



**Hinckley & Bosworth
Borough Council**

Forward timetable of consultation and decision making

COUNCIL 3 October 2023

Wards affected: Market Bosworth

Developing Communities Fund – Market Bosworth

Report of Director (Community Services)

1. Purpose of report

1.1 To seek Council approval to allocate the balance of the Developing Communities Fund (DCF) to a project in Market Bosworth that will improve road safety, enhance tourism opportunities and support local businesses.

2. Recommendation

2.1 That Council approves:

- Use of the Developing Communities Fund reserve of £120,000 to be allocated to the Market Bosworth road improvement scheme, as detailed in sections 4 and 6 of this report;
- Setting up of expenditure budgets to use the remaining DCF reserve on the Market Bosworth road improvement scheme, as detailed in sections 4 and 6 of this report.

3. Background to the report

3.1 The implementation of the Developing Communities Fund was agreed at Council, 21 March 2017 and reviewed for DCFII on 27 November 2018. The fund was introduced to:

- support parishes and communities wanting to deliver locally important and ambitious schemes
- build on the success of the Parish and Community Initiative Fund

- provide support for larger projects in areas where there is (or is anticipated to be) considerable population / employment growth.

3.2 12 schemes located in rural areas were supported and have been delivered.

3.3 One of the 12 schemes was Market Bosworth Town Square Redevelopment.

DCF 1 Phase 1 was approved for expenditure of up to £27,600 for the development of the feasibility of the scheme for the redevelopment the town square including public consultation.

The consultation was very positively received with 85% of the public supportive of the plans.

Subsequently, DCF 2 Phase II was approved which saw the further development of the scheme to enable it to be ready for any external funding opportunities that may present themselves. The term 'shovel ready project' is sometimes used.

Phase II requires funding of £63,135 as a 69% contribution towards the identified costs of £91,500. The Parish Council aligned £28,365 within their budget to support phase 2 (31%).

3.4 The original proposed scheme broadly consists of the introduction of a one-way system, 20mph speed limit, changes to parking arrangements and a range of hard and soft landscaping changes to create a safer and more attractive village centre.

3.5 As the Highways Authority, Leicestershire County Council (LCC) led on this work.

3.6 A programme of works was provided by the County Council outlining when each task associated with phase 2 would be completed. The programme was due to commence early 2020, however due to the COVID-19 outbreak and subsequent "lockdowns" initiated by Central Government throughout 2020 and 2021, it was not possible to start these works until June 2021.

3.7 The overall refined estimated costs incorporating all the works ranged from £2M to more than £4M. This considered the supply of materials, labour and a large sum allocated towards contingency and inflationary costs.

4. Proposal and funding request

4.1 Clearly the overall cost estimate to deliver the overarching public realm scheme and associated highway improvements is not insignificant and as such it is likely to be highly challenging in being able to achieve a successful bid outcome for the full funding ask.

4.2 Following a series of clarification meetings with LCC, HBBC and Market Bosworth Parish Council representatives the County Council advised that the

associated highway improvements could be delivered as a holistic highway improvement scheme. In doing so the parish councils safety objectives could still be met, but minus the aspirational public realm landscaping materials. Doing so would not dilute the overarching public realm scheme concept and in essence would future proof its implementation when wider funding becomes available.

4.3 The proposal consists of 3 elements:

A) Rectory Lane/Sutton Lane – Change of Junction Priority

This would involve changing the priorities at this junction so that Sutton Lane traffic would give-way to traffic on Rectory Lane. This would improve traffic flow through this junction and reduce congestion and delay.

B) 20mph Zone

Install gateway treatment at each 20mph terminal points as well as SLOW markings and roundels should be adequate to support self-compliance with the speed limit. It is considered that the road layout along with the current and proposed parking arrangements should be sufficient to help maintain 20mph speeds and create a safe road environment around the village

C) One-way System and Echelon Parking Bays

In order to introduce the one-way system it would be necessary to also introduce the echelon one hour parking bays on Market Place and the kerbed buildout and central island at the Market Place/Main Street junction as per the proposed public realm scheme layout. This would help to manage traffic speeds as well as physically stop contraventions of banned turns into Market Place.

4.4 The costs to implement the 20mph zone, one-way system, echelon parking and junction changes could be implemented as a holistic scheme. This would provide an efficiency and cost saving by enabling the consolidation of the design, TRO, consultation and works phases. The estimated cost, received by LCC, of delivering these highway improvements would be £240,000. This capital sum is valid until end of 2023. After this date the project would need to be re-costed to take into account inflationary costs.

4.5 The Parish Council can contribute a total of £118,365 to implement the scheme.

4.6 There is £18,135 remaining in the original DCF2 budget allocated to this scheme.

4.7 The funding shortfall is £103,500. Therefore, to implement the above works the project is seeking to utilise the DCF 2 reserve capital funding budget.

5. Exemptions in accordance with the Access to Information procedure rules

5.1 To be taken in public session.

6. Financial implications [AW]

6.1 There is £121,994 remaining unallocated in the Developing Communities Fund reserve, this can be allocated to the schemes noted in this report. The use of the reserve will cover the capital costs of the schemes and there will be no impact on the general fund. The DCF reserve will then be reduced to zero and no further schemes can be funded from this reserve.

7. Legal implications [MR]

7.1 The Council is able to utilise the General Power of Competence under the Localism Act 2011. This represents a more recent statutory power and further strengthens the ability of the Council to provide financial assistance as set out within this report.

7.2 The Parish to enter into a legal agreement with the Council. This will ensure that the project is delivered in accordance with the body of this report.

8. Corporate Plan implications

8.1 The fund supports the prosperity aim: Support our rural communities. The project in Market Bosworth supports the regeneration of our town centres and villages aim.

9. Consultation

9.1 Leicestershire County Council as this relates to a Highways project.

9.2 Market Bosworth Parish Council as project lead and commissioners. The Parish Council have submitted a supporting letter that sets out their stance. Please refer to Appendix A.

9.3 Residents of Market Bosworth who responded very positively to the scheme proposals in 2019.

9.4 Businesses with Market Bosworth are also supportive.

10. Risk implications

10.1 It is the officer's opinion based on the information available, that as HBBC are not leading on the project that there are no significant risks associated with this project have been identified. Leicestershire County Council who will undertake the associated Highways works will have their own project risk log.

11. Knowing your community – equality and rural implications

- 11.1 This project provides a once in a generation window to implement some much-awaited improvements to the road network in Market Bosworth. Safety will be improved; enhanced visitors and shopper parking will be created.
- 11.2 The project supports elements of the Rural strategy.
- 11.3 The project supports the Market Bosworth emerging Neighbourhood Plan.

12. Climate implications

- 12.1 Lowering traffic speeds will contribute to the reduction in vehicle emissions.

13. Corporate implications

- 13.1 By submitting this report, the report author has taken the following into account:
 - Community safety implications
 - Environmental implications
 - Procurement implications
 - Planning implications
 - Voluntary sector

Background papers: Developing Communities Fund - Council, 21 March 2017

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