

# Transport and Parking Report



**Puttenham Parish Council**

**December 2019**

## **Introduction**

Puttenham, like many rural communities, has limited facilities/services so it relies heavily on its transport network, with a high car dependency. The village is predominantly a linear settlement which developed along a narrow street (The Street) and the pressures of modern travel patterns and forms places a significant strain on the village, the wider parish and parish residents.

Puttenham is a rural parish connected primarily by narrow country lanes, however the parish also has major routes running through connecting to the wider Surrey sub-region and beyond. The arterial routes and main roads which run to the north and south of the parish have a significant impact on the parish's natural environment as well as affecting residents and visitors alike. The impact on parish residents was a resounding finding of the 2014 Parish Survey in which residents stressed their concerns over the impact of increased traffic and congestion through the village as well as parking issues. Nearly 90% of respondents were most concerned about these traffic and parking issues than anything else.

It is clear then that transport and parking must be a focus for the neighbourhood plan.

## **Aim**

This report has been informed by national and local policy as well as local knowledge including feedback from the 2014 Parish Survey and through informal discussions with villagers since starting the Neighbourhood Plan process, including at consultation meetings. The aim of the report is to set the transport context of the parish, identify the issues that face residents as a result and sets a number of recommendations to inform the neighbourhood plan and help to overcome these issues.

## **Policy Context**

### National Planning Policy

The National Planning Policy Framework (NPPF) recognises the role of planning in bringing about sustainable development and how transport can help to reduce greenhouse gas emissions by reducing the need to travel by private transportation and supporting the provision of sustainable transport modes.

### Local Planning Policy

#### Guildford Borough Local Plan

Policy ID3 of the Local Plan prioritises sustainable modes of transport over private transportation. The policy also requires new development to provide adequate levels of off-street parking and states that new development must not result in a local parking conditions that might cause adverse impact on road safety. Finally, the policy also requires new development to provide safe and suitable access that doesn't adversely impact on the local highway network or communities in terms of amenity, health, noise, pollution.

The Guildford Borough Council Vehicle Parking Standards SPD sets \*vehicle and cycle parking standards for various uses. The requirement for residential use is as follows:

<b>C3 DWELLING HOUSES OUTSIDE OF GUILDFORD TOWN CENTRE</b>	
Use	Standard
Studio Apartments per unit	1 car space*
1 bedroom per unit	1 car space*
2 bedrooms per unit	1.5 spaces*
3 or more bedroom unit	2 car spaces*
Plus for all developments a minimum of 1 cycle space per unit	
Elderly (sheltered)	0.5 spaces per unit*

### Draft Infrastructure Delivery Plan (IDP)

The Draft IDP identifies future infrastructure delivery projects across the borough including a road safety scheme on the A31 near Hog’s back in the Tongham to Puttenham section. This project is to be delivered between 2018 and 2026 and funded through developer contributions.

Improvement schemes are also to be delivered on the B3000 Puttenham Hill/A31 Hog’s Back junction (Puttenham) which are expected to be delivered between 2021 and 2026 and funded through developer contributions.

Guildford Strategic Highway Assessment Report (June, 2016) was produced to inform the GBC Local Plan and identifies the following junctions as likely to be affected by expected development in the borough over the Local Plan period.

- B3000 / A31 junction, Puttenham Hill
- B3000 / Puttenham Heath Road

The Guildford Borough Infrastructure Baseline Report acknowledges that “traffic flows on the Strategic Road Network (SRN) in Surrey are far higher than those experienced nationally”. In 2008, traffic flows on A roads in Surrey, including both trunk roads which form part of the SRN and county maintained roads which are not, averaged 21,400 vehicles per day (AADT), 64 per cent higher than the national average.

## Puttenham

### Road Network

Puttenham is a rural parish connected to the wider strategic road network. The A31 (Hog's Back) to the north links with the A3 and the Blackwater Valley. The B3000 runs south from the A31 linking back to the A3 trunk road. Otherwise, the parish is connected by smaller classified and unclassified rural routes. The most notable of these include The Street, Seale Lane and Lascombe Lane which form part of the historical Pilgrims Way, as well as Hook Lane, and Suffield Lane which run south. Village highway signs, road markings, and street lights, are generally well positioned, but are standardised in appearance and not always appropriate for the heritage character of the village.

