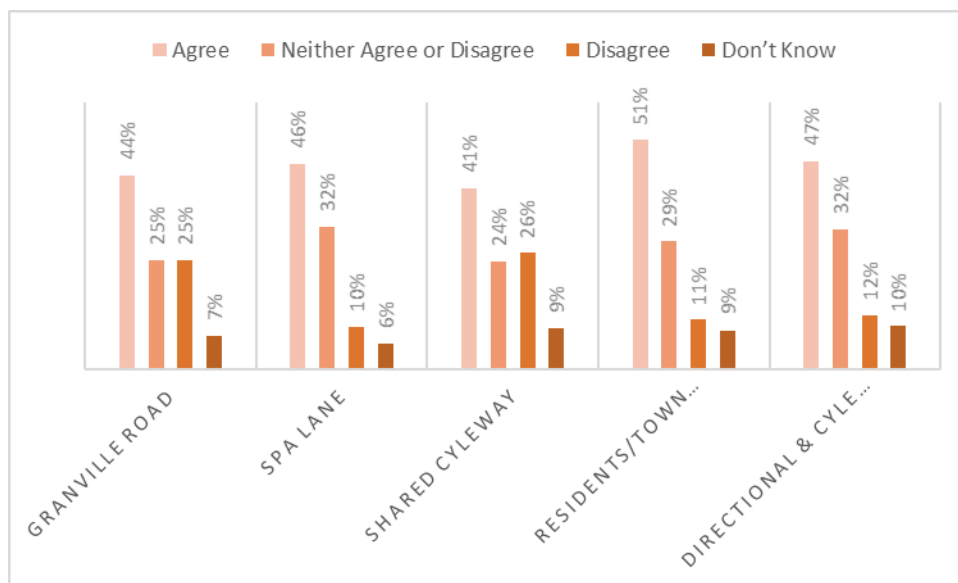
To what extent do you agree with the overall proposed package of works?



To what extent do you agree with the proposed improvements at the Hawley Road junction and the Brookside junction?



To what extent do you agree with the proposed improvements at the remaining elements of the scheme?



The results demonstrated a good level of support for most of the improvements. Out of the 181 responses there were 130 comments that were categorised into 16 topic areas. The top five comments are listed below.

- 28% Disagreed that improvements are needed at Brookside
- 14% Agreed that improvements are needed to the railway bridge (Hawley Road junction)
- 14% Disagreed with the Westfield Road left turn ban (Hawley Road junction)
- 12% Agreed with the proposal to bring back the roundabout at the Hawley Road junction
- 12% Disagreed with the removal of trees at the Brookside junction

Further to the comments received during the consultation an [FAQ document](#) was uploaded to the Hinckley Zone 4 webpage, this directly addresses the questions regarding; the proposed Westfield Road left turn ban, the issues surrounding the railway bridge and the reinstatement of the roundabout.

Whilst 46% of respondents disagreed with the overall proposed scheme, when asked to elaborate, most comments disagreed with the improvements at the junction of Brookside.

Summary of the consultation

Most of the elements of the scheme were supported by the public, and the need to reduce the congestion through the Rugby Road corridor was reiterated in the comments. However, concerns were raised regarding the improvements at the Brookside junction not being needed or justified. This was due to the public perception that there is little congestion leaving Hinckley (Rugby Road southbound). Secondly the negative impact of replacing five to six trees along Rugby Road was raised by both residents and councillors.

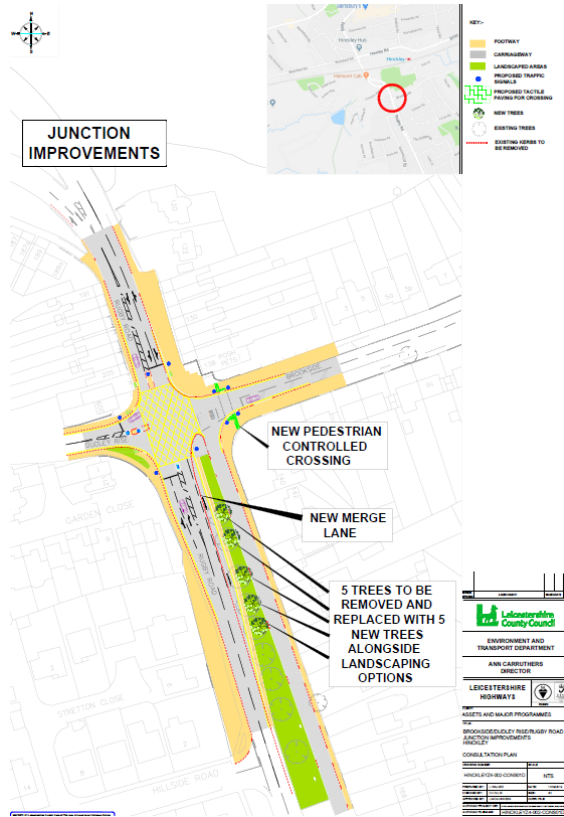
Actions following the consultation

A new modelling scenario was commissioned which demonstrated that Hawley Road could not be implemented as a standalone scheme, as the capacity benefits unlocked at Hawley Road can only be realised in full if the Brookside junction can manage the additional traffic.

