



supporting people &  
sustaining communities

**MARKET BOSWORTH PARISH COUNCIL**



**MARKET PLACE & TOWN CENTRE  
REDEVELOPMENT PROJECT**


**CONSULTATION**

## Introduction

During the public engagement events and consultations to develop the Market Bosworth Neighbourhood Plan in 2015, significant numbers of people identified concerns in respect of pedestrian safety and traffic management especially in the town centre.

These were incorporated within the Neighbourhood Plan as aspirations for due consideration.

4 key priority aspirations were identified as:

- 1) The need for a footpath from the canal bridge to the Water Park.
  - 2) Improving traffic management (speed and parking)
  - 3) Improving pedestrian safety in the town centre
  - 4) Improving town centre parking for residents and visitors to access shops and services
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## Background

The Parish Council recognised the importance of these priorities and sought the advice of the Leicestershire County Council Highways Department. This included site visits and initial studies to ascertain if the aspirations identified were justified and could be addressed.

### Initial actions:

1. Already delivered a footpath from the canal bridge to the Water Park.
2. Introduction of double yellow lines and safer parking on Barton Road.



# **The Market Place & Town Centre Redevelopment Project**

## Longer term actions:

1. Improving pedestrian safety in the town centre
2. Improving town centre parking for residents and visitors to access shops and services.

The Parish Council agreed that all the identified problems should be considered together and to consider an holistic solution rather than trying to do piecemeal 'quick fixes' on individual elements.

Meetings were held with residents and businesses who live or operate around the market place area and the following priorities were identified.



# The Market Place & Town Centre Redevelopment Project

## The priorities of the residents i.e.

1. Pedestrian safety in town centre e.g. crossing roads
2. Lack of short-term parking for residents wanting to support local Businesses
3. Reducing speed of traffic in town centre due to
  - I. Increasing numbers of children at 3 schools
  - II. Increasing elderly population and limited mobility within a growing number of this age group





# The Market Place & Town Centre Redevelopment Project

## The priorities of the businesses i.e.

1. Additional parking/short term parking opportunities were needed to increase footfall
2. Measures to reduce speed as local businesses have observed many 'near misses' to pedestrians crossing the roads
3. Improvements required to make Market Bosworth a safe and attractive prospect for visitors and residents to utilise our services and facilities



## The Market Place & Town Centre Redevelopment Project

A working group of the Parish Council began discussions with highways engineers to formulate measures that could address all these key priorities. Highways engineers have spent a couple of years gathering a substantial amount of evidence: they have visited regularly, carried out significant monitoring to gather data, observed driver and pedestrian behaviour at busy and less busy times of day throughout the year, and have noted car parking behaviour, length of stay etc.


As the evidence became clearer the complexity of the brief grew and the essence of a major redevelopment project formed.

A grant from Hinckley & Bosworth Borough Council's Developing Communities Fund helped to fund a professional highways consultant and landscape architect to research and develop an effective proposal to address all the priorities whilst recognising the heritage of the market place.



# So what is the Redevelopment Project Proposing?

The project is proposing:

- Prioritisation of pedestrian safety
  - Introduction of a 20mph limit through the town
  - Extension of the one-way system through the Market Place and Main Street
  - A parking strategy for the town centre
  - Reduction in out-of-date/unwanted street signs and other clutter
  - Resurfaced Market Place with materials and finish that are fit for purpose but still in keeping with environs
- 



