

Summary of Objections / Comments Received and Officer Responses

Comments

Comment 1:

Does not object to the scheme, would like additional restrictions to be brought into force including red lines to restrict loading and unloading on South Street which disrupts traffic flow. Would also support the whole of South Street becoming one-way.

Response:

Red lines not appropriate at this location, current proposal will have the same effect on traffic flows. We have not ruled out a one-way system along South Street, but an in depth investigation is required before any consideration to this happens.

Comment 2:

Does not object to the scheme, would like to see the addition of a zebra crossing on the corner of St Helens Church and Lower Church Street adding to the proposal.

Response:

The location is unsuitable for any type of crossing facility due to the low visibility distance for drivers and pedestrians.

PV2 which is required to justify a crossing is unlikely to score high due to low pedestrian counts throughout the day and therefore this location wouldn't meet criteria for a crossing.

Comment 3:

Does not object to the scheme, would like the scheme to be for residents only and exclude businesses. Would also like the number of permits issued to be restricted.

Response:

Both residents and business in the area are affected by the issue at present. The scheme has been designed to accommodate the needs of both residents and business equally to ensure they have priority.

Restricting parking solely to residents would restrict the businesses within the zone and in turn have a negative impact on the local area.

The permit parking scheme seeks to balance the needs of residents and business without placing either group at a disadvantage.

Permits are restricted to two per household or business.

Comment 4:

Does not object to the scheme, would like the Keep Clear in front of the church to be clearly marked and enforced within the new proposal also possibly changing the wording to read 'Church access only'. Would also like disabled parking spaces to be considered opposite the existing Keep Clear marking.

Response:

Unfortunately the KEEP Clear marking is not enforced by a Traffic Regulation Order (TRO) and therefore is only an advisory marking. We are unable to consider a change of wording to read 'church access only' as we are restricted by regulations to what wording can be used on the highway.

Whilst the new permit scheme would only be open for parking to those with a valid permit, any visitors to the church that may be disabled and hold a blue badge will still be legally allowed to park on the existing double yellow lines in the vicinity (though the length of stay is restricted to three hours).

Objections

Objection 1:

Supports the residents parking and the extension of the one way. Concerns over the inclusion of eligible commercial businesses within the permit scheme. Worried about how many spaces businesses are allowed and if this will make the current issue worse.

Response:

Further to the feedback received from the initial consultation, an alternative proposal was drawn up to better meet the needs of both residents and business in this area.

The County Council runs a number of permit parking schemes for which the number of permits per household/business are restricted. The existing policy in place is that all eligible households and businesses receive 2 parking permits only. Additionally, they may apply for a visitor book which contains 10 permits, each permit valid for one day only (limited to two books per month).

Currently, no parking restrictions are in place on Lower Church Street and South Street thus allowing any vehicle to be parked on the public Highway. The introduction of the Permit Parking scheme will see the removal of unwanted parking and allow the eligible residents and businesses to park in the area.

Please note, the proposed scheme is not a Residents' Parking scheme but rather a Permit Parking scheme. The scheme looks to accommodate the need of both businesses and residents of Lower Church Street/South Street.

Objection 2:

Objects to the scheme. Believes the proposals have not changed from the first initial consultation so initial objection stands. Lower Church Street is a business area and many properties hold different functions attracting many visitors and members of the public and there is already insufficient parking which will be made worse with the proposal. Issue of lack of parking is already causing business to lose customers; by removing on street parking it will cause more problems for business. Concerned that the extension of the one-way system will create more traffic problems on Main Street after extending it to include the school and other business.

Response:

The proposals have significantly changed since the initial consultation which took place in November/December 2017. The proposals now accommodate parking for businesses and residents to meet each of their needs. Business are now eligible to be able to purchase two parking permits and two visitor parking permit books per month to enable them to park within the Zone.

The extension of the one-way system would extend past the Town Council Offices up until the existing car park. Should any motorist be unsure and navigates up South Street (from Bath Street), the car park would provide a safe and suitable area for a driver to turn their vehicle.

Furthermore, with the introduction of the permit parking scheme, parking would be limited to eligible residents and business only. A reduction in the number of vehicles parking and moving in the area will make the area around the school safer. Should a motorist wish to park on the existing double yellow lines, they would be liable to a Penalty Charge Notice.

Objection 3

Objects to the scheme as believes this will set a precedent in the town, with other areas requesting the same thing.

Response:

Leicestershire County Council will consider any requests for residents parking on any other road or street within Ashby-De-La-Zouch on an individual basis in line with the existing residents parking criteria.

It should be recognised that Lower Church Street and South Street given their close proximity to the town centre has an unusual level of non-residential parking. The permit parking scheme will remove non-residential parking and provide adequate parking for the residents and businesses in the area.

