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WYG Transport Planning
part of the WYG group

HINCKLEY TOWN CENTRE STRATEGIC TRANSPORT DEVELOPMENT CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT - REVIEW OF JUNE 2009 ADOPTED DOCUMENT

17 November 2010

1. INTRODUCTION

1.1 WYG have been appointed by Hinckley and Bosworth Borough Council to review the currently adopted Supplementary Planning Document in support of the emerging Hinckley Town Centre Area Action Plan.

1.2 Specifically the following work was agreed to be carried out:

- Review of Supplementary Planning Document land use assumptions – for the purposes of this review, Hinckley and Bosworth Borough Council supplied WYG with a copy of the May 2010 Hinckley Town Centre Area Action Plan. Subsequent to this, WYG have used the June 2010 proposed submission version available on the Hinckley and Bosworth Borough Council website.
- High level reassessment of any changes to traffic generation as a result of revised land use proposals – Hinckley and Bosworth Borough Council indicated that the potential land use table on page 39 of the May 2010 Hinckley Town Centre Area Action Plan (p41 of the June version) identifies a number of uses that may be delivered on the sites using minimum densities. Hinckley and Bosworth Borough Council indicated that this is intentionally flexible to ensure it doesn't date quickly. As such it is acknowledged that other uses may be incorporated on these sites which are not included in the table due to the fact that it is not a requirement of the Core Strategy to allocate them (for example educational uses at the Atkins Factory site). Hinckley and Bosworth Borough Council subsequently confirmed that the minimum densities in the Lambert Smith Hampton April 2010 Viability and Deliverability Assessment Report should be used for the purposes of this review which represent the best estimate of what could be provided on the sites at this time.
- High level assessment of any changes to required transport infrastructure identified in the Supplementary Planning Document, including a review and update of scheme costs.

- Review developer funding opportunities. For this, a review of the Lambert Smith Hampton April 2010 Viability and Deliverability Assessment Report was carried out.
- Review Supplementary Planning Document cost per residential unit and cost per square metre for commercial development.
- Update Tables 15-19 of the Supplementary Planning Document identifying which measures each development should provide.
- Update Table 15 of the Supplementary Planning Document identifying which measures provide overall town centre benefit and could be publicly funded through the single conversation or other funding sources.
- Review the above against Circular 05/2005.
- Present the results in the form of a short technical Note.
- The Community Infrastructure Levy regulations came into force on 6 April 2010. WYG recommend that Hinckley and Bosworth Borough Council undertake a future review of this Supplementary Planning Document document against the Community Infrastructure Levy regulations and any other emerging policy documents, once the regulations become clearer.

2. Review of Supplementary Planning Document against Circular 05/2005

2.1 As indicated in the Supplementary Planning Document it is considered the methodology complies with 05/2005 criteria as described below;

(i) Relevant to planning

The Masterplan identified the key development sites within the town centre and potential transportation improvements that these developments would create a need for. The Supplementary Planning Document has identified a mechanism to allow Hinckley and Bosworth Borough Council and developers to calculate the level of contributions required to mitigate the transport impact across the town centre.

(ii) Necessary to make the proposed development acceptable in planning terms

The methodology identified will ensure that all applicable developments within the town centre as a whole contribute toward transport infrastructure to mitigate the impact of their development and improve the sustainability of the development, in line with local and national guidance. Therefore, the contributions are required in order to make the development acceptable in planning terms.

(iii) Directly related to the proposed development

The Supplementary Planning Document identifies the transport infrastructure requirements for the town centre developments as a whole and all infrastructure improvements relate to the town centre. Therefore, all contributions sought directly relate to the proposed developments.

(iv) Fairly and reasonably related in scale and kind to the proposed development

The methodology set out in the Supplementary Planning Document identifies an equitable and transparent mechanism to ensure that all applicable developments contribute toward infrastructure improvements across the town centre. The contribution levy identified ensures that payments are directly related in scale to the size and impact of the proposed development. The contributions mitigate the impact of the development within the town centre.

(v) Reasonable in all other respects

The Supplementary Planning Document provides a methodology that ensures all identified developments and any emerging developments within the town centre are able to calculate their transport contributions at an early stage of the planning process. The contributions are equitable and relate to the scale and type of development.

2.2 The methodology has followed the guidance set out in section B21 and B22 of Circular 05/2005 in relation to the pooling of contributions. The combined impact of the developments have been assessed, transport infrastructure identified and a contribution methodology proposed to ensure the infrastructure is secured in a fair and equitable way. This ensures that the town centre can be developed following the principles of the Masterplan.