## What are the potential projected benefits of this Redevelopment Project?

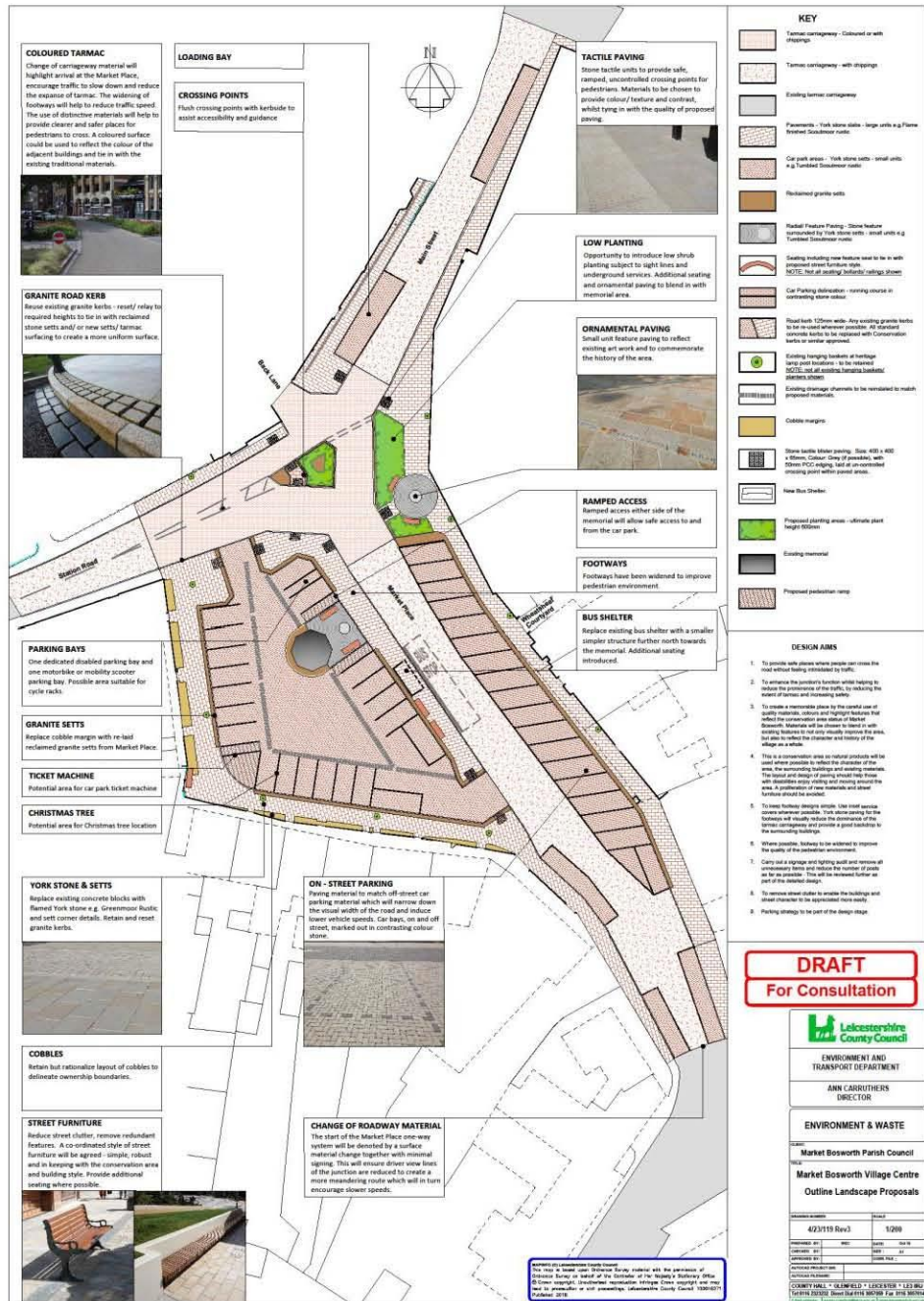
- To create a more pleasant and friendly high street environment
- To change drivers behaviour– more considerate to pedestrians
- To rationalise parking
- To encourage quicker and safer parking
- To provide more parking
- To attract more visitors
- To attract more passing trade
- To provide more greenery 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