Objection 4

Objects to scheme as concerned about access/ egress to and from the school. Would like the addition of a second enforceable school keep clear marking over the second entrance which is used for deliveries and emergency access. This currently gets blocked by parked cars regularly. Would like the current time restrictions of the School Keep Clears to be extended to 7.15am- 6pm. Plan does not include schools alternative entrance on Mount Walk and requests clarification of arrangements here.

Response:

A school keep clear marking is only considered at entrances to a school which are used by the pupils and not at delivery/emergency accesses. Therefore, we are unable to provide such markings. A protective entrance marking will be provided at the entrance to the school gates that is used for deliveries and for emergency access. The protective entrance marking is an advisory marking only and not enforceable.

The school keep clear restriction (Mon-Fri 8am-4pm) is a county wide restriction for all schools. The core hours for schools are usually between 8am and 4pm and these

restrictions will allow for the vicinity outside of the school to be clear and safe for the children at school start and end times.

The area outside the school, Mount Walk and Upper Church Street, has not been included as part of the proposal. Instead, the point raised will be considered as a separate request.

Objection 5

Objects to the Parking Permit scheme as believes it is not appropriate to have exclusive residential parking in a business district and that half the bays will be empty during the day when business could be making use of the parking. The proposal will also cause problems with deliveries and funerals at the Church. Objects to the one way proposal because it will increase the flow of traffic along Main Street and Lower Church Street which will cause a higher risk to pedestrians. Vehicle speeds will increase as a one-way street. Suggests the one way stays as it currently is but LCC add additional illuminated signing and more road marking. Requests a new pedestrian crossing area in Lower Church Street. Agrees to the proposal of a Mandatory School Keep Clear Monday - Friday 8.00am-4.00pm on part of South Street.

Response:

The proposal allows both businesses and residents to park within the highlighted zone. This proposal would accommodate businesses in the day-time by allowing visitors to park in the area, or for their own vehicles.

The existing Keep Clear outside St Helens Church will be refreshed to ensure the markings are visible to all road users. Any vehicles required for a funeral such as a hearse will be permitted to park on the Keep Clear and would be exempt from the restriction.

At present, the existing one-way system is constantly contravened thus increasing the chances of near misses and accidents. Signing and siting of signs is regulated by the Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manuals and therefore, the sign must be placed where the restriction starts.

The relocation of the no-entry and one-way system to the entrance of the car park would remove the possibility of dangerous manoeuvres being undertaken and in turn provide a safe and suitable area for vehicles to turn back.

As a result of introducing a one-way restriction, speeds will be monitored closely to ensure there is no increase.

The location is unsuitable for any type of crossing facility due to the low visibility distance for drivers and pedestrians.

PV2 which is required to justify a crossing is unlikely to score high due to low pedestrian counts and therefore this location wouldn't meet criteria for a crossing. Additionally, Lower Church Street is a short stretch of road with a bend leading on to South Street. Therefore, any formal crossing must be considered between its junction with Market Street and the bend leading to South Street.

This short stretch of Lower Church Street has a fairly narrow carriageway width and footway. Without any space to widen the footway and the fact visibility between vehicles and pedestrians would not meet the required criteria, any formal crossing on Lower Church Street would not be justified.

Objection 6

Objects to the scheme, feels as though traffic will increase on Market Street especially to turn into Lower Church Street. Proposal on right hand blind bend of Lower Church Street causes a danger to pedestrians and vehicles. The increase of traffic flows will cause congestion in Market Street especially when travelling towards Wood Street turning right into Lower Church Street. Vehicles park on the pavement of the corner of Lower Church Street. Insufficient space is being allowed for the Church. The proposed one-way will cause inconvenience and problems to people wanting to access South Street. The existing one way contraventions could be stopped by regular enforcement and additional signage. The Permit Parking will exacerbate the lack of parking in town and will affect tradesman and business.

Response:

The proposed system will reduce the possibility of vehicles "chancing" the existing no entry and it will remove the issue of large number of vehicles undertaking U-turns in close proximity, thus creating a safer environment.

Whilst the new system will require those travelling north-east along Market Street to wait and thereafter turn in to Lower Church Street, the traffic heading south-west along Wood Street will be travelling at a fairly low speed due to the need to safely navigate the bend before Lower Church Street. This will allow for vehicles waiting on Market Street to safely judge and make the required turn.

The proposed parking shown on Lower Church Street opposite St Helen's Church has not introduced any additional parking on the bend. The proposal will not alter or extend the parking past its existing point.

Where vehicles are parking on the bend of Lower Church Street and Wood Street on the existing restrictions is an issue. We can confirm these concerns will be passed to Civil Enforcement Officers ensuring a more regular patrol of the area.

