

## **Kingsclere Parish Council**

### ***Traffic and Car Parking Project***

#### **Outline Proposal for discussion and development.**

The safe movement of traffic through the village and sufficient parking for residents and visitors have long been issues. There has been consistent feedback on a range of specific issues over the years. The weight of opinion has led to a Traffic and Car Parking Project being included in the Neighbourhood Plan. This paper starts to set out what the issues are and some potential solutions. More potential solutions are needed. This paper is intended to provoke discussion and be used to gain consensus on what should be implemented.

#### **Traffic**

Most traffic issues relate to traffic speed where speeds are often above the speed limit and certainly above those that are safe for the conditions. HGVs and large lorries using the village as a through route continues to be an issue. Reducing traffic flow and congestion at specific locations such as the Primary School are also areas to be tackled.

#### **Proposals**

1. **White Gate Posts at entrances to village.** Locate at places where we want traffic to slow-down, coupled with speed signs.
  - Winchester Road before Park House Stables
  - Ecchinswell Road
  - Foxs Lane (before Bear Hill)
  - On Newbury Road beside Rose Hodson Court (rather than on A339)
  - Basingstoke Road – before Kevin Close rather than at Hook Road.
  - Ashford Hill Road well before Fawconer Road to take account of planned new access roads
  
- 2 **20 MPH speed limit starting at the boundary of the Conservation Area.** Speed humps are not allowed on B roads and are now discouraged due to the increased emissions they cause. The Conservation Area is a natural boundary. The area requires protection and would include the densest habitation zone. Many towns and villages now have 20 MPH zones. This would also include Foxs Lane as the Conservation area takes in a part of Foxs Lane at the top of Bear Hill. Adoption of 20MPH in Kingsclere would be seen as being in line with other areas. We could consider signage in the village marking the Conservation Area so that road users would at least see some additional justification to slow down. (Apart from the obvious of narrow streets, pedestrians and parking manoeuvring.) As a general point we do need to consider de-cluttering of the signs in the village centre to enhance the street scene.
  
- 3 **Installation of Radar Speed Signs.** We have a Speedwatch team in the village that operates at various points where speeding is at its worst. The work of the team is carried out by a small team of valiant volunteers but the lack of sufficient volunteers limits the work they can do. More volunteers are needed. The Speedwatch group uses the Radar Speed Sign owned by the Parish Council. As part of changing driver behaviour we

should install fixed speed display signs that flash up the speed and record the speed of vehicles. The data collected can be used to direct enforcement activity. If funding was available signs need to be installed by Park House Stables, Newbury Road near Wellman’s Meadow, on George Street to Ashford Hill Road and Basingstoke Road. Ashford Hill has a system in place and to the outside observer this appears to have lowered the average speed of those driving through the village. Signs should show speed for both directions which would mean up to seven new signs being needed. The sign we currently own cost circa £3K. Similar signs are available for the same price with solar power options adding £700 to their cost. If a full set of speed display signs is not possible the available signs should be moved around the various problem locations.

**4 – Improve Give Way Arrangements at Pound Green.** The current configuration does slow traffic down but not all observe the sign directions correctly so these need to be reviewed and improved through signage and road marking.

**5 – Install and upgrade bollards on road side.** As well as repairing the bollards that get knocked over, particularly in the Pound Green area, further bollards should be considered to keep vehicles off the pavement in parts of George St and Swan Street and to heighten the traffic restrictions that reinforce the need to lower speed.

**6 – Improve the Ashford Hill Road/A339 junction.** At peak times there are queues to access the A339. With additional housing planned this junction is likely to come under more pressure. Traffic lights could be installed for operation at peak times (07.45 to 9.00). The filter lane on Ashford Hill road to turn left onto A339 towards Newbury could be widened and extended. A round-about could also be considered at this junction. There is sufficient space to do this. Any improvement at this junction needs to ensure that HGVs and large lorries are discouraged to go through Kingsclere apart for access to the village.

**7 – Improve the village footpaths and set up ‘walking bus’ or ‘safe route to school’ scheme.** A proposal to upgrade the Love Lane footpath is being developed. This is a key arterial route for the village and will assist both the access to school and the wider community in providing an alternative to car use for short journeys in the village. Discussion needed with the school community to develop walking bus/safe routes.

**8 – Encourage better access to and increased use of public transport and community transport schemes.** As a minimum we need to maintain The Link bus service running between Newbury and Basingstoke

**9 – Ensure vehicular traffic keeps to appropriate routes and encourage HGVs and larger goods vehicles to use routes avoiding the village centre.** As well as reviewing and upgrading current signage re HGVs we should see if it is at all possible to get the digital map providers (Google Maps, Garmin, TomTom) to include the HGV restriction in their maps. A 20MPH speed restriction will discourage some regular users.

