

Preamble

Attached are some ideas for the Parish Council's consideration, plus some additional comments below. You will be aware that most of the locations requested are sited alongside a drainage ditch, and therefore, any features will need to be mounted at the top of the verge or, where the ditch is shallow enough that the gateways can still be installed.

I should also advise, that a clearance of 500mm from the road edge is recommended for all signing, bollards and gateways to prevent strikes from passing vehicles, so verge widths need to account for this. Additionally, signing regulations prescribe the village name as larger than any other text, therefore, we need to be cautious not to provide signing too small. The attached signs are the lowest I would suggest, but will require a slight adjustment to standard gateway sizes to fit all these sites below.

Danes Road by Church Lane – The location shown is where the verge is most level, situated just north of the drainage ditch, but south of the length where the verge banks. If you wanted to move the gateway north, you would need to consider a bespoke gateway to deal with the banking. To move the gateway south, the ditch would be too steep, so a narrower gateway would need to be installed. As the main text for a smaller gateway would be the same size as on the 30mph sign, any additional text would be illegible, but you should be able to place a gateway in front of the 30mph sign, if wanted. Any gateway installed on the offside verge here would obstruct visibility to vehicles exiting Church Lane and "Oatlands" driveway.

Lockerley Road by 30mph sign – We are extremely restricted on space due to the hedge. Therefore, if you want to enhance these signs, I would suggest the implementation of a series of bollards one behind the other. If you choose this option, it might be possible to match these bollards with the effect/colour of the gateway fences used elsewhere. However, I did have a look to see if we could install a gateway, and it might be possible to install a gateway opposite 'Green Pastures' but this will need to be mounted into the shallow ditch. This would be a smaller version of the gateway but ideally with the same size sign.

Romsey Road by Village Hall – We do have a drainage ditch to consider here, as well as the visibility splay for vehicles exiting the village hall car park, but the design shown is based on the available verge space near to the bus stop. There is more than enough space here to install the gateway, but we would need to install it further back into the verge to reduce the chance of obstructing visibility when exiting the car park. If the parish wanted a gateway adjacent to the ditch, the sign and gateway would need to be smaller, and again, I suspect that any additional text would be illegible. Alternatively, you could install near to the street name plate, but this sign might not be seen by any vehicles turning right from Dunbridge Lane.

Saunders Lane by layby – Unfortunately, there is insufficient place on the offside verge to install a gateway with any signing. However, the verge on the nearside will be sufficient if the gateway is installed partly in the currently more overgrown section. I have placed the gateway at the start of the layby as it wouldn't be obstructed by

vehicles parked on the layby, but could also be installed at the end (nearer the village)

I have also looked into your concerns regarding the lack of footway near to the village hall, and had the opportunity to speak to [REDACTED] about her previous considerations. A virtual footway could be provided through lining, but as this will be installed more centrally in the carriageway, we must advise that this would create a maintenance issue and the Parish Council would be charged for refurbishment. This will also require the removal of the centre lining, as the carriageway width wouldn't be sufficient for vehicles to pass. It should be noted that there is no guarantee that all drivers would understand these markings plus drivers will have to enter the virtual footway to pass. However, a 1.2m wide footway could be achieved with a single vehicle running lane. Painted chicanes or buildouts alone could also be ineffective. As you stated, the alternative would be to implement physical chicanes which would require the construction of buildouts. Standard buildouts can cost from £5k each, but we will also need to consider storm water drainage on the hill, the narrow road width, and ease of use by pedestrians/cyclists. A potentially cheaper option could be temporary satellite islands as these require less excavation to install, however, can decrease ease of access to maintain hedges and clear debris. For info, some rough locations have been included in the plan. Road widths and private accesses will restrict their placement, but it should be understood, that vehicles will use the remaining road width to pass, meaning buildouts on the southern side of the carriageway to slow westbound traffic, will force motorists into the virtual footway.

I have attached a document showing the breakdown of cost associated with the above works, based on a painted virtual footway only, and those measures shown on the attached plans. For the gateways, our suppliers can offer different styles from horizontal slats (3 or 4), vertical slats (no. dependent on width) and a gate style with the diagonal crossbar. They can also come in white, light oak, or dark oak colour, all with a wood effect. You can also vary the text shown on the sign, and some examples have been attached. If you let me know what designs, colour and text the Parish Council would like, I will contact the appropriate supplier(s) and can amend the quotations to match, as there could be slight price differences.