

Cliddesden Neighbourhood Plan Traffic and Movement Background Paper

September 2023

TM1 - Increased access points, traffic and parking

TM2 - Improving Footpath and Cycle Networks



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1. INTRODUCTION

The results of the two consultations in 2019 and 2020 have highlighted the main areas of concern for residents within Traffic and Movement as being on-road parking, speeding and potential future increases in traffic volumes. Residents identified that they do not want to see any development that is going to make the existing issues any worse and would support proposals for improvements.

Whilst there is a 30-mph speed limit operating throughout most of the village, much of the road network is single track or narrow two lane roads and much of their length is sunken and have no pavement, especially some of Farleigh Road (the main routes through the village), Woods Lane, Church Lane, including the walk to school.

The Parish Council installed a Speed Indicator Device which is regularly moved to different locations within the parish. A second Speed Indicator Device was funded in full by an individual member of the parish and is located at the main entrance to the village from the A339.



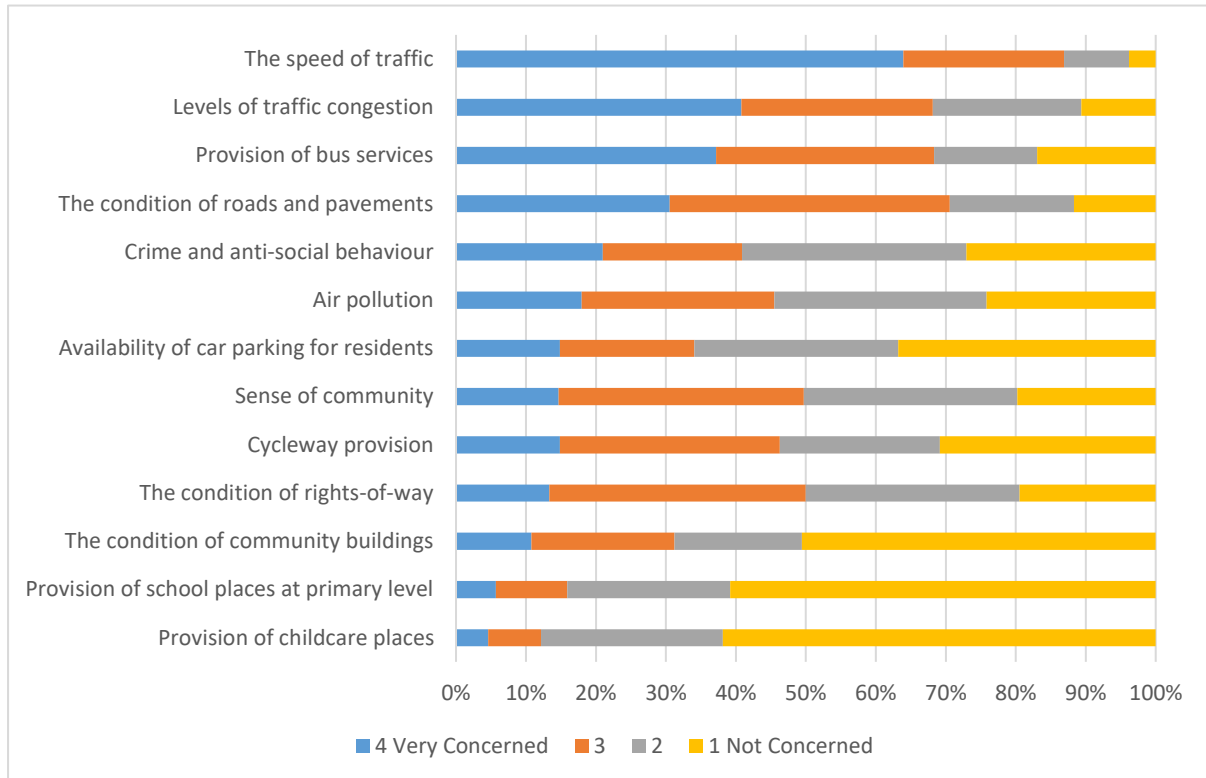
Speed Indicator Device

It is also important to recognise that the lack of pavements and lighting, and the narrow road widths are an intrinsic part of the character of the Parish.