2.3 Additionally as stated in B33 of the Circular, the Supplementary Planning Document has identified formulae to ensure predictability to give developers an indication of the level of contribution required in advance.

3.0 FINDINGS FROM THE REVIEW

3.1 Review of Supplementary Planning Document land use assumptions

3.1.1 **Tables 1a (pg6), 1b(pg6) and 1c(pg7)** compare the land use assumptions made within the Supplementary Planning Document, the Lambert Smith Hampton study and the Area Action Plan. As **Tables 1a (pg6), 1b(pg6) and 1c(pg7)** demonstrate, since the Supplementary Planning Document was adopted (which was largely based on the 2006 Masterplan) different assumptions have been made in land uses on the town centre sites due to updated development requirements being identified by the adoption of the Core Strategy. For the purposes of this review, as agreed with Hinckley and Bosworth Borough Council , the Lambert Smith Hampton land use assumptions were used - it should be noted that:

- The Atkins Factory site was not accounted for in the Lambert Smith Hampton report - an up to date gross floor area was obtained from the Transport Assessment submitted as part of the planning application for this site.
- Planning consent has been given to the Rugby Road/Hawley Road site for which a Transport Assessment is available.
- Hinckley and Bosworth Borough Council forwarded the S106 agreements for both the Rugby Road/Hawley Road site and the Atkins site on 4 August 2010. The S106 agreement for the Atkins site shows the development provided for the car parking in line with the Supplementary Planning Document requirement. The town centre infrastructure contribution for the Rugby Road/Hawley Road site is £101,820.84, which is significantly less than that proposed in the Supplementary Planning Document and is less than the anticipated £182,341 stated in the Lambert Smith Hampton report.
- The Bus Station site was not accounted for in the Lambert Smith Hampton report – land use details were updated to reflect those to be submitted as part of the Planning Application submitted on 15/09/10.
- The Jarvis Porter site was not accounted for in the Lambert Smith Hampton report or the Area Action Plan – therefore, the previous assumed gross floor area from the Supplementary Planning Document were used for this site based on the planning consent for this site.
- The two former North Warwickshire and Hinckley college sites were not included in the Supplementary Planning Document. A recent planning permission for the main college campus (granted 20/10/2010) indicates the current gross floor area is 9,240

sqm. The outline permission was granted for demolition of the college buildings and construction of approximately 157 residential units across the site.

- In the absence of detailed information for the North Warwickshire and Hinckley College building on Spa Lane, for the purposes of calculating the former gross floor area of the site, 30% of the site area (derived from the Area Action Plan) of 0.36Ha gives an estimate of the former gross floor area of 1,080 sqm..
- The Druid Quarter site was not accounted for in the Supplementary Planning Document or the Lambert Smith Hampton report – and has not been used in this review.

Table 1a	Supplementary Planning Document Land Use Assumptions									
	Flats	Houses	Live/Work Units (m^2)	Cultural (m2)	Leisure Use (m2)	Education (m2)	Employment (m2)	Office (m2)	Comparison Retail (m2)	Convenience Retail (m2)
Stockwell Head	129	26	726	520	1,290			678	1,356	
Atkins Factory	25					4,000	4,500			
Britannia Centre	25				1,400					
Land North of Mount Road (Argents Mead)										
Leisure Centre	170									
Rugby Road/Hawley Road (Flude)	93	22					4,137			
Railway Station	100							3,500	305	
Bus Station	86	20			2,500				9,605	6,000
North Warwickshire and Hinckley College										
Jarvis Porter							1,787		10,256	

Table 1b	Lambert Smith Hampton Viability Report Land Use Assumptions								
	Houses	Flats	Office (m2)	Nursery (m2)	Vets (m2)	Light Industrial (m2)	A1 (m2)	A3 (m2)	Comparison Retail (m2)
Stockwell Head	17		2,256						
Atkins Factory									
Britannia Centre									7,000
Land North of Mount Road (Argents Mead)	40	25	4,000	325					650
Leisure Centre	40								
Rugby Road/Hawley Road (Flude)	50	6	3,578		210	882	666	454	
Railway Station			5,000						
Bus Station									
North Warwickshire and Hinckley College	21 (Spa Lane), 54 (Main Campus)		8,000 (Main Campus)						