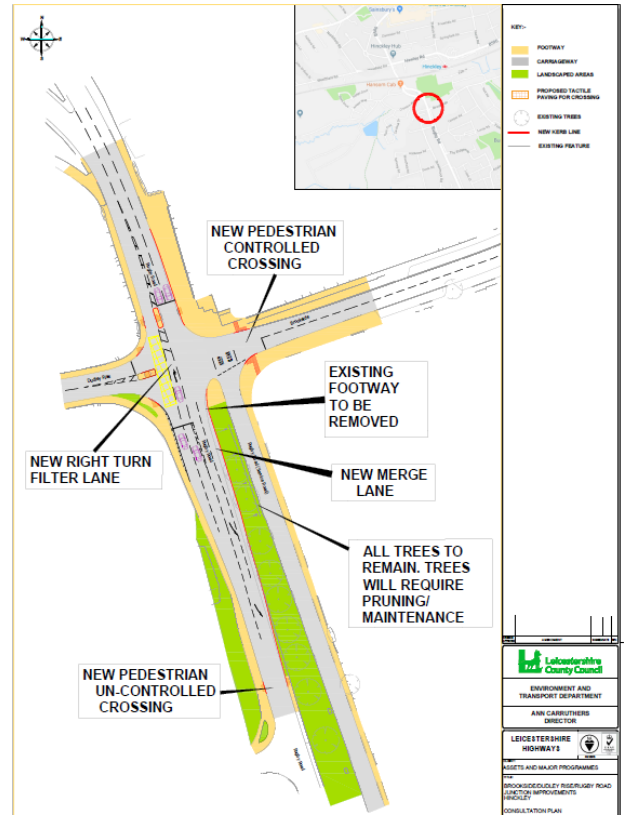
- The model shows that improvements to both junctions produced the best results, with higher traffic flows, lower journey times and superior area wide statistics.
- Improving only Hawley Road junction shows a reduced area wide performance compared to improving both junctions, particularly during the PM peak hour where the results are worse than if nothing was done. This indicates that independently the Hawley Road junction improvements are likely to have an adverse impact on the rest of the network.

The Brookside junction has been redesigned to alleviate the concern around loss of trees. This involves removing the existing footpath, therefore, no trees will have to be removed. A footpath is still available on the adjacent service road, which also has provisions for cyclists. A new crossing point will be installed on Rugby Road to encourage use of the service road for pedestrians and cyclists. Also, a new right turn filter will be introduced. (see comparison of the design below)

