

Consultation Outcome

A public consultation ran from 21 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 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

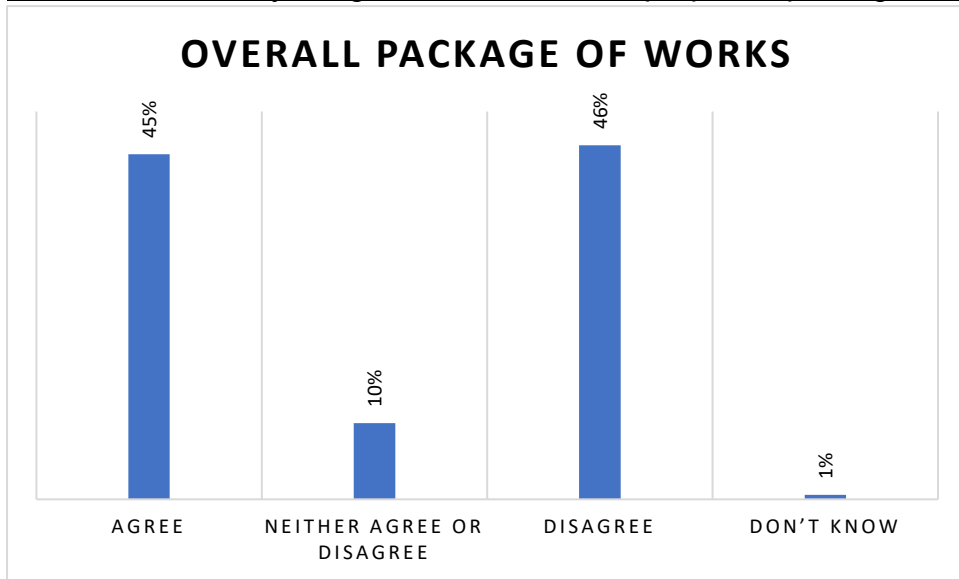
Residents had the option to choose from six options when responding to the proposals. These were:

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

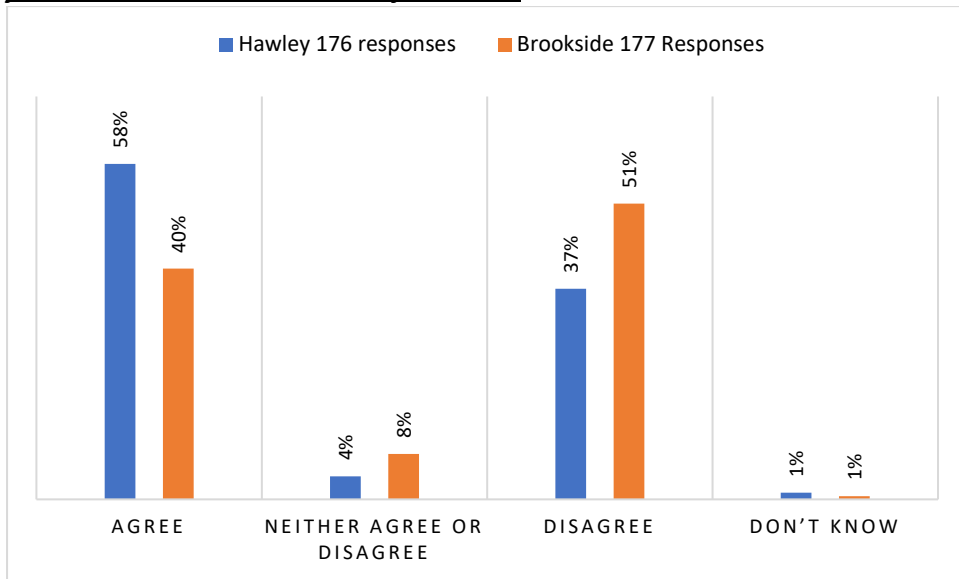
To gain knowledge regarding the support for an individual scheme we aggregated the strongly agree/tend to agree into one category (agree), and subsequently categorised the responses that ticked strongly disagree/tend to disagree into one category (disagree). A summary of responses is outlined below.