Table 1c	Area Action Plan (June 2010) Land Use Assumptions			
	Housing	Office (m2)	Comparison Retail (m2)	Convenience Retail (m2)
Stockwell Head	15 - 20	2,000 - 2,500		
Atkins Factory		2,000		
Britannia Centre			7,000	
Land North of Mount Road (Argents Mead)	30 - 40	3,000 - 4,000		
Leisure Centre	30 - 40			
Rugby Road/Hawley Road (Flude)	50 - 60	3,000 - 4,000		
Railway Station		4,000 - 5,000		
Bus Station		2,000 - 3,000	8,000 - 9,000	8,500
North Warwickshire and Hinckley College	65 - 75	8,000		

3.2 High level reassessment of any changes to traffic generation as a result of revised land use proposals

3.2.1 Trip generation for the revised land use details was carried out using the same methodology within the Supplementary Planning Document (see section 4 and Appendix B of the Supplementary Planning Document). The following should be noted:

- The Supplementary Planning Document applied an assumption that any non-food retail development trips were accounted for in trips to the town centre car parks. Car park trips were explicitly estimated based on the number of car park spaces proposed in the town centre, this is stated in Appendix B of the Supplementary Planning Document. Therefore, the vehicle trips to the Britannia Centre/Castle Street site are assumed to be accounted for in the assessment of trips to the proposed town centre car parks.
- Lambert Smith Hampton land use assumptions for the Land North of Mount Road includes a potential for 4,000sqm office. As there is an existing use of 4,255 sqm office, there is a small decrease in floor area and hence a small reduction in trip generation.
- There were two new land uses with the Lambert Smith Hampton land use assumptions that were not included in the Supplementary Planning Document, namely a vets on the Rugby Road / Hawley Road and pre-school nursery located on the Land North of Mount

Road. Average trip rates for these uses was obtained from the current version of TRICS.

- It is acknowledged that the town centre car parking arrangements for the town centre may change compared to the Supplementary Planning Document. However, in the absence of any proposed alterations to the car parking arrangements, the car park assumptions outlined in Table 6 of the Supplementary Planning Document were assumed to be unchanged for the purpose of this review.
- The existing trip generation outlined in Table 3 of Appendix B of the Supplementary Planning Document was adjusted to take account of trip generation from the former North Warwickshire and Hinckley college site. Trip rates for Colleges were not included in the Supplementary Planning Document and hence an average trip rate was obtained from the current version of TRICS.

3.2.2 The revised Supplementary Planning Document Appendix B Table 3 for total traffic generation is summarised in **Table 2** below. This table shows a summary of the estimated traffic arriving to and departing from the development sites within the town centre based on the changes to the development proposals set out above.

Table 2 Revised Total Traffic Generation

	AM Peak			PM Peak		
	Arrivals	Departures	2 Way	Arrivals	Departures	2 Way
Existing Use	586	173	759	211	463	674
Proposed Use	779	425	1204	991	1191	2182
Increase	193	252	445	780	728	1508

3.2.3 The revised predicted flows represent a lower level of increase to that indicated in the Supplementary Planning Document for the AM peak (558 two way trips increase indicated in Table 3 Appendix B of the Supplementary Planning Document) and a slightly larger increase in the PM peak (1260 two way trips indicated in Table 3 Appendix B of the Supplementary Planning Document).

3.2.4 Given that the Atkins Factory, North Warwickshire and Hinckley College (main campus) and Rugby Road and Hawley Road have planning consent and approved Transport Assessments, the flows estimated above for these sites were replaced with the approved traffic generation from the respective Transport Assessment's and the revised

estimated traffic arriving to and departing from the development sites within the town centre is summarised in **Table 3** below:

Table 3 Revised Total Traffic Generation (using the Atkins, North Warwickshire and Hinckley College (main campus) and Rugby Road/Hawley Road Transport Assessment flows)

	AM Peak			PM Peak		
	Arrivals	Departures	2 Way	Arrivals	Departures	2 Way
Existing Use	586	173	759	211	463	674
Proposed Use	814	438	1252	1069	1273	2342
Increase	228	265	493	858	810	1668

3.2.5 The revised predicted flows represent a lower level of increase to that indicated in the Supplementary Planning Document for the AM peak (558 two way trips indicated in Table 3 Appendix B of the Supplementary Planning Document) and a slightly larger increase in the PM peak (1260 two way trips indicated in Table 3 Appendix B of the Supplementary Planning Document).