**10 – Install pedestrian islands in road centre to aid pedestrian crossing.** Newbury Road is an obvious place for a refuge to be built in the centre of the road in the vicinity of Longcroft Road/Garrett Close

**11 – Improve pedestrian safety along Foxs Lane.** The safety of pedestrians is a perennial problem along Foxs Lane. A 20MPH speed limit is proposed for the lane (see 2 above). This lane is used by many walkers as well as the residents so in an ideal world a footpath would be installed. If that is not possible road markings delineating a walkway should be laid out along the lane along with the speed limit.

## **Parking**

Due to the historic nature of the village centre car use and parking was not a consideration when the village evolved. This means that the centre of the village is restricted which makes options for parking limited. Parking is required for visits to the business centre by residents and visitors who we need to encourage. In some parts of the village parking is limited for residents so there is continual pressure on space particularly at the Pound Green end of Swan St.

**12 – Mark out the route from the Fieldgate Centre parking to the village signs.** Road marking can be installed as can low level roadside lighting.

**13 – Use George St for overflow parking.** Create marked parking spaces in George St. Six spaces at least can be made. If restrictions are applied such as limiting parking to 2 hours a scheme for all of the street would be needed such as yellow lines and resident permits. Resident Permits are however not recommended due to the additional cost and the need to ensure enforcement. This applies throughout the village.

**14 - Create more parking spaces in Swan St and Anchor Road.** It is considered that several more spaces can be created.

**15 – Develop Holding Field Car Park.** This space is used by the school and has peak use at the beginning and end of the school day. More space can be created by the reclamation of the bank to the right entrance of the car park. Movement of the gate and dragons teeth should be considered as part of the wider development of the Holding Field. Simple road markings should be devised to encourage the optimum use of the space.

**16 – Disabled access parking spaces.** There is limited space to create designated disabled parking spaces. It is possible for holders of disabled parking permits to park on double yellow lines providing it is safe and does not cause an obstruction. Double yellow lines should be installed/maintained in safe positions on Swan St and Anchor Rd to allow for disabled parking when no other parking space is available.

**17 – Encourage all who work in the village centre to park away from the village centre or walk or cycle to work.** The main issue for retail businesses in the village is the need to increase footfall. Easier parking for visitors will encourage more to get out of their cars to visit the village facilities and the village itself. Use of the Fieldgate Centre parking is an obvious place for long daily stay parking. Discussion with local businesses needed. Cycle rack usage to be monitored.

**18 – Install Electric Vehicle Charging Points.** There is now going to be an inevitable shift to use of electrically powered cars. HCC has been looking at the installation of

charging points and we should look at whether it is appropriate to install. Anchor Road car park would be a logical location.

**19 – Move the six parking spaces in Market Square to beside the road to create a communal area by the flower bed.** Although we have a ‘square’ it is not really a communal space. Moving the car parking space would allow space to install seating and allow the integration of the gravelled flower bed which cannot be fully appreciated as it is currently bounded by railings and cars. A wider space will make a more natural meeting space, something currently occurring on the pavement where there is pedestrian movement. More cyclists are stopping in the village and this will also allow them better space. As mentioned in 6 cycle racking should be reviewed.

**20 – Apply parking time restriction to the 6 bays in Market Square and re-assess time limits in other areas.** The three spaces in front of the toilets have a one hour restriction. Market Square parking should be limited to two hours to allow time to visit the various hostelrys. The time limit in the core of Swan St and the first part of Anchor Road should remain at one hour. Other parking restrictions should be two hours. No restrictions at the Fieldgate or Holding Field car parks.

**21 – Look at options to increase parking in the Pound Green/Bear Hill area.** There are residential parking pressures in this area compounded by the traffic flow from Overton/Whitchurch and Sydmonton converging on the area. Parking space could be made in front of the Southern Water pumping station however this has been rebuffed by Southern Water. Any plan for traffic management and parking that we present to Basingstoke and Deane BC and HCC should include this as an option.

**22 – Discourage parking on pavements and grass verges.** Parking on the pavement often restricts the free movement of pedestrians and often they can be put in danger by being forced into the road to go past the obstruction. Parking on grass verges causes environmental degradation, particularly in wet weather. Where parking restrictions apply the B&DBC parking officers should take appropriate action. Communication also required to make all aware of the anti-social impact of pavement parking. Where parking on grass verges continues, the PC to install dragon’s teeth.

Next steps

Following discussion at the General Purposes Committee on 14 August there should be:

- Consultation at the St Mary’s Church Fete – 28 August. More ideas sought.
- Consolidation of proposals
- Production of plan to include an annotated map with all proposals detailed.
- Consultation with B&DBC and HCC to gain agreement to the plan
- Implementation of Plan