Visual pollution in an historic setting (photograph 1)



### Cycle Network

Puttenham does not have any dedicated cycle lanes but is a popular route for cyclists as it links with the North Downs Way and the Fox Way. Puttenham is also on the Surrey cycle way, forming part of the National Route 22 of the National Cycle Network which "travels through Puttenham, Guildford, Dorking and Epsom Downs before arriving in Banstead. At Woodmansterne the route enters the London Borough of Croydon, connecting with Route 20."

The camping barn is an excellent facility in the village providing low cost overnight accommodation for cyclists and village residents. No motor vehicles are allowed on site which fits with its location on the blind bend near the church.

The narrowness of the parish's rural lanes as well as the congestion and parking constraints through the village mean cycling can be hazardous for all road users. Whilst cycle lanes would bring improvements, consideration has to be given to the geographical constraints, financial viability and environmental implications of such an approach.

### Pedestrian Footway Network

The parish does not have many dedicated pedestrian footways although there are intermittent pavements through the village and on the B3000. Since the bus stop on the A31 was moved there is no useable route into the village by public transport from Guildford or towards Farnham, as it involves either walking along the grass verge by the A31 or trying to forge a route down the hogs back through bramble. The problem of not being able to get to or from the bus stop is a major concern for village

residents and campers. The parish has many public footpaths and bridleways which cross private and public land particularly in the vicinity of Puttenham Common and are generally well signposted.

### Public transport and other forms of sustainable transport

Puttenham is extremely badly connected by public transport. There are bus stops in the village centre, but buses no longer come. Once a week on a Thursday a village community bus (run by village volunteers) takes residents to Godalming for a short visit. A very limited day-time bus service is available on the A31 Hog's Back to the north of the village, however since there is only a path to one of the stops (towards Guildford), catching a bus going the other way is near impossible as the bus stop no longer connects with a footpath.

There is no longer a school bus service to Waverley Abbey School and coach companies no longer come into The Street to pick up 4-7 year olds for school trips as they can't get through the village.

The nearest train station is Wanborough which is approximately 3km to the north and only part of the route is accessible by footpath. As a result of the poor public transport services, parish residents are almost totally reliant on private transportation. 2011 Census data suggests that 61% of the working population in the ward which Puttenham lies (Shalford) travel to work by car or van. This is likely to be higher in Puttenham itself given the village does not have a train station.

68% of parish households have two or more cars (Census, 2011) and car sharing isn't popular. Any future development in the village therefore, should carefully consider parking provision per property as the reality of number of cars per residency doesn't always conform to the theory.

Feedback from consultation to date suggests that villagers are keen to plan for the future and the proposal to create a car park with electric charging points comes high on the list.

### Traffic Flow

The Puttenham Housing and Community Needs Survey of 2014 identified that 89% of respondents were most concerned about traffic congestion. The Street is a narrow road with buildings tight to the roadside. It is generally heavily parked on one or both sides as there nowhere else to go. Few properties here have space for off-street parking. At school pick up and drop off times the village has been known to be almost grid locked with vehicles. Furthermore, pedestrian footways are often partially blocked with parked cars forcing mothers with pushchairs onto the road. Traffic congestion and parking issues are at their worst at peak times during term time. The health and environmental impact of exhaust fumes in the vicinity of the school is a concern.

Extra-large vehicles entering the village centre and getting partially stuck, add to the problems and two barns frequently suffer damage as a result. On one tiles get displaced and the other is regularly driven into and ugly warning strips have been added to the period building. The turning into Lascombe Lane has been damaged by large commercial vehicles repeatedly mounting the curb.

Roof tiles removed in Suffield Lane (Photograph 2)



## Unightly unauthorised warning strips

There are various vehicle/pedestrian pinch points along The Street. The blind bend by the church is known as 'kill priest corner' due to the poor visibility around the corner when crossing the road to the church, or when exiting by car from the Home Farm entrance opposite.

Another danger point is on the bend in Suffield Lane by The Priory where mothers often park in the morning forcing cars to pull out around them near the bend. This is an increasingly a problem as is speeding around the bend from The Street in to Seale Lane mentioned below.



Parking danger on Suffield Lane blind bend by the entrance to The Priory (photograph 3)

The Street / B3000 junction is regularly bottlenecked and exiting this junction heading towards the A3 can be very difficult due to traffic volumes on the B3000. Traffic on the B3000 is invariably slow moving at peak times (and few cars switch their engine off so pollution levels along this road are likely to be extremely high) but very fast when clear. The B300 is the busiest B road in Surrey and is barely coping with the strain of the vehicles that already use it.