3.2.6 Therefore, although the development composition of the sites has changed compared to what was assessed in the Supplementary Planning Document, the increase in traffic generation summarised across all developments has remained of a similar order.

3.3 High level assessment of any changes to required transport infrastructure identified in the Supplementary Planning Document

3.3.1 In view of the increase in predicted development trips in the PM peak a review of the percentage impact of the development trips on the surrounding network was undertaken using the same methodology as outlined in Appendix B of the Supplementary Planning Document.

3.3.2 **Table 4** below summarises the town centre traffic impact of the revised additional development trips which can be compared to Table 7 in Appendix B of the Supplementary Planning Document.

Table 4 Town Centre Traffic Impact Summary

Junction		Number of Arms with Percentage Impact above 5% (10%)	
Location	**No. Arms**	**AM**	**PM**
1. Trinity Lane / Lower Bond Street Junction	4	2 (1)	0 (4)
2. Stockwell Head / Lower Bond Street Junction	4	0 (3)	0 (3)
3. Rugby Road / Brunel Road Junction	3	0 (3)	0 (3)
4. Trinity Lane / Mansion Street Junction	3	1 (2)	0 (3)
5. Rugby Road / Trinity Lane Junction	4	0 (2)	0 (2)
6. Coventry Road / Trinity Lane Junction	4	1 (2)	0 (3)
7. Station Road / Mount Road Junction	4	0 (2)	0 (2)
8. Station Road / Lancaster Road Junction	4	0 (0)	0 (0)
9. New Buildings / Holliers Walk Junction	4	0 (1)	0 (2)
10. Derby Road / Druid Street Junction	3	0 (0)	0 (0)
11. London Road / Park Road Junction	3	1 (1)	0 (2)
12. Hawley Road / Rugby Road Junction	4	1 (0)	1 (2)
13. Hawley Road / Station Road Junction	4	1 (2)	1 (3)
14. Leicester Road / Spa Lane Junction	3	1 (0)	0 (2)
15. Upper Bond Street / Derby Road Junction	4	0 (1)	0 (2)
16. Council Road / Stockwell Head Junction	3	1 (0)	1 (2)
17. London Road / Spa Lane Junction	3	0 (0)	0 (0)

3.3.3 Comparison of Table 4 with Appendix B Table 7 of the Supplementary Planning Document indicates a similar level of impact as that previously indicated. This is to be expected because the total increase in traffic generation assessed across all development sites has remained similar to the traffic generation estimated in the Supplementary Planning Document as stated in 3.2.6. Although the development density has reduced on some of the sites, there is now an increase in the number of sites being assessed due to the inclusion of the North Warwickshire and Hinckley College sites and the land north of Mount Road. As broad level of traffic impact assessed across the town centre junctions has remained similar it is concluded that the

transport improvements contained within the Supplementary Planning Document are still appropriate.

3.4 Review developer funding opportunities

3.4.1 The adopted Supplementary Planning Document rates have been applied to this review and are shown in the box below;

- Per 100m^2 of commercial development = £8,500
- Per house = £5,500
- Per flat = £4,500

3.4.2 The above rates have been applied to the land uses identified in the Lambert Smith Hampton report (summarised in **Table 1b**) with the exclusion of the Rugby Road/Hawley Road site which has now signed a S106 document confirming the level of transport contribution to be £101,820.34 and the North Warwickshire and Hinckley College (main campus) site which has a S106 transport contribution of £12,000 (identified for an improvement to the London Road/Park Road signal junction). In addition the Lambert Smith Hampton report does not include the following sites:

- Atkins Factory - consent has been given on this site for which S106 contributions were provided and already implemented towards car parking.
- Bus Station - the development brief for this site indicates the developer requirements to provide the new bus station, provide a car park of approximately 560 spaces and a Rugby Road/Site access signalised junction in lieu of a financial contribution.
- Jarvis Porter - as indicated in the Supplementary Planning Document, a sum of £500,000 has been agreed.

3.4.3 **Table 5** below summarises the Supplementary Planning Document contribution for each site.

