

## **Proposed Layout – with one-way on Market Place Northwest and on Main Street Northeast.**

### **Existing:**

It is understood that the village has a reasonable amount of tourism, due to the battle of Bosworth along with passing travellers or cyclists. However, there is no control on parking in the village centre or regulation to provide the free movement of parking which may not allow a passing traveller to park up and explore the shopping area, which is a business missed opportunity for trade at the shops that serve the area.

Once parked the T-junction arrangement at Market Place / Station Road / Main Street means pedestrians have to look in at least three directions to establish when to cross the road which may make it less appealing to infirm or slow walking pedestrians. Pedestrians have the perception that drivers own the road and feel intimidated to cross the road.

### **Proposed: Features and benefits of proposal:**

#### **Highway/ on-street**

- Use of road colour – a red chipping mix will hopefully make the highway feel less like a main road running through the village and will change the approach scene:
  - Provided after the turning to Shenton Lane, on approach to Market Place and on entry to the one-way. The gateway will also be enhanced by a different colour parking bay which will give the view that the road is narrowing to give a more meandering route thus hopefully controlling vehicle entry speed.
  - Starting on Station Rd at the road narrowing near Dixie Grammar School, to inform drivers of the change of scene and hopefully change driver behaviour.
  - On Main Street the red chipping will end at the end of the loading bay
- Further road colour – to intensify the change and also to highlight the main pedestrian movement points the use of a full contrasting road colour is proposed. This will hopefully slow down drivers further, as the area will not seem like a standard road and less formal. [With the increasing use of shared space principle areas throughout the UK, where there is more combined pedestrian and vehicle movement – drivers are becoming more cautious in these areas. Note: This is not a shared space scheme it will have full kerbs ].
- The kerb line at the junction has a more angular arrangement to break-up the driver view to encourage a more cautious slower road speed i.e. a smooth radius is more likely to be driven around faster rather than an angular turning.
- The tightening up of the road space at the junction helps reduce driver speed while still accommodating the largest vehicle that can get around Rectory Lane / Market Place corner.
- Increase of on-street parking space.

- Roughly 2 ½ echelon parking spaces can be obtained per one parallel parking space – (thus working on 2 ½ per 1 that equals to 10 additional space on Market place in front of the shops).
- The parking area lost on the corner (3-4 spaces, have been offset by providing parking on Main Street.
- Designated loading bay provided near Co-op for any loading and unloading.
- Increase of pedestrian crossing points
  - There are a number of pedestrian movements from the car park to the Co-op, across the junction 'bellmouth' between the car park and the shops to the east, also across Main Street between the shops, which forms a triangle of pedestrian movement at the junction. The use of the central island at the Junction eliminates the need to cross the whole road while trying to assess approaching traffic from three directions; a single pedestrian movement and the need to look in one direction to evaluate traffic, provides safer pedestrian movement.
  - The island also allows for an at grade (flush) walk through area to allow for further ease of passage.
  - Also, throughout the scheme ramped crossing points with tactile paving for partially sighted pedestrians are provided where practically possible.
- Increase in footway width has been provided where possible to improve the quality of the pedestrian environment.
- Increase of natural foliage to the area in the form of low, shrub planting, which at its proposed locations also naturally steers pedestrians to use the uncontrolled crossing points.
- The island allows for right turn manoeuvres (give-way at Market Place) onto Main St. Drivers will only need to judge approaching traffic from one direction (the left) which hopefully will reduce right-turn stacking currently experienced at peak times
- The echelon layout encourages a driver to reverse park this;
  - The stepped configuration assists a driver to judge the main flow of traffic (from one direction due to one-way) when exiting.
  - Speeds up parking, compared to trying to reverse parallel park
  - Reduces the time to exit a parking space
  - The echelon parking is in accordance with the Highway Code rule 201 'Do not reverse from a side road into a main road'. Thus when entering a space, reverse in and driver out in a forward gear.
  - It is also in accordance with national highway design guidance, Traffic Signs Manual Chapter 5 paragraph 20.17, which covers parking bays and states; 'When not at right angles, the bays should be angled so that drivers are required to reverse into them. This is safer than reversing out, when visibility might be restricted by adjacent parked vehicles'
- The proposed layout allows for addition features / seating.

- Transfer of the material pallet across the highway reduces the boundaries and helps provide continuity of the space.
- The entry to the one-way system to the car park is proposed off Station road rather than off Market Place to create an anti-clockwise loop alongside the proposed Market Place one-way system. This is a safer option than if the car park one-way entry was proposed off Market Place and out onto Station road.

This one way system exiting onto Market Place:

- Eliminates the need to assess two way traffic at Station Rd, which would making it difficult, less safe and potentially a longer time to pull out.
  - Eliminates the restricted movement out onto Station Road; drivers turning left from the top of Market Place may not anticipate a driver pulling out of the carpark either across/into the path of a vehicle or in front of the vehicle making them break suddenly
  - Eliminates the reduce visibility to the left due to the building alignment, thus have to either edge out, exit slowly or chance it a pull out quickly.
  - Reduces the likelihood of drivers entering the village from the west and utilise Warwick Lane & Shenton Lane to gain access to parking on Market Place and the Car park. Rather than driver around the one way system there is a quicker access to the car park off Station Rd.
- The bus stop and associated road markings have been relocated further north to allow for vehicles exiting the car park. Additional seating to the south, within the vicinity of the bus stop has also been provided.
  - Realignment of the car park access off Station Road allows for cars to park perpendicular in front of the shops without blocking the access and reduces the likelihood of double parking at the space in the northeast corner.
  - The layout accommodates access to Back Lane via Market place and Station road

#### Off-street Car parking

- Footways are widened to allow for vehicles overhanging the footway near the bus stop.
- Ramped access either side of the monument and southwest corner allow for ease of pedestrian movement.
- Hatched corner area can potentially be used for a ticket machine
- One way car park – easier to monitor / count traffic in and out of the car park
- Dedicated disabled parking bays provided.

On-street car parking On-street parking could be ½ hour / 1 hour or 2hour with a 2hour non-return. Potentially providing a reasonable turnaround of clientele to the shops.

Parking greater than ½ hour / 1 hour or 2hour to be covered by the two off-street car parks, the existing formal one off Rectory Lane and the potential controlled car park area at Market Place.

### **Potential Projected Benefits**

- ❖ **To create a more pleasant and friendly high street environment.**
- ❖ **To change drivers behaviour– more considerate to pedestrians**
- ❖ **To attract more visitors**
- ❖ **To attract more passing trade**
- ❖ **To provides more greenery in the village centre**
- ❖ **To provide more design potential for ‘Britain in Bloom’**
- ❖ **To provide a more village feel with the right use of traditional quality materials – rather than feel like a large road through a village high street**
- ❖ **To rationalise parking**
- ❖ **To encourage quicker and safer parking**
- ❖ **To provide more parking**