

Further information about the Rugby Road and Hinckley town centre improvement scheme

Please see below answers to the most **frequently asked questions** about the scheme

Hawley Road/Rugby Road Junction

Decision not to install a roundabout

- The proposal to reinstate the roundabout is an option that we have tested. Our results have shown that installing a roundabout on to the existing Rugby Road/Hawley Road/Westfield Road junction would have a significant negative impact on the network both now and in the future.
- Reinstalling a roundabout would have a significant negative impact. There will be an increase in congestion, increased journey times and subsequently have a negative effect on the environment.

How do we know this?

- We have run several scenarios through our modelling software, including;
 - Do Nothing to the junction
 - The proposed improvements (New Scheme)
 - The Original Roundabout being reinstated.
- The data collected shows that reinstating the original roundabout would result in journey times being significantly slower per vehicle over the two junctions.

Figure 1: Table showing average journey times during AM & PM peaks across both junctions.

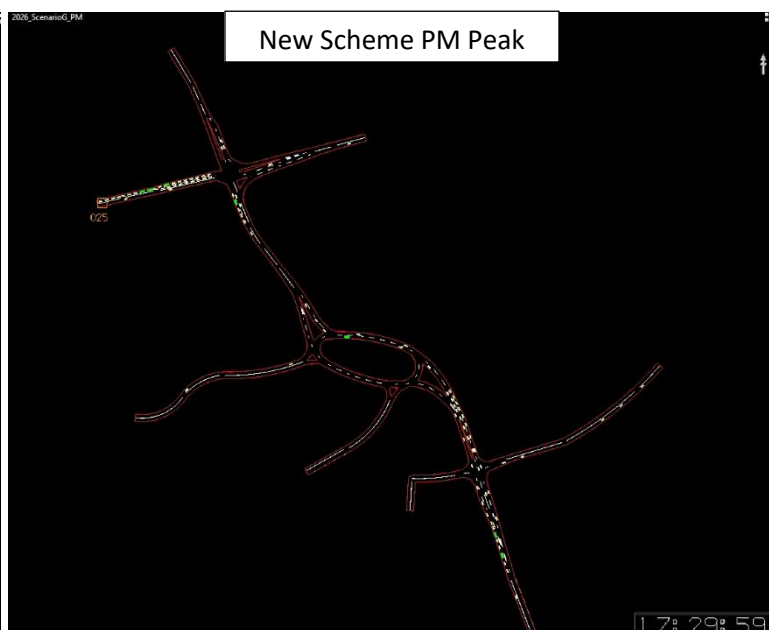
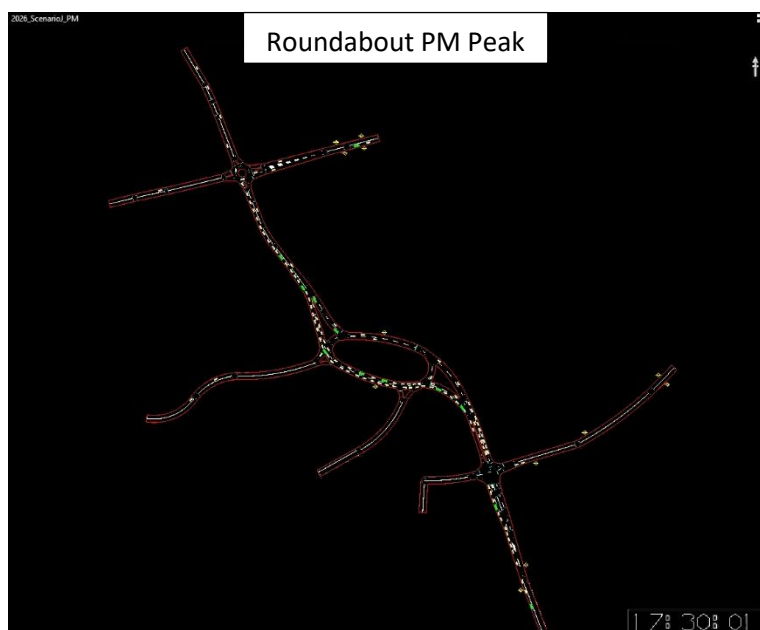
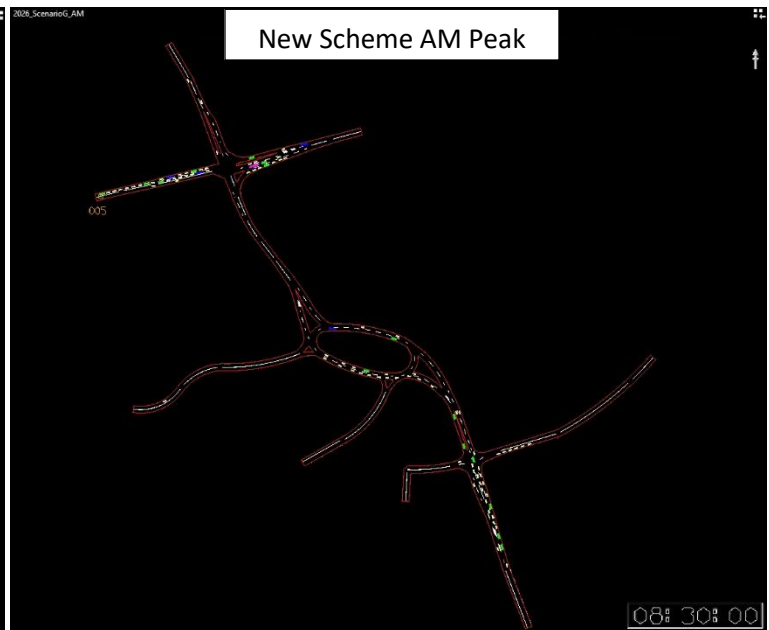
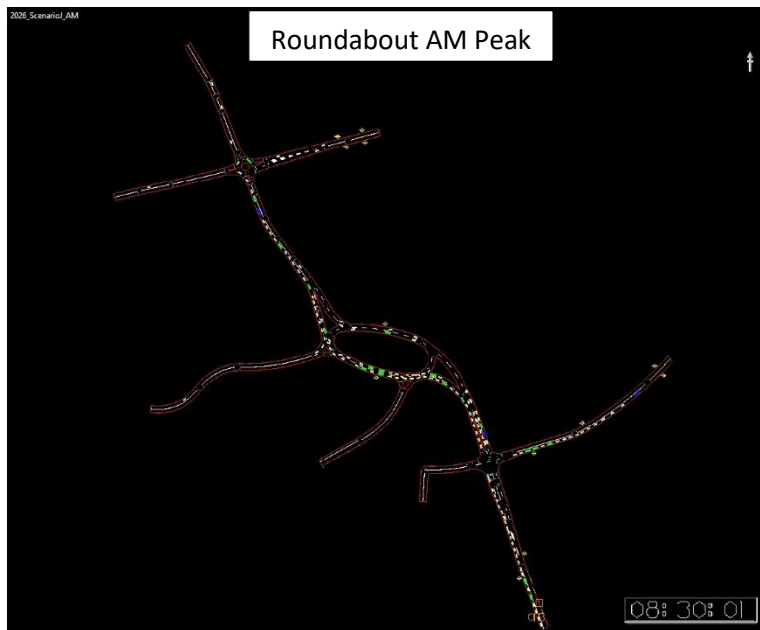
		Ave Journey Time	
Year	Scenario	AM	PM
2016	Do Nothing 'as is'	01:46	01:54
	New Scheme	01:41	01:44
	Original Roundabout	03:15	02:39
2026	Do Nothing 'as is'	02:00	02:12
	New Scheme	01:44	01:48
	Original Roundabout	05:01	03:24