Original Design



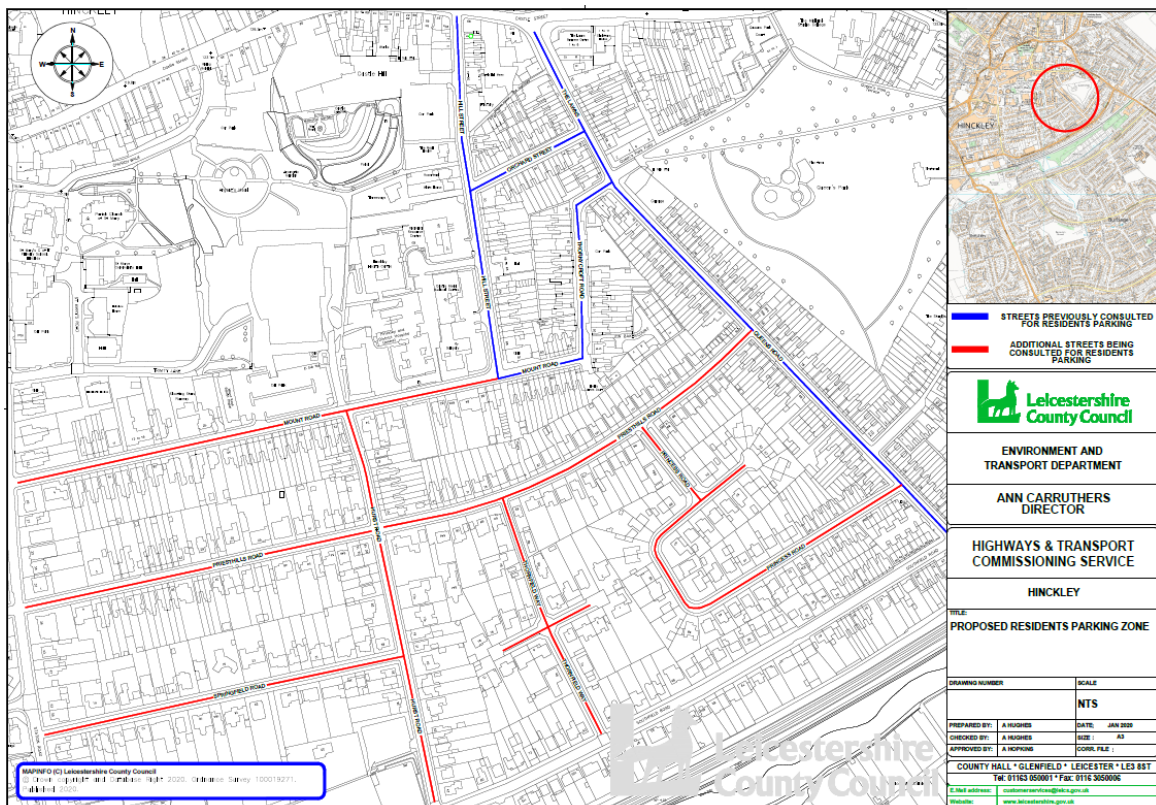
Updated Design



Another issue was raised regarding the extent of the residents parking scheme. Concerns were raised about displacement of commuter parking likely to affect neighbouring streets. Therefore, the residents parking scheme has been extended to the following streets; Priesthills Road, Princess Road, Hurst Road, Springfield Road, and the whole of Mount Road.

An informal consultation letter was delivered to the extended streets on 3rd February 2020. The results demonstrated an overall support for the extended scheme with 70% of respondents in favour of residents parking zone proposed .

The red lines on the map below shows the extended area of the residents parking zone, with the blue lines showing the original streets consulted.



Residents Parking Consultation Outcome

<u>Informal Consultation Phase 2, February 2020 – following Public Consultation</u>						
Street	Total Sent Out	Responses Received	Response percentage	Response breakdown		
				Support the proposal	Don't Know/ Not specified	Proposal not supported
Hurst Road	40	19	47.5%	16 (84.2%)	0	3 (15.8%)
Mount Road	58	16	27.6%	13 (81.3%)	0	3 (18.8%)
Priesthills Road	114	60	52.6%	43 (71.7%)	2 (3.3%)	15 (25%)
Princess Road	78	27	34.6%	19 (70.4%)	1 (3.7%)	7 (25.9%)
Springfield Road	36	20	55.6%	14 (70%)	0	6 (30%)
Thornfield Way	23	11	47.8%	3 (27.3%)	1 (9.1%)	7 (63.6%)
Total	349	153	43.8%	108 (70.6%)	4 (2.6%)	41 (26.8%)

<u>Informal Consultation Phase 1, August 2019 – Prior to Public Consultation</u>						
Street	Total Sent Out	Responses Received	Response percentage	Response breakdown		
				Support the proposal	Don't Know/ Not specified	Proposal not supported
Hill Street	27	13	48.1%	12 (92.3%)	0	1 (7.7%)
Mount Road	22	11	50%	10 (90.9%)	0	1 (9.1%)
Orchard Street	30	11	36.7%	8 (72.7%)	0	3 (27.3%)
Queens Road	133	56	42.1%	29 (51.8%)	2 (3.6%)	25 (44.6%)
The Lawns	41	14	34.1%	12 (85.7%)	0	2 (14.3%)
Thornycroft Road	41	18	43.9%	13 (72.2%)	1 (5.6%)	4 (22.2%)
Total	294	125	42.5%	84 (67.2%)	3 (2.4%)	36 (28.8%)

Combined Results					
Total Sent Out	Responses Received	Response percentage	Response breakdown		
			Support the proposal	Don't Know/ Not specified	Proposal not supported
643	278	43.2%	192 (69.1%)	7 (2.5%)	77 (27.7%)

Residents Parking consultation summary

We received a very good response rate to both consultations undertaken. Our first provided a 42% response rate, and our second, and most recent, received a 44% response rate. Both consultations combined, we provided letters to 643 properties, with 281 responding. In total a 42% response rate, with 70% in support of a permit parking scheme.

Residents Parking next step

The majority support the scheme, and with public support for permit parking in the area, we believe it is suitable to move towards a formal consultation. However, we do intend to remove Thornfield Way from the scheme. Most residents of Thornfield Way did not want the scheme, the street has off-street facilities. Therefore, it will not be included as part of the overall residents parking zone