# **MARKET PLACE & TOWN CENTRE REDEVELOPMENT PROJECT**

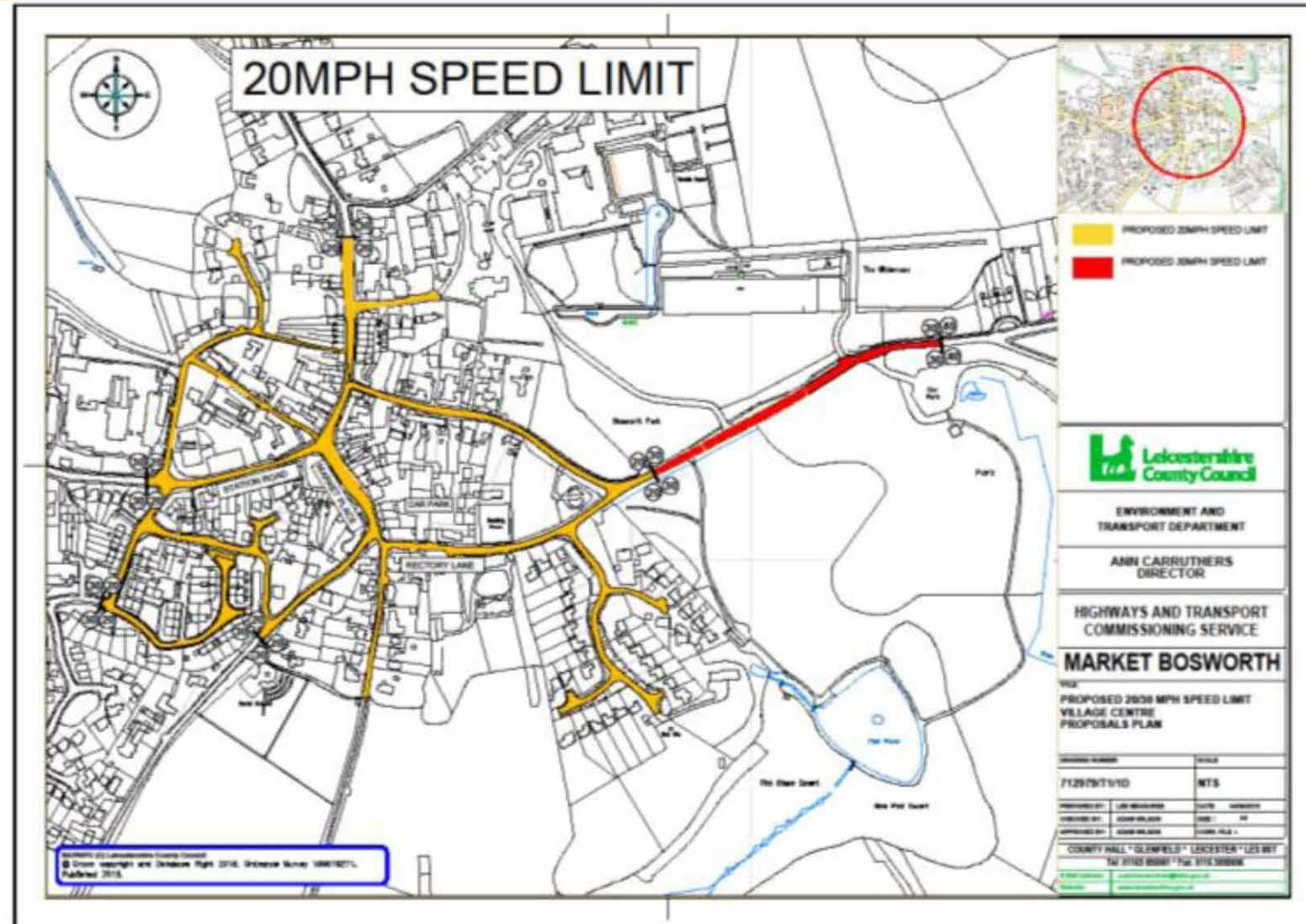
## **OUTLINE LANDSCAPE PROPOSALS MAP**



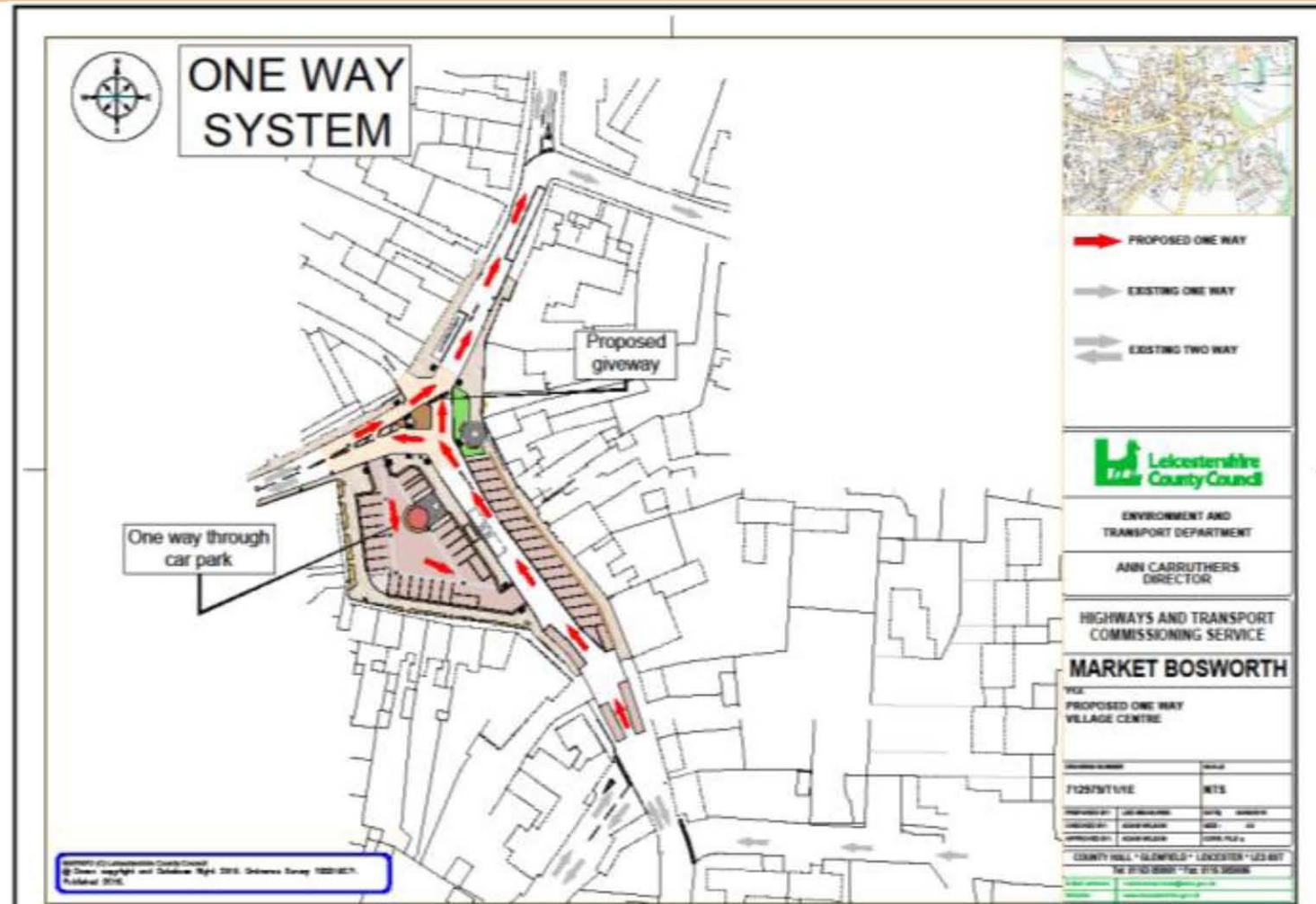




# INTRODUCTION OF A 20MPH LIMIT THROUGH THE TOWN



# EXTENSION OF ONE-WAY SYSTEM THROUGH THE MARKET PLACE AND MAIN STREET





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 make 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 car park either across/into the path of a vehicle or in front of the vehicle making them break suddenly
- eliminates the reduced visibility to the left due to the building alignment, thus not having to either edge out, exit slowly or chance it and 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 drive around the one way system there is a quicker access to the car park off Station Rd.

## Design Aims

- To provide safe places where people can cross the road without feeling intimidated by traffic.
- To enhance the junction's function whilst helping to reduce the prominence of the traffic, by reducing the extent of tarmac and increasing safety.
- To create a memorable place by the careful use of quality materials, colours and highlight features that reflect the conservation area status of Market Bosworth. Materials will be chosen to blend in with existing features to not only visually improve the area, but also to reflect the character and history of the village as a whole.
- This is a conservation area, so natural products will be used where possible to reflect the character of the area, the surrounding buildings and existing materials. The layout and design of paving should help those with disabilities enjoy visiting and moving around the area. A proliferation of new materials and street furniture should be avoided.

## Design Aims

- Carry out a signage and lighting audit and remove all unnecessary items and reduce the number of posts as far as possible - This will be reviewed further as part of the detailed design.
  - To remove street clutter to enable the buildings and street character to be appreciated more easily.
  - Parking strategy to be part of the design stage.
  - To keep footway designs simple. Use inset service covers wherever possible. York stone paving for the footways will visually reduce the dominance of the tarmac carriageway and provide a good backdrop to the surrounding buildings.
  - Where possible, footway to be widened to improve the quality of the pedestrian environment.
- 





# PARKING

On-street car 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.