- The above table demonstrates that the proposed improvements (New Scheme) are the most effective at improving journey times.
- As shown in the table above, forecast models were produced for 2016 and 2026. The model uses current travel patterns and predicts future travel patterns based on where current housing, jobs and services are, and where future houses, jobs and services are to be located.

Images showing roundabout vs new scheme

Below are four images that give a visual representation of how traffic will travel through the two junctions at peak times taken from the 2026 model. The images give a good comparison of the queueing that occurs when comparing the proposed improvement with the original roundabout. Please note the images are for comparison purposes only and for clarity the vehicle graphics represent relative not actual vehicle numbers.

Rugby Road is significantly more congested with the Roundabout as shown in the images below:



Reasons for introducing a left turn ban from Westfield Road onto Rugby Road?

- Currently there is a period when all traffic lights are red to allow pedestrian movements. The proposed left turn ban removes this stage, allowing greater vehicle capacity and reduces waiting time.
- The most recent traffic survey demonstrated that only a small number of vehicles (149) turn left from Westfield Road onto Rugby Road between 7am-7pm. Which equates to 3% of vehicles entering the junction from Westfield Road.

Can we make improvements under the railway bridge?

- We have looked at various options around the constraints that are caused by the railway bridge on Rugby Road. The Bridge is owned by Network Rail and any possible improvements would require a significant investment.

Brookside/ Rugby Road Junction

Reasons for a new merge lane on Brookside

- With the current layout of the junction there is more than three times the amount of traffic in the ahead lane compared to the left (nearside) lane, therefore the left turn lane is under-used, drivers must move into the far side lane as they approach the Brookside junction if they want to continue straight on Rugby Road. This poses a safety concern.
- Microsimulation modelling evidences that, when the proposed improvements at the Brookside junction are combined with the improvements at Rugby Road/ Hawley Road junction, congestion further subsides across the corridor.
- To maximise the benefits of the improvements to the overall Rugby Road corridor, improvements are required at both the Hawley Road and Brookside junction.
- Having two lanes on the exit of Rugby Road south of the junction will encourage more vehicles to use the nearside lane and therefore balance the traffic flows. This allows more vehicles to get over the stop line during each green phase (traffic lights sequence), even if the green time stays the same.
- Without the widening we would not be able to improve capacity. In fact, the proposed crossing on Brookside, would only reduce capacity at the junction.
- The trees that are being removed will be replaced by new trees meaning that over time there will not be any significant reduction in the landscaping on Brookside.

Residents Parking

Why were Hill Street, Orchard Street, Mount Road, Thornycroft Road, Queens Road and The Lawns selected?

- The reasons those streets were selected was based on numerous requests from residents asking for it to be introduced. These streets fall in line with our policy when considering residents parking.

How can we prevent cars parking elsewhere?

- Those who choose to park on these streets will need to relocate elsewhere should the scheme come into force.
- We are conducting an ANPR survey to understand what type of parking is occurring, and to help mitigate displacement. The survey will allow us to understand what level of parking is residential, non-residential and commuter.

Next steps – after the consultation

- We will be providing an update on the schemes webpage of recommendations to be taken to Cabinet