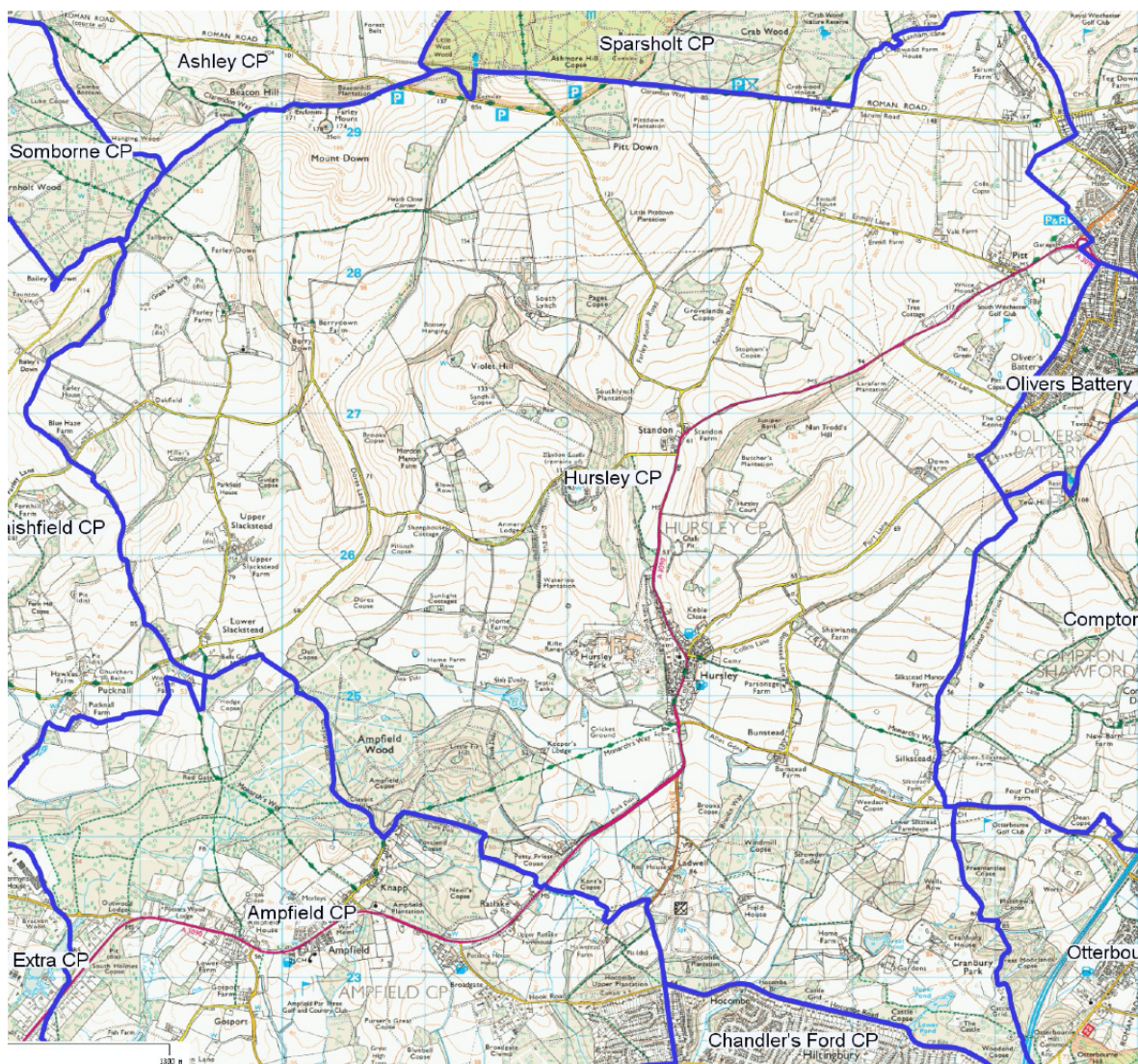




Hursley Parish Plan v1 - 1st Nov. 2020

Findings, Target Areas and Recommendations



Contents

Introduction

Summary and key recommendations

The Four Target Areas

1. Built Environment
2. Road Safety and Traffic Speed
3. Parking
4. Amenities & Community Activity

Conclusions & Recommendations

Appendices

Introduction

This document is the first version of our Hursley Parish Plan (“HPP”) It describes the key findings of surveys of Parishioners, together with other evidence, the output of working groups set up to review these and resulting priorities for actions. We expect this HPP version 1 to be a living document. To this end, we welcome Parishioners’ comments and input to develop and improve it and, importantly, to help implement proposals. Hursley Parish Council will monitor and guide the actions developed in the HPP.

