

Traffic & Parking Working Group - Recommendations for Agenda 18.1.17

1. Speed and Large Lorry Restrictions throughout village:

- 1.1 That a 20 mph speed limit be implemented throughout village.
- 1.2 Lorries over 7.5 tons prohibited except for access.

2. Safe Footpath to avoid George bend

- 2.1 Seek to establish and possibly widen footpath along the bottom of Church Field to gate to Church path.
- 2.2 Seek to change kissing gate to gate that will permit children's buggies to pass through.
- 2.3 Seek to establish church path lighting to operate during winter time hours to encourage pedestrians to choose this route: e.g. between 4 and 8 p.m.

3. Change of Environment Road Surface:

- 3.1 Surfacing of roadways with buff non-skid asphalt to indicate an environment where negotiation between road and footpath users will be required, and parking discouraged except where indicated:
 - 3.1.1 On approach to George bend and down to Old George car park.
 - 3.1.2 Over bridge.
 - 3.1.3 Round junction of High Street and Filston Lane.

4. Provision of additional parking along High Street

- 4.1 That a scheme for providing additional parking in the High Street be drawn up, approved and implemented on the land at the western end of the allotments site (adjacent to High Street) in order to:
 - 4.1.1 Create ten marked parking bays.
 - 4.1.2 Enable a viable footpath along the allotments boundary and along High Street to the Crown Road junction so that pedestrians, particularly those pushing children's buggies are not forced out into the street at its narrowest point.

5. Signage:

- 5.1 New 20 mph speed limit signs to replace existing 30 mph signs after (and if) 20mph speed limit implemented.

5.2 Reflective yellow backing to chevron signs on approach to George Bend.

5.3 An additional sign directing visitors to car park be erected at the Mill Lane end of High Street.

5.4 Prohibition signs for lorries at the triangle entrance to the High Street and in Filston Lane.

6. Roadway markings:

6.1 White T markings indicating 2 parking bays alongside Old Vicarage Wall past entrance to Old Vicarage Cottage.

6.2 White T markings indicating 1 parking bay outside 1 Church Cottages.

6.3 White T markings indicating parking bays down Church Street alongside wall of Shoreham House and beside river as far as the driveway to Riverside House.

6.4 Two of these bays (opposite entrance to The Mount) to be reserved as a passing bay during the day and overnight parking only permitted (might depend on permission for signage to be installed on wall).

6.5 White T markings indicating 2 parking bays outside Vine Cottage and 1 High Street.

6.6 White hatched lines indicating passing bays outside door to The Herons and Eyot House and opposite drive gates beside Rising Sun Cottage.

6.7 Single primrose line along High Street from steps to Recreation Ground extending 27 towards village shop (opposite Two Brewers) prohibiting parking between 7 a.m. and 7 p.m. This might be trialled as an experiment first.

6.8 Extending double primrose lines round Crown Road along High Street towards bungalows after (and if) additional parking is provided at top of the allotments and viable footpath can be re-established.

6.9 Painting double primrose lines (10 m in each direction) round junction of Mill Lane and High Street round Oxbourne Cottages after (and if) additional parking is provided at the top of the allotments.

6.10 A passing bay cross hatched in white outside The Old Post Office (if it is not possible to fund buff surface).

7 And **one of these 3 options in relation to the George bend** (as disagreement between Working Party members)

7.7 Follow Jonny Russell's advice i.e. *'As this was observed to be...the most critical part of the junction, parking restrictions would be strongly recommended. This would ideally*

take the form of double yellow line markings, which prohibit parking at any time, but allow loading as required'.

7.8 Or as an alternative offered by Jonny Russell i.e. *'An alternative would be to use single yellow line markings to limit the parking restrictions to critical times when larger vehicles are more likely. This would typically be from 7am to 7pm when traffic levels are lower and outside the business day'.* NB would require signage and would need to include restrictions at weekends.

7.3 White T markings indicating viable parking bays at end of bend going up Station Road, where road straightens.