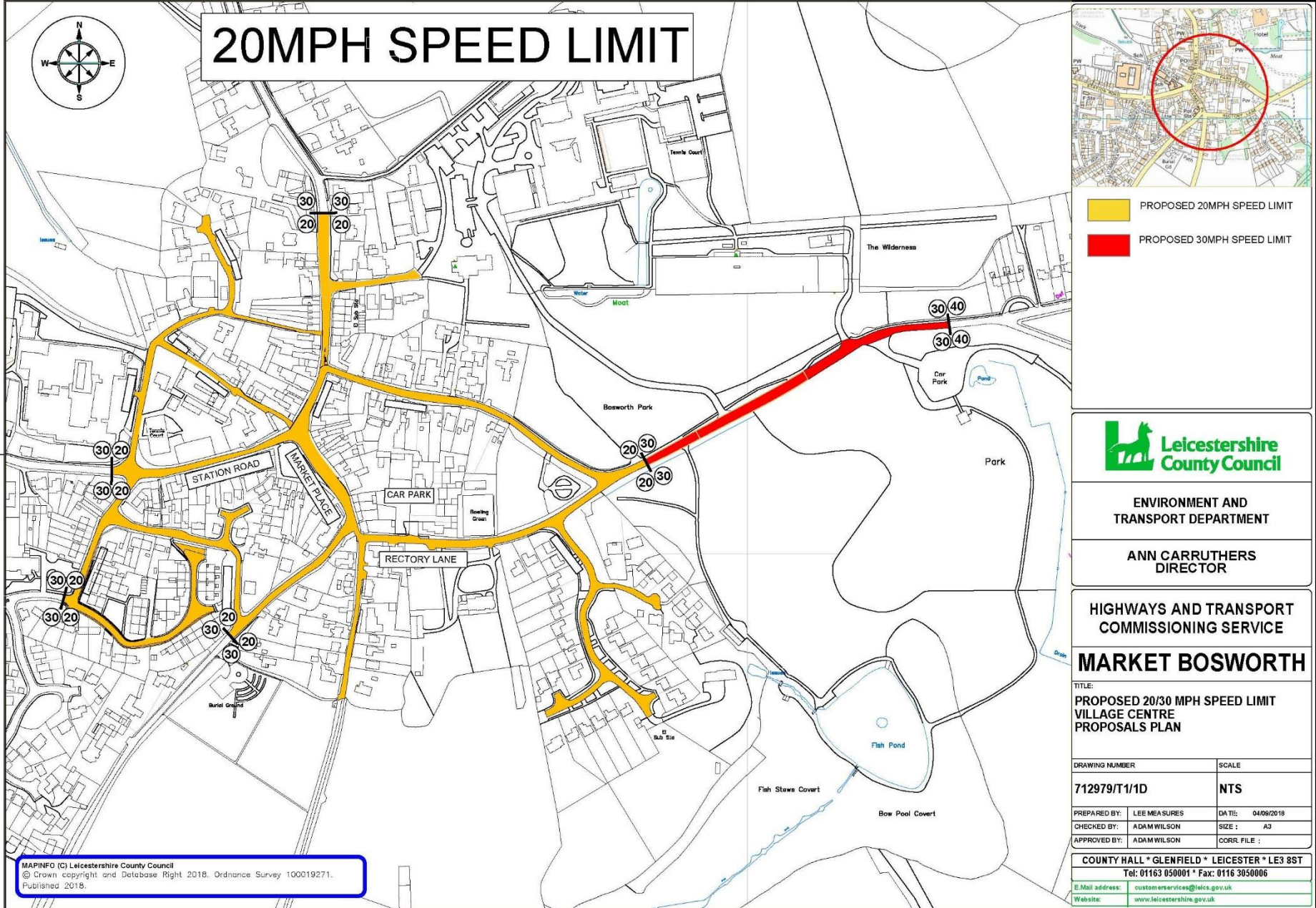


## **Increase of on-street parking spaces**

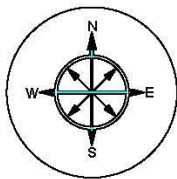
Roughly 2½ echelon parking spaces can be obtained per one parallel parking space.

This equates to 10 additional parking spaces outside the shops.