The core principles of a Parish Plan are:

- Plans are owned, managed and led by the community; the plan should reflect the majority wishes of the community.
- Everyone in the community should have the opportunity to participate in the production of the plan. The plan should have majority support within the community and propose actions that are based on a sound understanding of local needs and expectations.
- Actions are based on evidence and address a whole range of issues that affect the quality of life in the parish.

The Parish of Hursley covers an area of approximately 7,000 acres and comprises more than 1,000 residents across nearly 400 households. Hursley village contains 56% of the households and the remainder are located in the eight smaller settlements of Ladwell, Silkstead, Standon, Pitt, Lower Slackstead, Upper Slackstead and Farley Chamberlayne, as well as a number of dwellings on the north side of Hocombe Road in Chandlers Ford and Kilham Lane in Pitt. In addition to residents there are various businesses and local services, including IBM with approximately 1500 employees and a number of smaller businesses, pubs, schools, churches and shops.

The HPP development process was as follows: from 2016 to 2017 activities were undertaken in order to solicit, measure the importance of and prioritise the primary issues facing parish residents. Starting off with various meetings and an initial questionnaire in 2016, a more comprehensive survey was issued in June 2017 to 370 households across the parish; this resulted in responses from 225 households, a response rate of 61%. Other data was gathered to complement the views of the Parishioners (eg from traffic surveys, highways experts). Working groups then met to formulate and test recommendations that could address the issues highlighted of most concern.

Although 3 years has passed, the HPP steering group believes, and the recent final consultation confirmed, that the issues are still relevant in 2020. Great progress has already been made on some, such as the sense of community: Post Office and Church based community activities being two things that built from your views. Others such as maintaining the character of the Parish are more pressing now than ever with Government policy changes on house building and a growing threat of large scale development north of Hursley. Other issues have been further highlighted and action taken due to the COVID-19 crisis: Broadband roll out for those working at home and cycle and pedestrian routes through the Parish are two.

Summary and key recommendations

The issues originally raised by Parishioners in 2017 were grouped under the following four objectives:

- **Preserve the current historic and rural “character” of the Parish and in particular ensure that no large scale development is imposed.**
- **Reduce the incidence and potential consequences of excessive speed on certain Parish roads with particular focus on reducing the risk of accidents and injury.**
- **Ensure that parking in Hursley village does not adversely affect safety or amenity of pedestrians, road users or residents.**
- **Protect and improve the use of key Parish amenities and build on a sense of community, in particular to reduce any sense of isolation.**

Recommendations and options to achieve the original 4 objectives have been developed (and in some cases already actioned). These are set out in the Plan, supported by the data in the annexes. Every effort has been taken in the formulation of proposals not to become too Hursley Village centric. However, it is recognised that by far the largest cluster of population is in the village and that inevitably the levels of active participation from across the Parish is the only way truly to guard against this.

Three points should be highlighted:

- Survey responses, above all, emphasise the almost unanimous and strong desire that the Parish retains its rural feel. The Parish Plan therefore requests that Hursley Parish Council start immediately a Neighbourhood Plan to set out our views of potential development in, and to counter any threat to, the character of our Parish from Winchester District Local Plan and Government Planning changes.
- The Parish Council will lead the Parish Plan implementation and communicate on a regular basis with all Parishioners. However, implementation will not only need active support from other residents, it is strongly desirable to gain widespread engagement and to welcome new ideas to make this a living plan.
- Strong community spirit is both recognised and valued highly. Many of the actions proposed in the Parish Plan are completely within our control. Parishioners have shown what they can achieve in the past when they have set their minds to it; other actions will require support and funding from outside authorities, so convincing arguments and campaigning will be needed.