The Neighbourhood Plan Steering Group undertook a traffic flow survey in the village in September 2016. The breakdown into cars, vans and bikes was recorded. The survey took place on a Thursday for half an hour between 8.30-9 am. The survey produced the results shown below:

Road/Junction	Number of vehicles in 30 minutes
B3000	733
The Street	129
Suffield Lane	59
Lascombe Lane	7

## Traffic Speed

Traffic speed is also a significant concern for parish residents and many comments were received in response to the 2014 Parish Survey referring to traffic speeds, in particular along the B3000 and through the village. Concern continued to be expressed throughout the consultation process. Not surprisingly, the entry points into The Street are two of the most hazardous sections and concerns are regularly raised about vehicles exiting near the bend at Seale Lane and approaching the Church up the hill from The Street. It is the result of traffic being frustrated by slow progress through the centre of the village due to parked cars/congestion and accelerating once clear. The narrow and constrained nature of The Street assists in reducing traffic speed within the village centre. The purchase of a speed gun to gather quantifiable evidence on traffic flow and speed through the village and measure the extent of the problem didn't, unfortunately, produce any conclusive results but few residents would disagree that this is an issue.

## Air Quality

Action to manage and improve air quality is largely driven by EU legislation which sets legally binding limits for concentrations of major air pollutants that impact public health such as particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and nitrogen dioxide (NO<sub>2</sub>).

Guildford Borough Council has prepared a Draft Air Quality Action Plan (AQAP) for the neighbouring village of Compton which is a similar sized village to the east of Puttenham on the B3000. The village was recently declared an Air Quality Management Area after recent air quality monitoring in the village found that average annual Nitrogen Dioxide (NO<sub>2</sub>) levels to exceed national standards (40 ug<sup>m</sup><sup>3</sup>). As such an AQAP was prepared which set out a number of measures to improve air quality within the AQMA area. Further details of the AQAP can be found here:

<https://www.guildford.gov.uk/aqmaconsultation>

The air quality recording in Compton focussed on traffic flows and number of different types of vehicles. The AQAP identifies a number of potential measures to reduce NO<sub>2</sub> levels in the AQMA including the following:

- Scenario 1 - Ban on HGVs
- Scenario 2 - 20mph zone
- Scenario 3 - Combined ban on HGVs and 20mph zone
- Scenario 4 - Traffic lights
- Scenario 5 - Traffic lights and ban on HGVs

The AQAP found that Scenario 3 would likely bring about the biggest reduction in NO<sub>2</sub> levels by improving traffic flow along The Street, Compton and by banning some of the largest contributors to diesel emissions from travelling on the road. Scenario 2 also brought about significant improvements in NO<sub>2</sub> levels at receptors along The Street also due to improvements in stop/start conditions through ensuring cars are maintaining consistent speeds as opposed to accelerating and breaking regularly at bends or obstacles in the road.

Other than the obvious fact that that they both lie on the busy B3000, there are a number of similarities between Puttenham and Compton. For example, the B3000 through Puttenham is a busy road which is commonly used as a cut through from the A31 (Hogs Back) to the A3 and then on to Compton and/or Godalming whereas the B3000 in Compton is a cut through from the A3 to south of Guildford (Godalming, Salford, Bramley etc).

Traffic is actually heavier on the Puttenham B3000 stretch at morning and evening peaks and is often stationary which raises concerns over the pollutant emissions of stationary vehicles in residential areas. This is due to this section of road joining two arterial routes, the A31 and the A3. Indeed, the Puttenham section is signposted as such.

Both the Puttenham and Compton routes are designated HGV routes. Traffic volumes are considered to be very similar during the day, however, the peak periods of stationary traffic only occur in Puttenham as mentioned above. The speed limit along the B3000 through Compton is currently 30mph, whereas, through Puttenham it is currently 40mph.

It is unlikely that NO2 levels along the B3000 through Puttenham exceed national standards and the parish council are satisfied that Guildford Borough's air quality monitoring programme would identify if levels were to deteriorate significantly. The primary issue along the B3000 through Puttenham relates to traffic speed and safety and the AQAP makes a number of suggestions to manage traffic which also assist in significantly reducing NO2 levels. It is therefore recommended that consideration is given to introducing such measures along The B3000.

### Parking

Parking in the village is a significant issue and concern for local residents. The Puttenham Housing and Community Needs Survey of 2014, identified that 93% of respondents were most concerned about parking. Parking along The Street is particularly bad at school pick up/drop off times and parked vehicles in certain areas such as the bend by the Priory, give rise to particularly hazardous situations as oncoming cars are forced into the middle of the road on this dangerous bend. 'An accident waiting to happen' is how it has been described. See photograph 3.