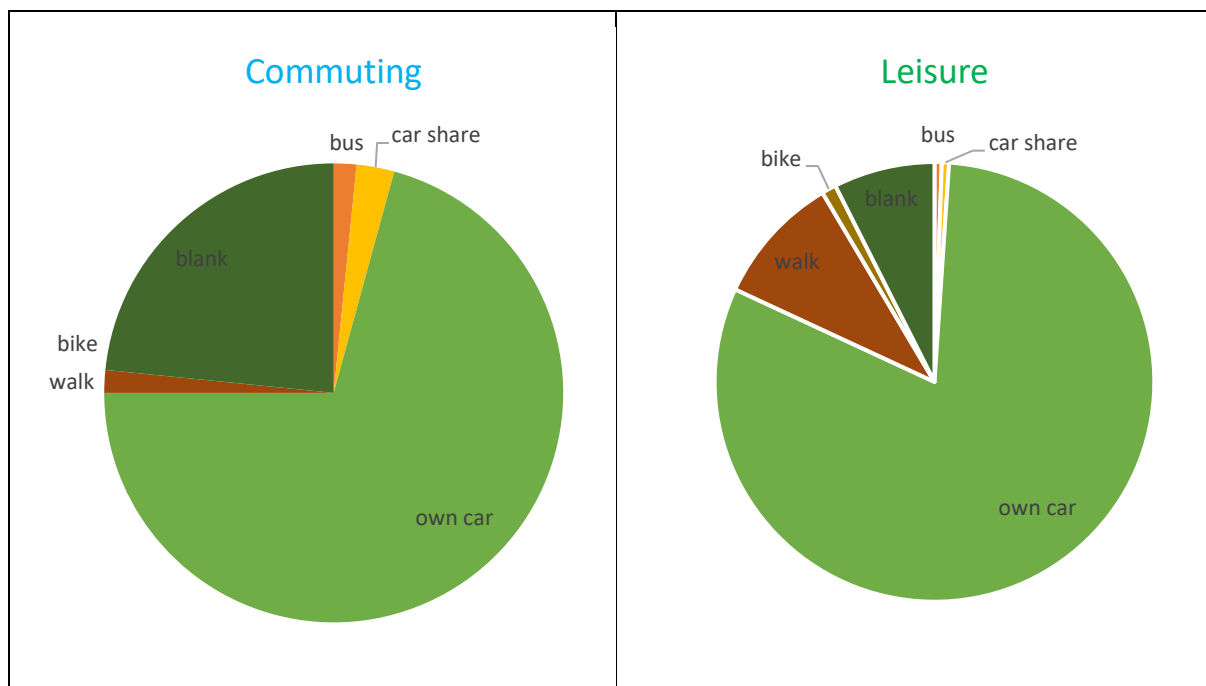
It is well noted in the Cliddesden Design Code that this helps retain the rural character of the village and as such should be protected. It is however recognised that this can present risks to all road users, so it is important to ensure traffic speed is calmed with sensitive measures (for example: verge maintenance and soft landscaping) rather than the more urban measures such as speed humps and high visibility signs.

2. EVIDENCE FROM CONSULTATIONS

The 2019 Community Questionnaire



Question 1: Do you have any concerns about the following aspects of Cliddesden?



Question 6: When travelling away from the village, what is your main method of travel?

beautiful part of Hampshire, as well as forming picturesque links with the neighbouring parishes of Winslade and Farleigh Wallop.

Cliddesden is on National Cycle Route 23, and due to its close proximity to Basingstoke. Being one of the first villages acting as a gateway to the Candovers, it has a high volume of cycle traffic throughout the year.

The photographs below illustrate the traffic and movement issues in the village.