Objection 7:

Objects to the scheme. Will result into increase traffic on Market Street and turning into Lower Church Street where there is already existing issues with people parking

on the corner. Concerns on the lack of proposed space allowed for the Church which will cause problems accessing the church. The one way system will cause inconvenience to visit South Street. The problem of vehicles using/ violating the present one way system in Lower Church Street could be stopped by the present regulations being enforced by the police. The proposal will exacerbate the lack of parking in the town centre which will affect business and tradespeople in Market Street and encourage shoppers to use the out of town sites. The planned permit parking scheme on the corner, opposite the entrance to St Helens Church is a potential danger to vehicles and pedestrians.

Response:

Whilst the new system will require those travelling north-east along Market Street to wait and thereafter turn in to Lower Church Street, the traffic heading south-west along Wood Street will be travelling at a fairly low speed due to the need to safely navigate the bend before Lower Church Street. Additionally there is forward visibility of at least 50 metres. This will allow for vehicles waiting on Market Street to safely judge and make the required turn.

Where vehicles are parking on the bend/entrance of Lower Church Street and Wood Street on the existing restrictions is an issue. We can confirm these concerns will be passed to Civil Enforcement Officers ensuring a more regular patrol of the area.

The access to St. Helens Church will not change with the introduction of this scheme. The access and Keep Clear markings will remain as they currently are. Funeral vehicles will have sufficient space to enter the church yard. In the instance of an emergency, the emergency vehicles will take the necessary actions required to gain access to the Church.

The proposed one-way system will improve traffic flow on Lower Church Street and South Street. Whilst visitors to the business premises and Council offices may be caused a slight inconvenience in the change of their route, the one-way traffic flow will reduce the chances of blockage caused by vehicles travelling in opposing directions.

It is difficult to enforce moving restrictions such as one-way systems, especially those that are short in length such as that on Lower Church Street. It is necessary for a Police officer to be present to witness the contravention. The Police cannot be available to enforce each and every restriction.

The extension of the one-way system will reduce the number of vehicles contravening the restriction and the car park provides the necessary space to undertake a U-turn.

The scheme looks to formalise parking arrangements in the area and will improve access to the church and local businesses.

The introduction of the permit parking scheme will provide parking to eligible residents and businesses only.

Whilst some visitor parking would be displaced, other suitable parking is available in the car park. Additional, limited parking spaces have been recently introduced on Market Street.

The proposal has not created any additional parking spaces but rather converts the existing spaces into permit parking only. The parking area shown on the corner opposite St Helen Church is current and has not been extended.

Objection 8:

Objects to the scheme. The proposal will increase traffic flows on Market Street causing additional delays on a highly congested road. Cars may travel from North Street which has the potential for accidents. Would like the no entry moving to outside property number 30 South Street. To allow access to properties from South Street therefore reducing the potential holds up from entering Lower Church Street. Better signage on South Street would decrease the amount of contraventions to the current one-way system. The proposal is likely to result in a rise in unauthorised parking on properties which have parking facilities such as Castle House, thereby causing inconvenience to both the tenant and visitors to the business.

Response:

Whilst the new system will require those travelling north-east along Market Street to wait and thereafter turn into Lower Church Street, the traffic heading south-west along Wood Street will be travelling at a fairly low speed due to the need to safely navigate the bend before Lower Church Street. This will allow for vehicles waiting on Market Street to safely judge and make the required turn.

At present, any vehicle looking to access Lower Church Street from North Street must cross the full width of Market Street. Therefore, with the proposal, there would be no change in the way this manoeuvre is undertaken.

With regards to signage, all highway authorities are bound by the rules, regulations and guidance set out by the Department for Transport (DfT). Access Only signs are used solely at road closures or construction sites.

There are no advanced no entry signs within the approved DfT signs and therefore, the best solution to ensure compliance with the no entry, was to reposition it at a different location.

The proposal to extend the one-way system outside the car park enables the necessary, safe and suitable space for vehicle to undertake the manoeuvre. If the one-way system was placed outside 30 South Street a number of safety concerns have been raised. Firstly, due to the short distance between 30 South Street, the

other business and the church, it is likely motorists would still contravene the no entry for access purposes.

Lastly, there are no safe or suitable facilities in the area for vehicles to undertake the U-turn manoeuvre. Whilst, accesses to properties may seem safe, during busy periods, it is likely congestion will spill on to Lower Church Street as vehicles must wait for those undertaking a U-turn.

Whilst the parking will be restricted to resident and businesses that meet the eligibility criteria, each home/business will receive two parking permits and will be free to purchase permit books for visitor permits.

Objection 9:

Objects to scheme as nearby properties currently have no parking and park at present on Lower Church Street. Once the proposal comes into force there will be no parking for nearby properties.

Response:

Requests from residents within the vicinity of the scheme area will be assessed and considered for inclusion once the proposed scheme is implemented.

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