Parking on the pavement also concerns residents. See photograph 4 below.

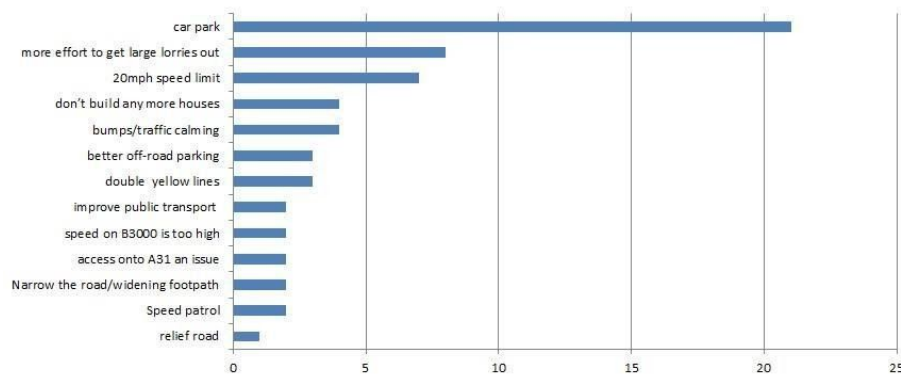


Photograph 4



Also vans (commercial or otherwise) parked outside properties blocking their light see photograph on the front page. The problem is particularly bad on the sharp bend as The Street flows into Seale Lane as large white vans reduce visibility around the corner and force cars out again.

Given the village’s parking constraints, the Parish Council are considering allocating land for a car park through the Neighbourhood Plan. Landowners of potential sites (Hampton Estate, The Priory and the owner of the field on the slope into the village) have been approached with a view to possibly selling land for use as a village car park. The bonfire field is owned by the Parish Council and another option would be use this in a more formalised manner with possibly an ‘in’ ‘out’ entrance and exit as suggested by a local resident or with a passing layby if this isn’t practical. The need for a car park was reinforced in the results from a survey carried out in after a village consultation in May 2017. Illustrated below:



## Recommendations/solutions

The issues identified above are not exclusive to Puttenham, as many rural villages experience similar traffic flow, speed and parking issues. The Neighbourhood Plan steering group have researched solutions that other villages have successfully adopted that are appropriate to our historic setting.

Conventional highway design seeks standardisation. Good village street design is all about context.

It should also be noted that Surrey County Council are the highways authority for the parish. The implementation of transport and parking measures are often not planning matters and the Parish Council will need to work with the Surrey CC to implement potential solutions to address the issues identified. The neighbourhood plan can however include aspirational policies to this effect as well as implementable planning policies to cover some areas.

Because of the history of the village it was felt by villagers that more consideration should be made of aesthetics. To work towards preserving the character and heritage of the village rather than standardisation by default.

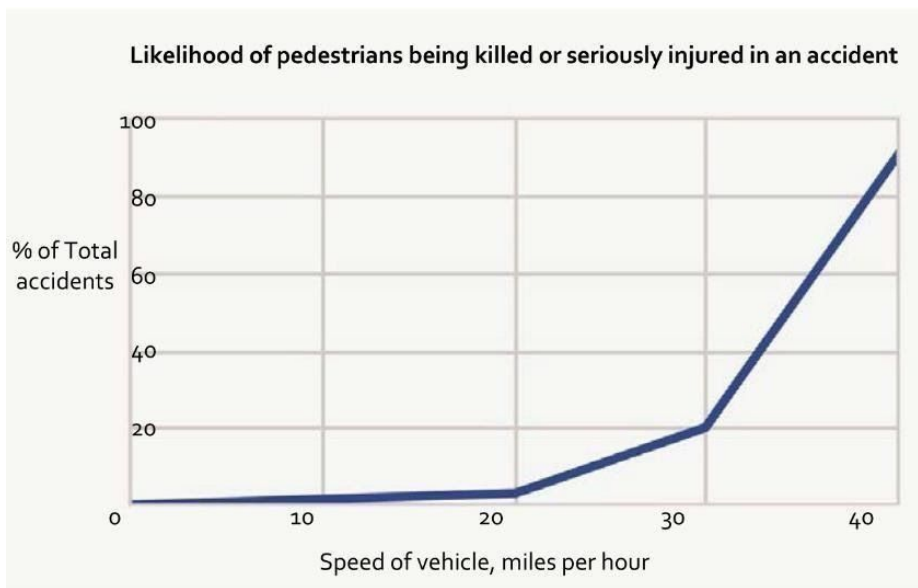
The suggested solutions are as follows:

## 1) Reduced speed limits to improve road safety

One way of reducing traffic speeds through the village would be to reduce the limits. The proposal is to reduce the speed limit from 30mph to 20mph within walking distance of the school, with new signs being installed that are appropriate for the village character as illustrated. This would mean putting in wooden 20 mph posts predominantly along The Street, parts of Lascombe Lane, Seale Lane and Suffield Lane.



