

SELBORNE PARISH COUNCIL

NOTES FROM TRAFFIC CONSULTATION MEETING BY HAMILTON-BAILLIE ASSOCIATES ON 15TH OCTOBER 2013 SELBORNE VILLAGE HALL

Approximately 50 members of the public were present, mostly from Selborne, approximately 5 from Oakhanger and 2 from Blackmoor.

The meeting convened at 7.10pm and Cllr J Dingle introduced Ben Hamilton-Baillie.

Ben provided a brief introduction into the concepts of traffic calming through road design for those who had not attended the first meeting. Ben commented on the volume of traffic through the villages and the future increase in traffic from the Eco Town in Bordon and the changes to the Ham Barn roundabout on the A3. Ben also advised that the Highways Agency work on the A3 roundabout would be commencing between now and November and he was working with Hampshire County Council (HCC) to try and alleviate increased traffic volumes coming onto the B3006.

Ben commented that more could be made to emphasise the important architecture in each of the villages and that the existing road signage was somewhat inappropriate. In particular the entrance to St Matthews School in Blackmoor was very poorly marked. Oakhanger had unclear entrances to the villages and in Selborne the pedestrian crossings and pinch points were unhelpful.

The following places were identified as places of concern:

Blackmoor

1. The very fast bend in the road by the church, work could be done to minimise the sweep of the bend
2. At the junctions of the Church Road and Drift Road and the junction with Sotherington Lane and Blackmoor Road white road markings could be removed and the road surface changed at the junctions to alter the flow of the traffic
3. Outside St Matthews School, work could be done outside the school to the road surface to create interest and demarcate the area as special with perhaps child shaped sculptures and coloured tarmac.

Oakhanger

1. More could be made of the space outside the Church and the Green, removing the road signs, changing the road surface, with planters and possibly the use of boulders along the verges
2. The junction next to the pub and the turning for Hartley Mauditt could be punctuated with changes to the road surface outside the pub and around the junction to reduce the linearity of the street
3. North of Oakhanger where footpaths/bridleways cross the road more could be made of the track crossing the road with planters and changes to the road surface.

Selborne

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1. Emphasis should be put to the pedestrian use of footpaths crossing the road using planters and changes to the road surface
2. At the centre of the village outside the village hall across to the shop and post office the surface of the road could be changed and planters installed to make the space more of a pedestrian area
3. At the village approach from Goslings Croft the chicane could be removed and more made of the village entrance with changes to the road surface and village entrance signage to change drivers expectations on entering the village
4. Outside the school and at the Gracious Street junctions the road surfaces could be changed and planters used.

The Honey Road junction and also the footpath crossing point from Kite Hill could be improved with changes to the road surfaces.

The public were then asked for their comments on the suggested improvement sites in each village, they commented as follows:

Blackmoor

Large articulated trucks travel on the roads to the Blackmoor estate past the church and any changes to the road surface would need to be robust enough to withstand the volume and weight of traffic. The focal points were correct as they were the busiest points and especially the blind corner by the church.

Oakhanger

There is a problem with no pavement and articulated trucks travelling through the village, there needs to be a safe route through the village for pedestrians especially from Lions Field to the Green. The Bordon exit to the village past the Chocolate Frog has two dangerous bends and the volume of traffic is a huge problem.

Selborne

In the past new surfaces or yellow tarmac were used but they wore off within 9 weeks. Any measures need to be robust. The speed limit of 20mph was requested to be extended south of Ketchers Field and north of Goslings Croft. No pavement to the bus stop. Bus should stop in the layby for safety of the children using it for school to Petersfield. Peak time traffic lights were suggested for the rat run traffic or speed sensitive lights. A safer route for pedestrians was needed as the road was too narrow, wider pavements were requested. The area by Rillett Cottage is a blind corner with little or no pavement and only really has room for 1 large vehicle to pass at a time. Having a single lane with passing places was suggested. The installation of 'sleeping policeman' was also suggested.

Ben commented that a lot of these measures were not financially possible and that the villages had to work with the 'hand they'd been dealt' and a lot of their suggestions were not feasible.

Adrian Gray – HCC Head of Highways commented that the hearts and minds of drivers needed to be changed to change their behaviour as suggested by Ben.

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County Councillor Mark Kemp-Gee raised the question of concern for pedestrians crossing and pinch points being removed. Pedestrians will need a safe place to cross and the volume of traffic needs to be reduced.