<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%

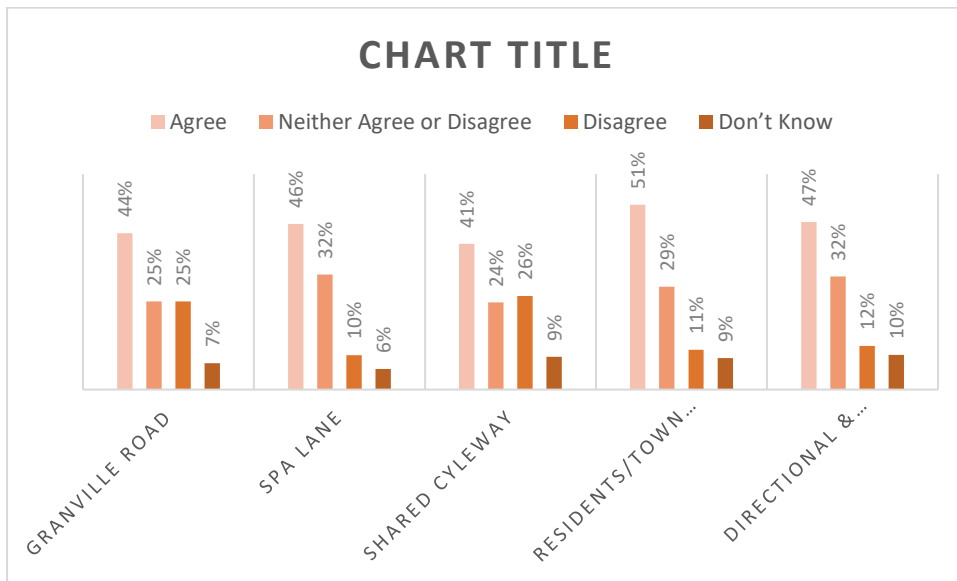
To what extent do you agree with the overall proposed package of works?



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 15 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

Comment topic areas:

1. Disagree that improvements are needed at the Brookside junction
2. Improvements are needed at the Railway bridge (Hawley Road Junction)
3. Disagree with Westfield Road left turn ban (Hawley Road junction)
4. Reinstate the roundabout (Hawley Road junction)
5. Disagree with the removal of trees (Brookside junction)
6. Concerns with safety of shared used cycleway and there not being a need for cycle facilities
7. Concerns regarding rerouting of traffic (Granville Road)
8. Agree with every element of the scheme

9. Agree with residents parking, concerns about displacement of commuter parking.
10. Agree/Disagree with Hawley Road overall scheme
11. Agreed with shared cycleway proposals
12. Hillside Road yellow box request
13. Request for right turn filter onto Brookside
14. Support for Granville Road scheme
15. Disagree with the need for new signage

Further to the comments received during the consultation an [FAQ document](#) was uploaded to the Hinckley Zone 4 webpage, this directly addressed the questions regarding; the proposed Westfield Road left turn ban, the improvements at 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.

Out of the 181 respondents 93% surveyed were residents and 92% travelled through the area in a car/van as a driver.

Summary of the consultation

Most of the elements of the scheme were supported by the public, along with the need to reduce congestion on the Rugby Road corridor. 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 the Rugby Road was raised by both residents and councillors.

Actions following the consultation

New Modelling

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

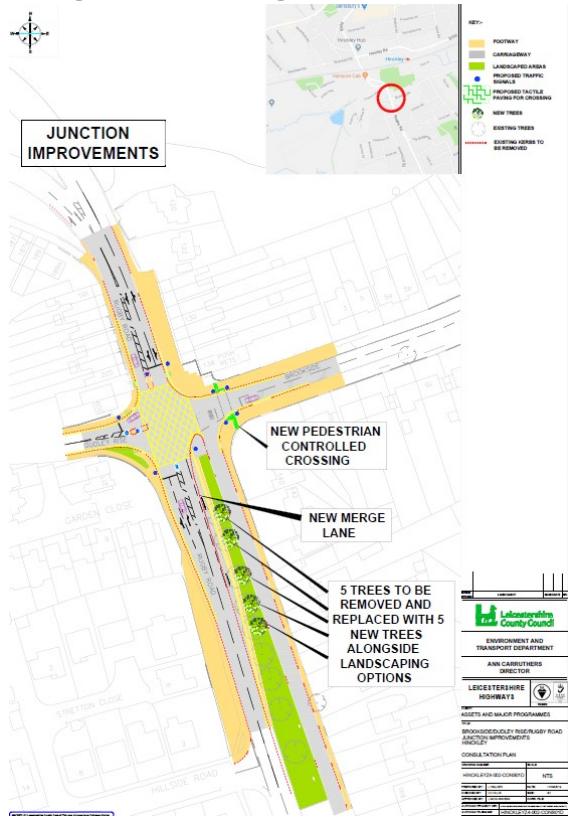
- The model shows that improvements to both junctions produced the best results, with higher traffic flows, lower journey times and superior area wide statistics.
- Improving only Hawley Road junction shows a reduced area wide performance compared to improving both junctions, particularly during the 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.