At the same time, the proposal is to reduce the speed limit along the B3000 within the Parish from 40mph to 30mph. There has been an acknowledgement of the speed danger here in that the highways authority has positioned a pedestrian refuge outside The Jolly Farmer within the last year. Prior to this villagers had to run across the road due to the combined problems of speed and volume. It is a very long road with just one crossing point, a reduced limit would increase safety. At the village consultation on 11<sup>th</sup> May, there was full support for reducing the speed limits as described. Decreasing speeds below 40mph has a dramatic impact on road safety as shown below.



The Parish Council feel confident that they can cover the cost of the new signs as long as they are appropriate to the setting and fit the recommended 'Street Design for All' national advice recommendations of 2014 prepared by English Heritage, Department for Transport, and Civic Voice. The plethora of road signs around the pedestrian refuge doesn't help road safety (see point 3)

## 2) Speed tables

Speed tables have proved an effective solution to calm traffic in Thursley village. Part of the 'Star Scheme' in the 1990s (Parish Council information). Speed tables provide a solution where specific speeds need to be maintained rather than dramatically reduced. They are long, low 'tables' up to 6m across the top with sloping sides of approximately 1.2m. They stretch across the whole width of the road and are made of brick inserts with no road markings on their surface or signs alongside. They

blend therefore with the road surface (appropriate for the setting), yet stop vehicles from speeding. Images are shown below within Thursley's 20mph zone.

Speed tables in Thursley village



They have many advantages including - they can be walked over and provide less delay for emergency vehicles. They are also quieter than rumble strips. The proposal would be to have one at the start and end of the new 20mph in The Street (just down from the back entrance into The Priory and where the orange neighbourhood watch sign is located) as photograph (a) and another in Seale Lane just after between the telegraph poles near the entrance to Dark Lane (b) These would act to signal/reinforce the new 20mph limit along The Street/Seale Lane. At an early whole village

consultation there was full support for installation of such speed tables and a desire to make them as similar in appearance to the ones in Thursley village (as above) in that they aren't too obvious and don't have signage. A key factor for village residents is avoiding 'humps' with neon strips that would be noisy, ugly, and inappropriate for The Pilgrims Way.



a



b

Later consultations with villagers revealed a desire to install 4 more speed tables to help address the issue of speeding around the bends in this section of road. The suggested positions are as follows....(c) and (d) close to the bend by the church - where cars don't always slow down despite extremely limited visibility, and at (e) with a similar problem, and (f) where they accelerate away.



c



d



e



f

- (c) By the obsolete wooden side gate to the church between the double and triple red road lines
- (d) By the grit store approaching the bend by the church
- (e) Near the old telephone box and post box as Seale Lane joins The Street
- (f) In the stretch of road just past Gleneyre and before Hideaway Cottage

### 3) Removal of traffic signs and road markings

The removal of traffic signs and road marking can also prove an effective solution in reducing traffic speed and improving highway safety whilst also having the benefit of reducing visual clutter and improving the appearance of the Conservation Area. The aim is to learn from best practice and adopt the ideas for Puttenham's village centre (and possibly beyond). Recent research shows that road users 'sit up and take notice' when confronted with a different set of circumstances to the standard. This has been an effective solution in West Meon in Hampshire where safety was considerably improved as a result. Here the road centre white lines were removed along with unsightly chevrons and instead timber bollards installed in keeping with the village character.



Similar good practice has been observed in Clifton on the A6 in Cumbria where all white lines were removed even over a humped back bridge. Although counter-intuitive in terms of safety, the scheme reduced speeds greatly.



In Bilbury on the b4425 in Gloucestershire over 50 traffic signs were found to be unnecessary and removed. Puttenham seems to be similarly affected too many signs particularly at the junction of the B3000 with The Street. The implications for road safety of too much visual stimulus is described on the next page which is in the 'Street Design for All' 2014 document mentioned earlier. At all the consultations about the neighbourhood plan, villagers supported the removal of unsightly and unnecessary road signs. Feeling that they were more appropriate and too similar to those seen in large towns and cities and not appropriate in Puttenham.