Table 5 Proposed contribution from each site

Site	Contribution
Land North of Mount Road	£755,375
Britannia Centre/Castle Street	£595,000
North Warwickshire College and Hinckley College (Spa Lane)	£94,500
Railway Station	£220,000
Leisure Centre	£425,000
Stockwell Head (Standard residential density)	£285,260
Stockwell Head – (Increased residential density)	£334,760
Total (using standard residential density Stockwell Head)	£2,375,135

3.4.4 The Lambert Smith Hampton report concludes that at this time (with the inclusion of the Supplementary Planning Document for transport costs) *all of the sites should be considered either borderline or financially unviable.* As such the Lambert Smith Hampton report indicates that factors such as increased densities, reduced planning contributions and provision of external/gap funding should be considered to improve site viability. Should any reductions in contributions be proposed then this would need to be demonstrated to the Local Authority by a robust viability assessment.

3.5 Review of transport improvements and funding

3.5.1 As indicated in Table 15 of the Supplementary Planning Document, total costs of the required transport improvements was £5,745,800 (excluding costs of new bus station, approximately 560 space car park, Rugby Road/Site access junction associated with the Bus Station and Rugby Road/Trinity Lane). With the planning application for the bus station and proposed closure of Brunel Road, the Supplementary Planning Document junction improvement at Brunel Road/Station Road, Mount Road/Station Road is no longer required. The Supplementary Planning Document figure included the cost of £1,609,300 for the car park at the Atkins site which has since secured S106 funding. Additionally, HBBC has requested that the car park costs for the Stockwell Head site are updated from £6,650 per car park space to £10,000 per space. The revised total cost for transport improvements is £4,679,500.

3.5.2 It is proposed that £2,976,955.34 will be met through developer funding (£2,375,135 from sites within the Lambert Smith Hampton report plus £101,820.34 from the Rugby Road/Hawley Road Site, plus £500,000 from the Jarvis porter site.).

3.5.3 A review of Table 15 of the adopted Supplementary Planning Document has been carried out based on the revised developer contributions and a review of those scheme which are considered essential for the developments to go ahead and those that are desirable in terms of providing town centre wide benefits (and hence which should be publicly funded). The revised table 15 is shown in **Table 7** below, (percentage figures have been rounded which may account for some small differences):

Table 7 Proposed Funding of Transportation Measures

Transportation Measure	Budget Works Cost	Funding
Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination	£144,000	Leisure Centre
Rugby Road/Brunel Road – Signalisation	-	Bus Station Site
Rugby Road/Hawley Road – Improvement	£390,000	Leisure Centre (64%), Jarvis Porter (36%)
Hawley Road/Station Road – Signalisation	£290,000	Land north of Mount Road
Rugby Road/Trinity Lane/Coventry Rd Improvement review	-	Bus station site
Car Park – Stockwell Head	£1,800,000	Stockwell Head (16%), Land north of Mount Road (13%), Jarvis Porter (20%), Public Funding (51%)
Car Parks – Atkins Factory	-	Atkins S106
Car Park – Bus Station	-	Bus station site
Variable Message Signs	£281,000	Public Funding
CCTV for Car Parks	To be confirmed (TBC)	Public Funding
New bus station	-	Bus station site
Regent Street pedestrianisation	£500,000	Britannia Centre
Rail station interchange	£310,000	Rail Station (71%), Rugby Road/Hawley Road (29%)
Residents Parking Scheme	TBC	Public Funding
Station Road parking restrictions	TBC	Public Funding
Station Road bus stop improvements	£30,000	Land north of Mount Road
Rugby Road bus stop improvements	£30,000	Leisure Centre
Regent Street bus stop improvements (subject to pedestrianisation proposal)	£30,000	Britannia Centre
Castle Street and Upper Castle Street bus stop improvements	£15,000	Britannia Centre
Bus service improvements	£300,000	Britannia Centre (17%), North Warwickshire and Hinckley College

		– Spa Lane (30%), Public Funding (33%), Land north of Mount Road (20%)
star trak bus equipment	£118,000	Public Funding
Key pedestrian and cycle links provided as part of the Masterplan development sites	TBC	Developer provided onsite where appropriate
Way Finding Strategy – study	£40,000	Public Funding
Way Finding Strategy - implementation	£200,000	Public Funding
Station Road (between post office and Market Place) footway widening	£72,000	Land north of Mount Road
Station Road junctions with Royal Court and Coley Close pedestrian build outs	£29,000	Land north of Mount Road
Station Road dropped kerbs and tactile paving	£35,000	Land north of Mount Road
Trinity Lane/Blockley's Yard Toucan	£50,000	Public Funding
London Road/Park Road junction advanced cycle stop lines	£2,000	North Warwickshire and Hinckley College – Spa Lane
Town centre cycle parking	£13,500	Rugby Road/Hawley Road (88%), North Warwickshire and Hinckley College - Spa Lane (12%)
Travel Plans	TBC	All developers to fund
TOTAL	**£4,679,500**	

3.5.4 Tables 17, 18 and 19 from the Supplementary Planning Document have been updated to reflect the transport improvements. **Table 8** below summarises the suggested transport measures for each site, **Table 9** summarises the proposed improvements to be funded through the transport pot and **Table 10** identifies the measures identified for delivery through the public funding streams.

