

MARKET BOSWORTH PARISH COUNCIL

Additional information in respect of the Parish Council's 2016 autumn newsletter and items on traffic

Town centre traffic management

At the request of the Parish Council and following various on site and other meetings, the Traffic Management Team of Leicestershire County Council's Highways Department prepared a road safety assessment for the town centre earlier in the year. Following community and Neighbourhood Plan feedback, the Parish Council requested that the assessment take in to consideration options for chevron parking, a one way system and improved parking.

The Parish Council does not have any powers in relation to traffic management (except for being able to run car parks) therefore the assessment was carried out by the County Council's Highways team who have the responsibility for traffic management in Leicestershire.

The final Highways assessment relates to 'Market Place', meaning the street of that name (the road running in front of The Black Horse Restaurant, The Wheatsheaf Courtyard and Lampard's butchers), not the actual town centre square which is known as 'The Market Place' which does not belong to Highways. The main findings of the assessment were:

- A safety audit for echelon parking determined that a significant safety risk would be created due to lack of visibility afforded to motorists reversing into on-coming traffic. Also, having taken in to consideration the angles required for echelon parking, to provide acceptable levels of visibility and clearance would require removal of the on-street parking near HSBC bank, negating any net gain in parking spaces achieved by introducing echelon spaces. Therefore echelon parking is not deemed to be safe or viable.
- Guidance set out by the Department for Transport does not recommend installation of zebra crossing facilities in areas such as Market Place where there is not enough space for the legally required number and length of white lines and zig zags. However, there are two locations where raised pedestrian platforms could benefit the environment instead: one between the Dixie Grammar School and the Market Place square, the other between 3 Main Street and the Market Place square. The raised pedestrian crossings would consist of raised platforms made of granite setts, not rumble strips or speed bumps which are not permitted adjacent to listed buildings and would be out of keeping with the setting. Traffic calming measures are also recommended for Park Street because drivers tend to speed up once they have passed any form of speed control.
- Highways have no objections in principle to introduction of a one way system on Market Place. The scheme would not include Main Street. The Give Way sign at the end of Rectory Lane would be removed and a new Give Way sign would be installed at the top of Sutton Lane to enable continuous traffic flow out of Rectory Lane.
- The combination of a one way system and pedestrian platforms would create an environment where it would be possible to introduce a 20mph speed limit which should be self enforceable.
- Introducing a 2 hour time limit on parking spaces would be of benefit to businesses, local residents and visitors. Given the nature of the road layout it is not possible to create additional car parking spaces therefore the best alternative is to introduce limited parking, although enforcement could be difficult due to lack of resources.
- Improved signage to Rectory Lane car park would be beneficial.

The Highways Department has advised that the overall purpose of the scheme relates to road safety and that a safety survey was carried out prior to preparing the assessment. Any works would need to be sympathetic to the environment and Highways does not wish to fill the town centre with road signs.

Finally, and perhaps not surprisingly, Highways have informed the Parish Council that there is no funding for any of the above at present. It is recommended that alternative funding be secured before undertaking a public consultation. The Parish Council is therefore now awaiting costings with a view to securing grant funding towards some of the road safety measures referred to above. It should be noted that none of the above measures can take place without a statutory six week consultation in which all members of the public can participate.

Pelican crossing outside St Peter's CE Primary Academy

The County Council's Highways department has carried out a feasibility study with regard to installing a pelican crossing outside St Peter's CE Primary Academy. Apparently the county council receives many requests for pelican / zebra crossings, all of which are assessed and prioritised against the objectives of the Local Transport Plan. Based on

the frequency of use Highways have concluded that a crossing on Station Road outside the primary school is neither necessary nor justifiable. This is because funding is targeted at key locations where there is evidence of a significant level of pedestrian demand and vehicular conflict, and where the crossing would benefit the economy and enable more people to walk in a safer environment. During the assessment Highways also takes in to account traffic speeds and the site's accident history.

The assessment outside the primary school revealed that apart from the peak volume at the beginning and end of each school day, there is little demand during the rest of the day. The criteria for installation of a crossing facility are that there must be around 600 vehicles and around 75 pedestrians crossing per hour at a specific location. Vehicle volumes on Station Road are well below 600 (generally below 200 per hour) and pedestrian activity was below 20 per hour.

Parish Clerk, October 2016