To note, a couple of accidents have led to a review of 'shared space' on roads. One was Exhibition Road in London in October 2017 where 11 people were injured. Another in October 2019 in

Poundbury new town where the death of a motorcyclist was blamed on the lack of road markings. Therefore the proposal is to monitor recommendations and to reduce signs and road markings to an absolute minimum - unless safety would be considerably improved by their presence.

# Road safety

## Understand what a driver actually sees and understands

### WHAT A DRIVER ACTUALLY SEES

There are considerable limitations to what a driver is able to notice and safely respond to.

Our eyes only have the ability to analyse in detail central vision: a very small part of our total vision. We take in a wider view through a series of brief fixations, linked by eye movements.

We can choose to move our eyes to a new location in the scene, where we believe it profitable to look. But an involuntary change of fixation can be caused by a potentially important change in the scene. Therefore a driver can only analyse a limited amount of information.

In low light conditions, central vision is more affected than peripheral vision.

### PERCEPTION

Visual perception is the result of the brain processing information from the eyes, and combining it with knowledge and experience.

It is a highly interpretive process, designed for the extraction and enhancement of those features in the environment which are important for survival. It evolved to function at the speed at which we were able to move around on foot. It is not surprising that errors occur when the same system is required to function while both travelling well above running speed and while conducting the complex task of driving.

As speed increases, we are forced to attend to the scene around us more selectively and rely, in part, on our expectations as to what will be present and where. We may simply not see what is unexpected.

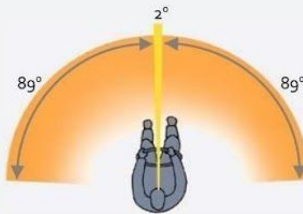
### CONSPICUITY

Conspicuity is defined as those characteristics of an object or condition that determine the likelihood that it will come to the attention of the observer. There are two types of conspicuity, sensory conspicuity and cognitive conspicuity.

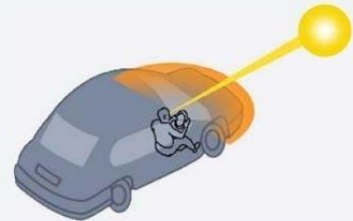
**Sensory conspicuity** refers to the capacity of an object to be detected when an observer is not specifically looking for it. Important factors are: size, the object's contrast to its surroundings, its positioning within the observer's field of view, and motion.

**Cognitive conspicuity** relates to the capacity of an object to be detected if an observer is specifically looking for it. It is dependent on the information contained by the object and the psychological state of the observer.

The eye only sees a narrow two degree cone of central vision in sharp focus



A total scene is understood through a series of eye movements to very specific points



The rest is seen partially and out of focus, as a blur, though movement can be detected across 180 degrees.

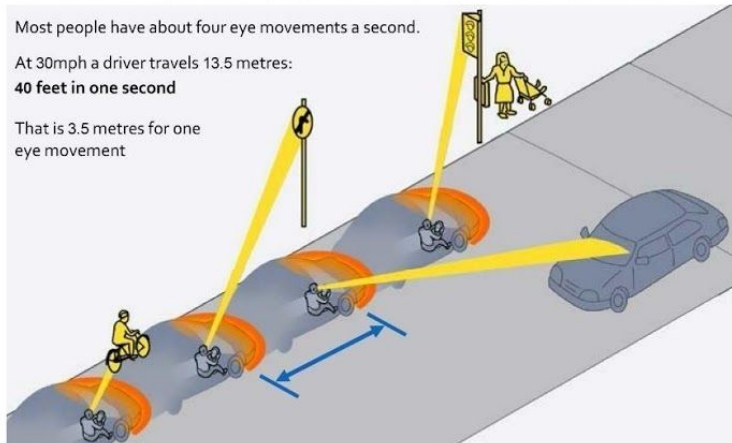
This peripheral vision is used for vehicle guidance, and so a driver is able to navigate at high speed but may fail to detect hazards, or signs.

The brain tries to understand a complete scene through a series of selected eye movements

Most people have about four eye movements a second.