Church Lane showing overflow parking at pond



Church Lane outside village shop



Hoopers Mead

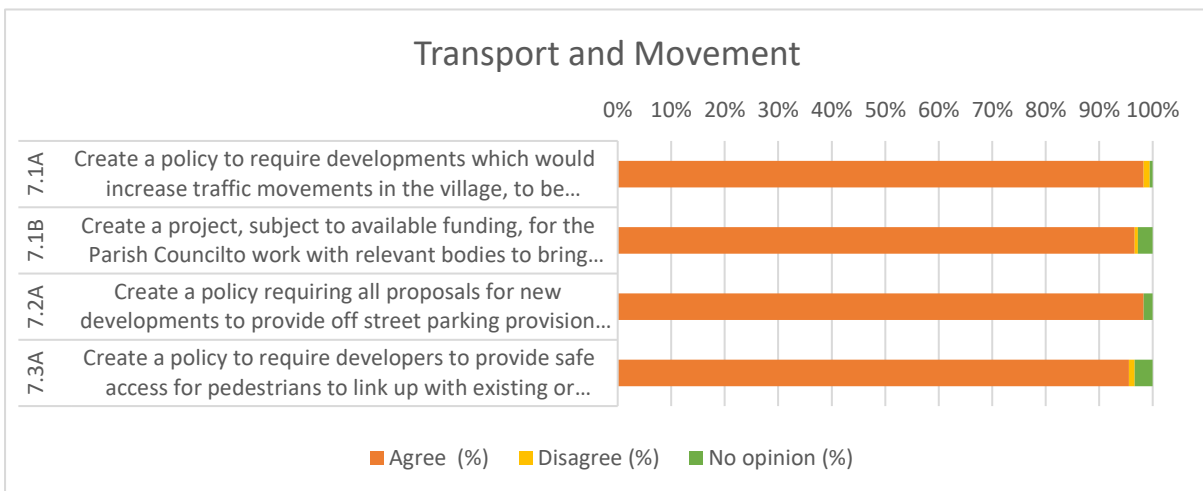


Woods Lane



Woods Lane

2020 Issues and Options Consultation



Question 7: Transport and Movement

Over 95% of residents who responded to the Issues & Options Consultation in 2020 showed support to create policies to create policies.

Q 7.1A - New developments must have increased traffic movements measured and their impact be mitigated.

Q 7.1B - Traffic Management Measures to improve pedestrian, cyclist and vehicular safety in the parish.

Q 7.2A - New development considerations for off street parking provisions (including garages) to avoid any increase in the need for on-street parking.

Q 7.3A - New development needs to provide safe access for pedestrians so footpaths will need to be created to link with existing or proposed footpaths.

Within the returned forms there was also a high level (31) of local comments around the subject of transport and movement (most concerning speed and parking).

3. EVIDENCE FROM OTHER SOURCES

The following sources were consulted in preparing the policies.

- The Resident Highway Concerns compiled in 2017
https://docs.google.com/presentation/d/1yy8xy5p_ButT_ZtKyxPlpg84K-W5-8HBCYrL5uadYuo/edit?usp=sharing
- National Planning Policy Framework (NPPF) – 8 Promoting health and safe communities (Paragraphs 92 a - 92c) & 9 Promoting sustainable transport (Paragraphs 104 –109)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf
- B&DBC Residential Parking Standards (SPD07)
<https://www.basingstoke.gov.uk/content/doclib/1153.pdf>
- Traffic in Villages (safety and civility for rural roads)
Dorset AONB in partnership with Hamilton-Baillie Associates
<http://hamilton-baillie.co.uk/wp-content/uploads/2017/12/hamilton-baillie-traffic-in-villages.pdf>
- Monmouthshire Supplementary Planning Guidance Domestic Garages 2013
<https://www.monmouthshire.gov.uk/app/uploads/2015/07/Domestic-Garage-SPG-Jan-2013.pdf>
- CPRE guide to Quiet Lanes
https://www.cpre.org.uk/wp-content/uploads/2019/11/quiet_lanes_1.pdf
- Basingstoke & Deane Local Plan (policy CN9 Transport + EM10 High Quality Development)
<https://www.basingstoke.gov.uk/content/doclib/1592.pdf>
- Cliddesden Design Code (DC07 Parking & Utilities & DC08 Footpaths and Rights of Way)
- Hampshire Countryside Access Plan 2015 – 2025
<https://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf>
- Cliddesden Speed Indicator Device (SID) Data Analysis from Feb 2021 to Aug 2021 for traffic entering the village either end of Farleigh Road/B3046 (points by Southlea and Otters Nursery), a 30mph designation.
 1. Total number of vehicles detected = 135,398
 2. 76.77% of vehicles were recorded as speeding
 3. Top speed recorded at excess of 70mph
 4. 35.95% entered at speeds of 30 > 35mph
 5. 24.13% entered at speeds of 35 > 40mph
 6. 10.93% entered at speeds of 40 > 45mph
 7. 5.75% entered at speeds greater than 45mph