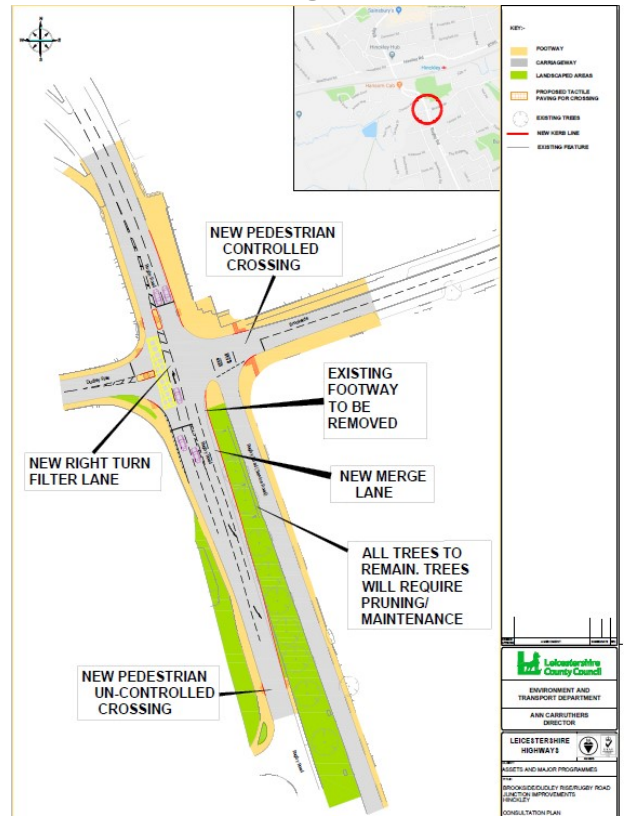
Updated Rugby Road/Brookside Design

The Brookside junction has been redesigned to alleviate the concern around the need to replace trees along Rugby Road. This involves removing the existing footpath on Rugby Road southbound. 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. Another recommendation received during the consultation was the need for a right turn filter lane for vehicles turning on to Brookside from Rugby Road northbound. This has been added to the amended proposals.