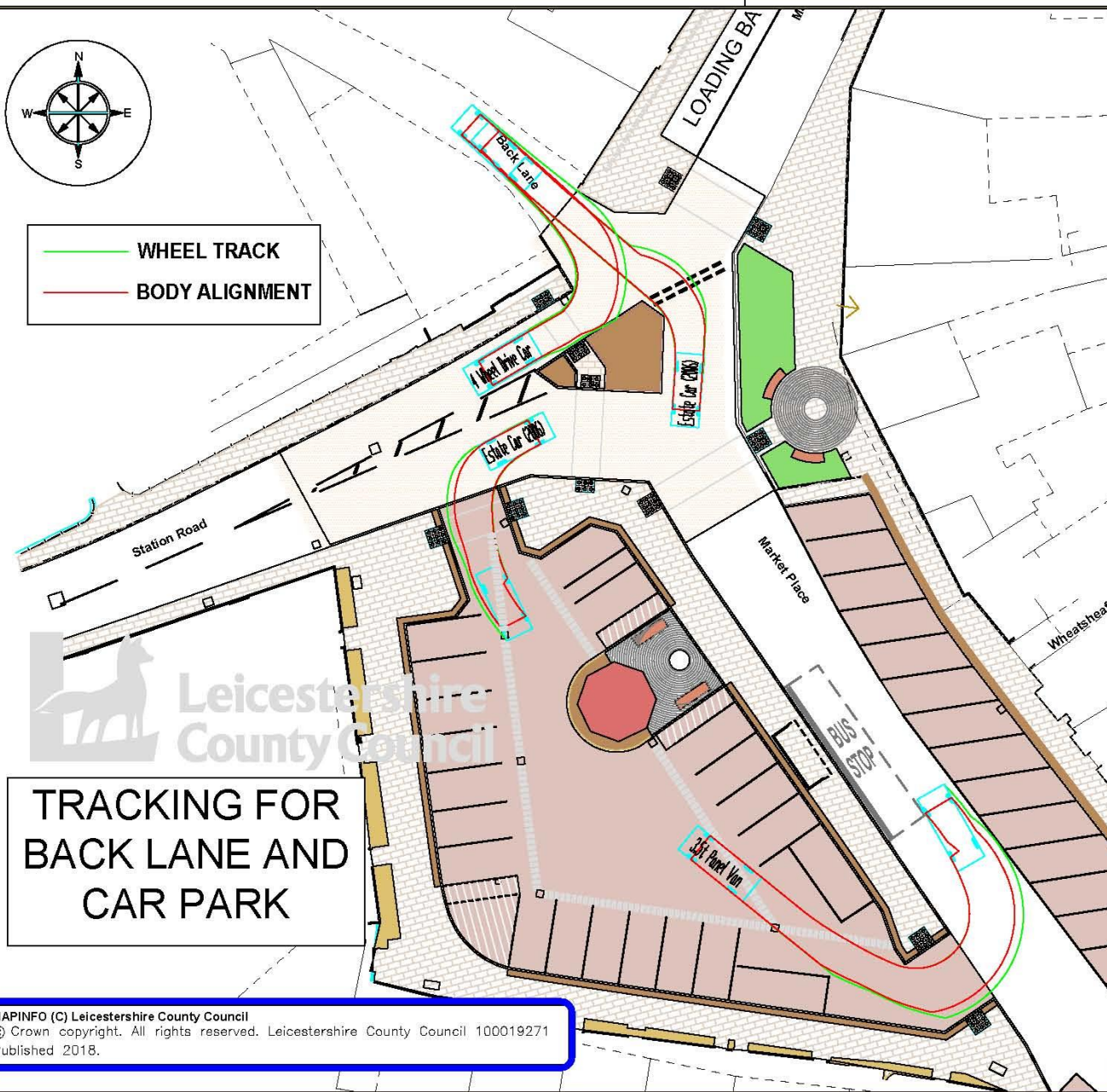


— WHEEL TRACK  
— BODY ALIGNMENT



## TRACKING FOR BACK LANE AND CAR PARK

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ENVIRONMENT AND  
TRANSPORT DEPARTMENT

ANN CARRUTHERS  
DIRECTOR

HIGHWAYS & TRANSPORT  
COMMISSIONING SERVICE

## MARKET BOSWORTH

TITLE:  
VEHICLE TRACKING  
CAR PARK AND BACK LANE  
TRACKING PLANS

DRAWING NUMBER		SCALE	
712979/T1/1B		NTS	
PREPARED BY:	LEE MEASURES	DATE:	04/09/2018
CHECKED BY:	ADAM WILSON	SIZE :	A4
APPROVED BY:	ADAM WILSON		

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