

Subject: Grouped Questions to Church Road Consultation

Speed Limit Reduced to 20mph

The layout being recommended includes priority buildouts this will help lower speeds and provide easier crossing points. A new limit would be for Hampshire County Council (HCC) to approve. Given many other requests of similar nature locally, it is consistent a 20mph limit would not be deemed appropriate at this location.

One way System

A change of this magnitude would require a wider consultation and approval of Hampshire county Council. This idea is to be looked at in greater depth along with the next part of Church Road for next year's traffic study (20/21).

2/3 hour restricted parking

This idea is being proposed on the section of parking on the inside of the bend adjacent to Glebe Meadow.

Full double Yellow Lines/Double yellow in local closes.

Whilst this would move the problem, it would also frustrate many residents who would not be able to park close to their homes if they do not own a drive. Also, this would simply move the problem along to the neighbouring roads many of which are smaller and even less able to accommodate parking. This would also increase speed down Church Road as there would be no parked cars.

Reduced Town Centre Parking Charges

The alterations of town centre charges are beyond the scope of this project.

Parking Permit Introduction (affordable price)

Parking permits are required to be self- funding therefore require a minimum number of properties to be viable with most of the properties having off street parking there is unlikely to be sufficient take up to make a permit scheme possible.

No parking from 9.30 - 10.30 outside the Memorial Hall to stop congestion - also easier to enforce.

The limited waiting proposed will prevent all day parking without inconveniencing residents.

Parking on Glebe Meadow (plans for Memorial Hall show this for that)

Glebe Meadow is a public open space and as such cannot be replaced with car parking under planning law. The extension and improvement of the Memorial Hall may or may not include limited parking spaces. If it does include parking spaces, this will be limited to less than seven to allow disabled spaces for users of the facility for example. This would only be very limited and would be in cooperation with the planning rules. A significant car park that would offset the problems on Church Road would not be permitted.

There is ample parking for EBC employees in Dutton Lane, maybe encourage more people to use it, even though it costs.

Dutton Lane car park is leased to Radian and Bluestar. No EBC employees are able to park there. EBC essential car users were moved to alternative car parks (those who have to use their car for Council business). Whilst it may not look like it is always full, many users are in and out during the day. With regard to EBC employees, Church Road is a significant distance from EBC offices. EBC staff predominantly park much closer to the town centre.

More improvement in public transport links might help people consider leaving their cars at home.

As a long term aim this is an appealing idea, however, beyond the scope of these proposals.

NO PARKING on bend by Memorial Hall & Anchor Pub

Whilst this would seem sensible, parked cars are known to help keep speeds down , it is believed that preventing parking in this location would increase speed around this corner as there would be no parked cars encouraging an element of caution.

Opposed parking up the hill from Church Close (along wall) will slow the traffic travelling up Church Road and speed up traffic travelling towards Riverside=more collisions

The combination of priority points close to Spring Lane, narrower lanes and with parking on alternate sides of the road are all known to keep speeds down.

Other/Various

Driveway mirrors - Mirrors are not permitted on highway land. The risk is that at headlights can be reflected onto the approaching drivers and mislead them as to where the carriageway extents are.