Original Design



Updated Design

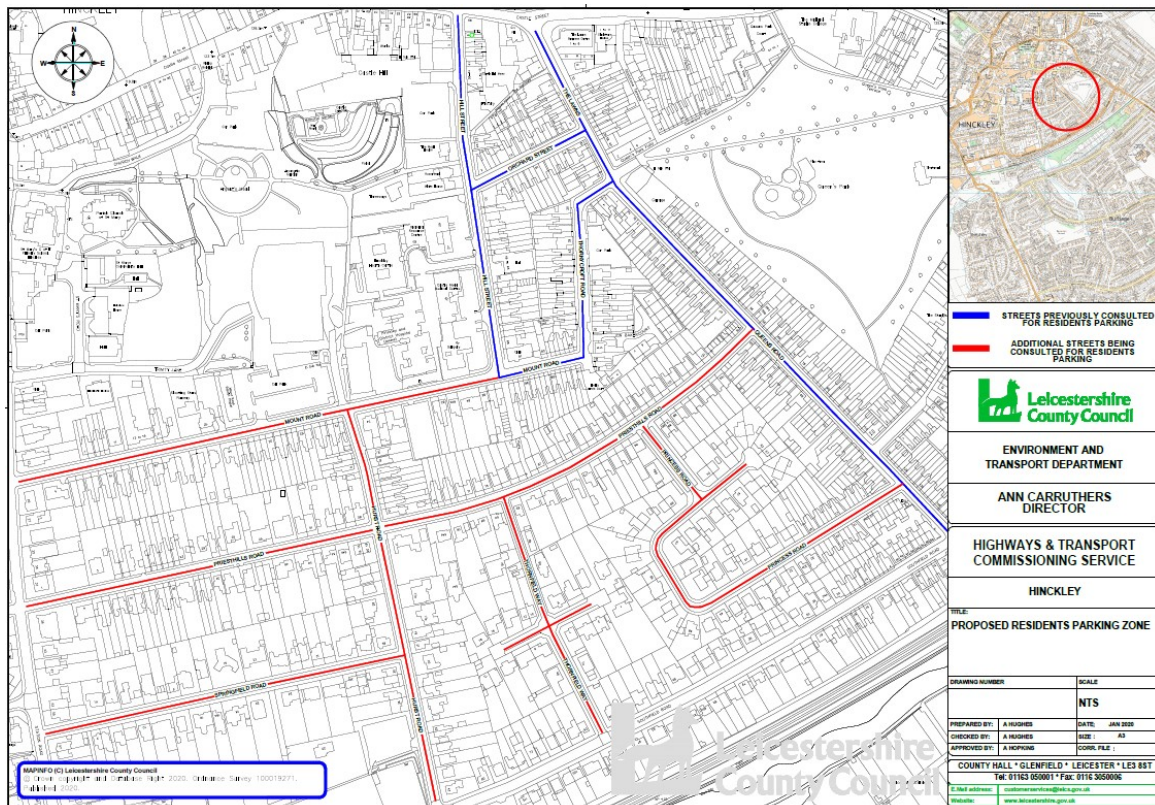


Residents Parking

Concerns were raised about displacement of commuter parking likely to affect neighbouring streets. Therefore, following a parking survey. 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 properties within the new residents parking zone to engage the level of support for the proposed extension of the residents parking zone.

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 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%)

<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>Combined Results</u>					
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 69% in support of a permit parking scheme.

Residents Parking next step

Is it clear that most of the residents 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 as 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.

Next Steps

Recommendations to Scrutiny (5 March) and Cabinet (24 March) to progress with the scheme including the amendments to the Brookside junction and the extended residents parking zone.

The public will be kept informed of ongoing progress and the decision from cabinet via the following webpage:

<https://www.leicestershire.gov.uk/roads-and-travel/road-safety/rugby-road-andhinckley-town-centre-improvement-scheme>

Appendix A

Issue Raised	Example Comment	Our Response
<p><u>Hawley Road Junction</u></p> <p>Disagree with Left Turn Ban</p>	<p><i>"if traffic is not able to turn left out of Westfield Rd at the junction, traffic will be forced to access the town centre via Coventry Rd adding further congestion to this area."</i></p>	<p>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.</p>
	<p><i>"No left turn on Westfield road is just ridiculous - will make people go through Merevale/Rutland/Granby all of which are very limited with space."</i></p>	
	<p><i>"Why no left turn from Westfield Road to Rugby Road? Those living close to the junction won't be able to go to The Crescent. They would go back and up to Coventry Road and struggle to turn right onto it."</i></p>	
<p>Can we make Improvements to the Railway Bridge?</p>	<p><i>"Rugby road/Hawley Rd - Doesn't address main issue of railway bridge restricting road to one lane. Two lanes are forced into one, only to open to two again. Pointless to update the junction without updating the bridge."</i></p>	<p>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.</p>
	<p><i>"My view is that the single biggest problem facing traffic flows, in both directions of Rugby Road is the major bottleneck caused by the railway bridge."</i></p>	
	<p><i>"Isn't the whole issue with this traffic area the railway bridge? This is the pinch point. We can spend £5m to provide more queuing space but I don't see that it solves any issues"</i></p>	
<p>Reinstate the Roundabout</p>	<p><i>"The original roundabout should never have been removed and should be re-installed. The roundabout will maintain a fairly</i></p>	<p>Reinstalling a roundabout would have a significant negative impact on the traffic network. There will</p>

