

Transport and Parking

(Draft document based on observation/recording/research, and feedback from the parish. S. McIlroy. April 2017.)

Footpaths:

Improvements to the existing network of footpaths, bridleways and cycleways will be sought (where appropriate) with a particular focus on the routes to and from the buses on the A31. Every effort being made to preserve natural habitats/plant species nearby.

For any new development within the parish, the construction of new and enhanced footpaths will be sought as part of the design process with interconnections to provide safe continuous routes.

Lighting of said footpaths will remain a consideration particularly in relation to the type of bulbs to be used. Aesthetics to have equal weight with efficiency.

Traffic Signs:

The parish council will liaise with the highways authority and other interested parties, to ensure that the number of traffic signs (and inappropriate unauthorised warning strips etc.) are kept to the absolute minimum and are in keeping with the heritage character of the village. The parish council will aim to be involved in the design of any signage deemed necessary by the highways authority.

Traffic Calming:

A request to remove all white lines along The Street will be made, based on the village of West Meon where safety was improved as a result.

A request to reduce the speed limit to 20 miles an hour within walking distance of the school (c800m) will be sought with signage appropriate to the heritage character of the village. Together with a request for a speed table at the start and end of this zone in an unobtrusive style similar to the ones in Thursley village.

Improvements to blind spots in the village to be sought particularly near the church (known locally as Kill Priest Corner) with a mirror/s installed again careful consideration being made of their appearance.

Provide safer turning of vehicles at narrow points in the village (namely Suffield Lane and Lascombe Lane) by liaising with the highways authority to provide (most likely) traffic calming bollards. This will protect property as well as people but needs to be of a style appropriate to the historic core of the village.

Endeavour to monitor the traffic on the B300 - the busiest B road in Surrey - and be consulted by the highways authority on solutions as part of its wider transport network. The pedestrian refuge by the Harvester has been a good safety addition. To discourage the development of businesses and housing along this road that could majorly increase traffic volumes and impede flow further.

Parking:

Endeavour to provide a parking site in the village in close proximity to the school to elevate the major problem of road blocks caused on some school days by cars dropping off children. This site will be sympathetically screened, and the surface covered to reduce the visual impact.

Encourage larger vehicles to park here rather than block the light of windows in the houses along The Street. Also to negotiate with developers/home renovators to request smaller vehicles be used to deliver goods.

Facilitate cleaner and more efficient vehicle usage by installing electric charging points in appropriate locations.