Table 8 Suggested Transport Measures for each Site

Site	Measure	Cost
Land North of Mount Road	Hawley Road/Station Road – Signalisation	£290,000
	Bus service improvements - Contribution (20% of scheme costs)	£60,000
	Station Road (between post office and Market Place) footway widening	£72,000
	Station Road junctions with Royal Court and Coley Close pedestrian build outs	£29,000
	Station Road dropped kerbs and tactile paving	£35,000
	Station Road bus stop improvements	£30,000
	Car Park – Stockwell Head – Contribution (13% of scheme costs)	£239,375
	TOTAL	**£755,375**
Britannia Centre/Castle Street	Regent Street pedestrianisation	£500,000
	Castle Street and Upper Castle Street bus stop improvements	£15,000
	Regent Street bus stop improvements (subject to pedestrianisation proposal)	£30,000
	Bus service improvements - Contribution (17% of scheme costs)	£50,000
	TOTAL	**£595,000**
North Warwickshire and Hinckley College - Spa Lane	Town centre cycle parking - Contribution (12% of scheme costs)	£1,680
	London Road/Park Road junction advanced cycle stop lines	£2,000
	Bus service improvements - Contribution (30% of scheme costs)	£90,820
	TOTAL	**£94,500**
Railway Station/Southfield Road	Rail station interchange - Contribution (71% of scheme costs)	£220,000
	TOTAL	**£220,000**
Leisure Centre	Upper Bond Street/Trinity Lane/Rugby Road Corridor – Signal Coordination	£144,000
	Rugby Road bus stop improvements	£30,000

	Rugby Road/Hawley Road – Improvement - Contribution (64% of scheme costs)	£251,000
	TOTAL	**£425,000**
Stockwell Head	Car Park – Stockwell Head - Contribution (16% of scheme costs)	£285,260
	TOTAL	**£285,260**
Jarvis Porter	Rugby Road/Hawley Road – Improvement - Contribution (36%)	£139,000
	Car Park – Stockwell Head - Contribution (20% of scheme costs)	£361,000
	TOTAL	**£500,000**
Rugby Road/Hawley Road	Rail station interchange - Contribution (29% of scheme costs)	£90,000
	Town centre cycle parking - Contribution (88% of scheme costs)	£11,820
	TOTAL	**£101,820**

Table 9 Proposed Transportation Pot Measures

Transportation Measure	Budget Works Cost	Split of Funding
Rugby Road/Hawley Road – Improvement	£390,000	Leisure Centre (64% of scheme costs), Jarvis Porter(36% of scheme costs)
Car Park – Stockwell Head	£1,800,000 (£885,635 to be met from transport pot)	Stockwell Head(16%), Land north of Mount Road(13% of scheme costs), Jarvis Porter(20% of scheme costs)
Rail station interchange	£310,000	Rail Station (71% of scheme costs), Rugby Road/Hawley Road (29% of scheme costs)
Bus service improvements	£200,820	Britannia Centre(17% of scheme costs), North Warwickshire and Hinckley College – Spa Lane(30% of scheme costs), Land north of Mount Road(20% of scheme costs)
Town centre cycle parking	£13,500	Rugby Road/Hawley Road (88% of scheme costs), North Warwickshire and Hinckley College – Spa Lane(12% of scheme costs)

Table 10 Proposed Public Funding Measures (*all subject to available funding)

Measure	Cost
Car Park – Stockwell Head - Contribution (51% of scheme costs)	£914,365
Bus service improvements - Contribution (33% of scheme costs)	£99,180
star trak bus equipment	£118,000
Way Finding Strategy – study	£40,000
Way Finding Strategy - implementation	£200,000
Trinity Lane/Blockley's Yard Toucan	£50,000
Variable Message Signs	£281,000
Residents Parking Scheme	TBC
Station Road parking restrictions	TBC
CCTV for Car Parks	TBC
TOTAL	**£1,702,545 (excluding TBC items)**

Director of Env + Transport
(Highways)