At 30mph a driver travels 13.5 metres:  
**40 feet in one second**

That is 3.5 metres for one eye movement



It is difficult for drivers to watch the road and at the same time read complex traffic signs



High visibility clothes help cyclists be seen, but only if drivers are also looking for them



A regulatory sign may have high sensory conspicuity, but for a driver who knows the route, the information it contains is irrelevant. It therefore has little cognitive conspicuity and so may not be noticed at all

Because drivers need to be selective in what they look for, they may look but not see

#### 4) Protective bollards et al

The installation of attractive bollards to provide safer turning of vehicles at narrow points in the village (namely Suffield Lane, the History barn, and at the bottom of Lascombe Lane). These would protect property and enhance the environment by the removal of plastic warning strips etc. A suggested design is illustrated.



As part of this initiative and with discussion with the Surrey Highways and the County Council, Puttenham would like to work towards reducing the number of extra-large vehicles entering The Street. Massive lorries can be seen delivering just one item to a property with the rest of the vehicle empty. Many companies offer the facility of using smaller vans to deliver one-off items where there are access issues. The proposal is to encourage residents to request this option when purchasing items for delivery. Also to work towards ensuring that any new development within the parish has this (using the smallest vehicle possible) as a condition of the planning approval. This was agreed as a good solution at the village consultation on 11<sup>th</sup> May 2018.

#### 5) Mirrors on the bends

There are three blind bends in the centre of village: 'Kill priest corner' by the church in The Street, near the entrance to Suffield Lane off The Street by the main gate of The Priory, and at the junction of Seale Lane/The Street. An inappropriate almost neon/motorway sized chevron has been placed at the last site.

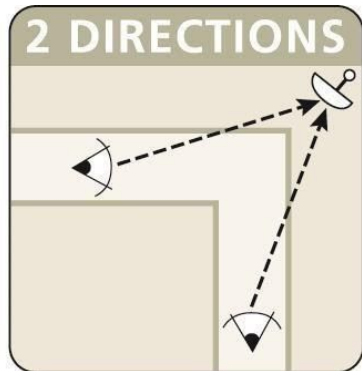
Puttenham are fully aware of Surrey County Council's highways' authority desire not to install directional visibility mirrors on highways.

*"Mirrors on the highway: Surrey County Council receives requests each year to install mirrors on the highway. Following previous guidance issued by the Department for Transport, we do not allow new mirrors to be put on the highway. This is because experience shows that rather than improving safety, a mirror could increase safety risks, which include;*

- \* reflect light and interfere with a driver's vision*
- \* reduce the ability to judge an oncoming vehicle's speed*
- \* create an unreasonable dependence on the mirror*
- \* if dirty, distort or restrict the view*
- \* be an easy target for vandals"*

However, these sites are all on a village lane rather than a highway, would be predominantly north facing, are a point where traffic accelerates thereafter, and where there is little else to depend on apart from hooting, especially as vehicles often park on these bends reducing visibility even further. Moreover, the village would take responsibility for their cleaning, and vandalism is negligible. The diagram and photograph below show how effective they can be and don't have to be large or unattractive. Maybe the 'rule' could be revisited by the highways department and permission given to Puttenham Parish Council to install three in the identified danger spots.

Indeed for safety reasons, all new affordable housing sites should not be positioned on or near to these bends unless better visibility is incorporated as part of the process.



#### 6) A footpath to the bus stop on the A31 and/or moving the bus stop

It is a sad fact that villagers can't get a bus towards Farnham or come back from Guildford by bus because there is no footpath or cycle route to get to the stop. Initially, improvements to the existing network of footpaths, bridleways and cycle ways including the creation of a footpath to this bus stop which is on the café layby of the Hog's Back was considered. This would have assisted in providing linkages to the new car park for the village to encourage a 'park and ride' mentality in the village. Every effort being made to preserve the natural chalk habitat/plant species in vicinity. However, consultation with villagers has raised concerns re. a path due to the cost (when there is already a path from the old bus stop's position into the village and that bus stop is hoping to be reinstated), the likelihood of use due to the distance from the proposed car park to the new poorly positioned bus stop, and most importantly the concern of residents of it encouraging the antisocial behaviour on the layby of the Hog's back to move even closer to the village. A more realistic, inexpensive and sensible solution is to move the bus stop back to where it was originally (or close by) on the slip road by the turning into Puttenham and just maintain the short track to get to it which feeds straight onto the paved path into the village. This was the preferred solution at the village consultation on May 11th 2018. Therefore, the recommendation is to not build the path but move the bus stop instead.

