

SHERE VILLAGE TRAFFIC CALMING

Meeting at Shere village, 11 June 2013

Comments of traffic calming scheme

There was general agreement with the concept and the approach of the proposals.

There was however a strong preference to consider some form of one-way working as a longer term objective. Thus the proposals were designed to address the issues immediately but to not preclude a future one-way system.

Specific comments regarding each of the traffic calming sites:

Site 1 at existing 30mph roundel

The road narrowing may need to be less than shown, possibly 5.5m.

Also a change of road surface (possibly setts) across the road at this point would reinforce the visual effect of a village "gateway". This followed a comment made by the police.

Site 2 at junction of Upper Street and Chantry Lane

The road narrowing may need to be less than shown, possibly 5.5m.

Site 3 at junction of Upper Street and Rectory Lane

The road narrowing may need to be less than shown, possibly 5.5m.

Site 4 at narrow footway.

After much discussion the shared footway concept was accepted, because while two-way traffic exists, there is insufficient width to provide for a reasonably wide footway as well as for two vehicles to pass.

The details of how the footway is to be constructed are still to be decided. Several options are available, ranging from a simple coloured road surface, to a raised footway that is capable of being overridden when necessary. It may be helpful for a physical change of road surface which will help drivers (particularly at night) to understand when they are driving on a shared surface and that they should take greater care and look out for pedestrians.

Site 5 at the demolished bridge

The concept of a wider pavement at this point is accepted. But the stone bollard is not accepted.

Alternatives to consider are a longer taper at the lead in to the widened footway and the use of flower tubs, in a suitably bright colour that can be seen easily by drivers. With a

longer taper any such tub could be positioned to not restrict the width of the remaining footway.

Site 6 at narrow footway (June Garden)

Similar comment to site 5

Site 7 at opposite existing narrowing

A comment from the police that the existing narrowing, with attendant give way signs and lines was a condition of the permission to create the nearby entrance car park entrance was noted.

The response is that the driving conditions will change. The traffic calming proposals within the total project in conjunction with the 20mph restriction will encourage drivers to approaching all junctions with caution.

However this point will be given further consideration.

Site 8 at corner of Upper Street and Middle Street

This was the previously agreed scheme. It allows large vehicles to cross a run-over area, while encouraging cars, etc. to reduce speed at the corner. At the same time the footway is widened.

Site 8A It was agreed there would be an additional feature at number 4 Upper Street (east of Middle Street) in order to protect the overhanging building.

A suitably designed robust flower box would be positioned to guide vehicles away from the overhang.

Site 9 at west side of Shere Lane

The details of the proposed footway need to be clarified.

It was agreed that the parked cars on the west side of the road have a traffic calming effect as they are a visual clue that this is the beginning of the village.

It was agreed that the Parish Council would arrange for the foliage that overhangs the footway to be cut back so that pedestrians can use the whole width of the footway.

Site 10 at the existing 30mph roundel

Comments relating to site 1 also apply here. The grass verge at the traffic island will be widened to the extent that it continues the existing line of road edge. Its construction will be designed to prevent vehicular over-running.