	<i>steady flow of traffic, unlike Traffic Signals, that impose a start stop regime to the junction."</i>	be an increase in congestion and journey times. More information can be found on the webpage under the FAQ document
<p><u>Brookside Junction</u></p> <p>Disagree with the new merge lane south of Brookside as the traffic problem is going into Hinckley, not out.</p>	<i>"In the 25 years of living in Garden close there has never been an issue with traffic going up the hill towards the M69. Going down hill towards Hinckley then there is an issue on a daily basis since the traffic island was removed at Hawley road"</i>	New modelling demonstrates that Rugby Road/Hawley Road does not work as a standalone scheme. Improvements at the Rugby Road/Brookside junction are needed to realise full benefits.
	<i>"I have never seen a bad queue of cars waiting to travel up the hill and I've lived here for 50 years"</i>	
	<i>"I have rarely, if ever been stuck at the Brookside/Rugby Road junction when leaving Hinckley, and your "improvement" therefore seems pointless. I have been stuck frequently travelling in the opposite direction and there is no planned improvement for this direction"</i>	
Removal of Trees	<i>I don't however agree that the trees on Rugby Road next to the Service Road on Sketchley Hill should be removed. They make one of the main entry roads to Hinckley attractive to visitors as well as people living in the local area. They are a much-needed piece of green in an otherwise sterile area now that the new building areas have been created and the loss of most of the green park in the area.</i>	The updated Rugby Road/Brookside Junction design ensures that no trees are to be replaced.
	<i>The loss of the aesthetic and established trees to park cars at a junction is not a sensible balance</i>	

Hillside junction	<i>"The major cause of congestion here is vehicles turning right into Hillside Road which the scheme will not alter."</i>	We are investigating the possibility of installing Keep Clear Markings
	<i>"Coming out of hillside Road needs a yellow box as traffic blocks off turning into Hillside Road from Rugby Road backing up traffic to the Brookside traffic lights."</i>	
Right Turn filter	<i>"I do think it needs a filter light coming down Rugby Road to turn right into Brookside."</i>	A new right turn filter lane has been proposed. The traffic signals will be optimised so to ensure cars are able to clear the junction
<u>Shared Cycleway</u> Disagree	<i>"I don't feel that cycle lanes make a huge amount of difference within the Borough as rarely see people using the current lanes"</i> <i>"I don't agree with bikes whizzing past pedestrians on the pavements. Cyclists act as if they own the path and pedestrians should clear the way for them to whiz past."</i>	
<u>Granville Road</u> Disagree with closure	<i>"granville road being closed off and will cause more congestion to the junction of rugby road/cov road/trinity lane."</i>	Granville Road is a residential street and therefore not designed for the current volumes of traffic, whereas the junctions on Coventry/Rugby Road are. The new cycle lane linking Rugby Road with Coventry Road use this route, promoting sustainable travel methods. There is also an entrance to the park, therefore reducing through traffic provides an additional safety benefit.
<u>Residents Parking</u> Concerned about displacement of	<i>"I am concerned about the effect of providing more residents parking on Mount Road/Queens"</i>	Those who choose to park on these streets will need to relocate elsewhere should the

commuter parking	<i>road etc will have on the surrounding streets.”</i>	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.
<u>Signage</u> Disagree	<i>“The road sign changes seems like a waste of money and take away useful information without giving significant clarity. Some small tweaks could be made with stickers.”</i>	The new signage will make information a lot clearer for drivers and help reduce street clutter.

<u>Granville Road</u> Agree with Scheme	<i>“Very happy with the improvements which will make things easier for drivers and safer for pedestrians and cyclists. Living near Granville Road, preventing through traffic will stop the dangerous situation with Sainsbury's traffic at Christmas. The Coventry Road end is also a dangerous turn due to lack of visibility so is best closed.”</i>
<u>Hawley Road Junction</u> Agree with the scheme	<i>“I live near to the rugby Road/Hawley road junction and any improvement to help the flow of traffic would be a great help.”</i>