#### 7) Create a car park for the village

In the field north of the school, an area has been cleared for parents to park whilst dropping off their children. It is used by dog walkers too, but because it is small, unsurfaced, and the track is too narrow for two vehicles, it is of limited value. This car park could potentially be extended, surfaced appropriately for its rural setting (with hedging) with a better access created either by the provision of an 'in/out' entrance or by having passing areas on the main access in.

A directional sign from The Street would encourage visitors into the village to park here and it could be used for events in the church and Marwick Hall. Lighting could also be incorporated into the design subject to other considerations. Vans in the village will be encouraged to park here especially if they block light/visibility. Indeed the village would like to consider imposing a restriction on

commercial vehicles being allowed to park along The Street between certain hours. Electric car charging points could also be included.

Provisional calculations show that between 30 and 32 allocated spaces could easily be incorporated into the space with potentially more depending on discussions with GBC planning department. It is likely that demand will be high if permission is granted for the extra recreational facilities requested as part of the neighbourhood plan.

As part of this scheme a pedestrian walkway or safety markings could be installed between the school and Marwick Hall.

Notwithstanding - following the campaign to reduce traffic fumes in the vicinity of schools by The Times and other organisations (the road into the car park is on 2 sides of the playground), and the concern by some villagers that the informal car park that is there already is rarely used, it is proposed that the site is enhanced in the short term without a major financial commitment, but the quest to find a better site for a village carpark continues.



## 8) 'Other'

a. Consideration should be made to discouraging homeowners from incorporating driveways into their front garden when the property is in the densely built section located along The Street. As in point 3 above it might appear counter-intuitive when there is a parking issue. However, the reasons are two fold; safety and maintaining the rural heritage of the village centre.

Most children who live in the village now walk to school and the street paths are extremely narrow particularly when cars park mounted onto the curb. Backing out of drives like the one illustrated below (the first photograph) poses a hazard to pedestrians especially as visibility is invariably reduced further by the row of cars lined up either side of the driveway. Moreover, if most of the houses were to follow suit the road width would increase and vehicle speeds too. At present rows of cars on both sides of the street reduces speeds through the village heart and (with paths kept clear

of mounted cars) the pavements are safe and visibility good. With a new car park, residents who have problems parking outside their property have the option of parking there instead.

The second reason, is an acknowledgement of what has happened in some London suburbs (the second photograph), Instead of just using part of the garden for parking, the whole section is paved as a driveway. The Street in Puttenham is part of the ancient Pilgrims Way and without greenery it could soon lose its identity.



b. To help solve many of the parking problems highlighted in this report a degree of village ‘policing’ could be adopted. The village school, for example, could put notices on the cars of parents parking illegally when they drop their children off, with a reminder that the car park is there for that purpose. In the case of photograph 3, Rule 242 of The Highway Code states “you must not leave your vehicle ....in a dangerous position or where it causes any unnecessary obstruction of the road”. Putney school in West London roll out/pin up a banner on predicted bad parking days reading ‘Think before you park’. It isn’t permanent but it makes cars move away from troublesome spots when demand is high.

Similarly, parish council members could leave a reminder of Rule 145 of The Highway Code on parked footpaths as in photograph 4 ‘Driving on the pavement is illegal’ in order to park on the pavement they need to have driven there first.

It is about the village taking responsibility for itself. At all of the village consultations the dilemma of enforcement was raised and this response would go some way to ensuring better driver behaviour.

### **Conclusions and Recommendations**

Transport planning can play an important role in achieving sustainable development. Puttenham, similar to other rural settlements, is highly dependent on private transportation and experiences problems relating to traffic flow, speeding and parking problems which not only impacts on public and highway safety but also has a detrimental impact on the amenity of parish residents as well as

the natural and built environment. Particularly hazardous sections of The Street have been identified and the Neighbourhood Plan will consider all feasible options and the Parish Council will work with all the relevant authorities to alleviate these problems. The priorities of the Neighbourhood Plan are as follows:

- Consider a full range of options to influence vehicle speed and traffic flow through the village and on the parish's busiest roads (notably the B3000) being mindful of the desire by residents to maintain the attractiveness of the village.
- Ensure that any transport and parking measures implemented are in keeping with the historic character of the village.
- Make contact with the local highway authority (Surrey County Council) to consider the various options as well as for input on access arrangements and highway/parking implications for the various affordable housing sites being considered.
- The allocation of a car park providing the public benefits outweigh any harm that might be caused, for example to the natural environment.
- Consider measures to encourage the use of sustainable forms of transport such as cycling and walking and providing access to buses via a footpath.
- Consider the installation of electric charging points.

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