The Four Target Areas

Introduction

The results of the 2017 survey showed that built environment & housing, traffic, parking, parish amenities and community activity all scored as high importance. Of these, respondents were highly satisfied only with community activity and amenities; medium satisfaction was expressed with the built environment and housing; whilst traffic and parking indicated low satisfaction from parishioners.

When working groups were subsequently formed to explore potential solutions and improvements, it became apparent that whereas all of the high importance areas had multiple linkages, there was so much overlap between the categories covering amenities and community activity that it made sense to consider them together.

This section lists the key findings associated with the four focal areas or issues:

- **Built environment**
- **Road safety and speed of traffic**
- **Parking**
- **Amenities & Community activity**

Each sub-section below presents the findings, challenges or opportunities, sets out potential options to address the four main issues, proposes objectives to aim for and concludes with recommended next steps in order to implement the Hursley Parish Plan.

1. Built Environment

i) Survey Findings

The village of Hursley sits in the middle of an almost entirely rural parish and it is clear from survey results that Parishioners value this highly: only 3% of survey respondents supported a large scale development on a green field site (such as that proposed and rejected for 350 homes at Pitt Vale).

Less transformative development options exist and there was marginal support for these: 56% of respondents supported smaller developments, with most support for brown field sites, affordable homes (particularly for people with local connections) and individual infills/ garden plots. These could be the subject of Rural Exception Schemes which enable planning authorities to grant permission for small developments contiguous to existing settlements, but outside the development boundary, for affordable housing for people with local connections.

Arguments in favour of development include a desire by some to be socially responsible and to seek the benefits of increasing the population of the village in order to maintain a customer base which will help to sustain the village businesses. The provision of affordable housing for people with local connections would also benefit some residents. Those in favour of development consider certain types of development not as a detraction from Hursley's rural setting, but as help to maintain a diverse community and particularly enable the inclusion of younger families. Others are concerned that agreeing to any new housing could alter the character of the village and open the flood gates to widespread development

ii) Issues concerning the Built Environment

a) New housing or other development

Local housing needs and provision are strongly influenced by the national context. Although new builds have increased by 80% over the past 10 years, the Government has still to meet its own target of 300,000 per annum. Currently, the Government stipulates new build numbers and these are then incorporated into Winchester District Local Plan which covers all the Parishes dependent upon Winchester, from Crawley in the north-west to Wickham in the south-east, including Hursley.

The Government has set out proposals to change the Planning system in a White Paper, which will set new minimum build targets based upon needs assessment and with the explicit drive to increase affordability. The new process will also severely limit the ability for local communities to resist development once it is included in the District Local Plan. Winchester City Council is finalising its own new Local Plan to 2038, possibly by end of 2020.

They have already identified many possible sites for development included in the SHELAA (Strategic Housing and Economic Land Availability Assessment released in October 2020). Two major areas of land are identified in Hursley Parish: the South Winchester Golf Club, and a huge swathe of land east of the A3090 from Oliver's Battery past Hursley to Poles Lane. Development of these two areas would have major implications for Hursley village and Parish and given the 97% of survey respondents who rejected large scale development, would be unlikely to receive local support.

b) Visual impact of village

In addition to any new development, there is also a desire to identify and preserve valued features of the existing built environment. A Village Design Statement lays down guidelines to preserve and develop design features in the case of conversions, extensions, modifications to existing buildings and developments within the existing development boundary. However, Design Statements can be ignored by Planners, so we must also emphasise that Hursley village is a Conservation Area with many Tree Preservation Orders (TPOs).

c) Ground water flooding

The survey did not specifically address this issue. Although the village is situated some distance from any waterways, the ground north east of Hursley village from Oliver's Battery slopes down into a valley which results in ground water finding its way down to Hursley village. After heavy rain in 2000/2001, 2003, 2013/14 and 2020 several properties on the Main Road suffered water ingress into their cellars from the rising water table. Another consequence is that if the water table rises about the level of storm drains and sewers which are not all watertight, they have overflowed into some of the local streets.

The Parish Council has established a Flood Management Group Plan monitored by a Flood Management Group. The Hursley Flood and Emergency Plan has been submitted to Hampshire County Council. This includes regular precautionary measures, such as ensuring that drains and culverts are kept clear (in particular alongside the A3090 and Poles Lane) and local residents and businesses being advised not to put fat into drains; and self-help action plans which [are] activated each time flooding occurs to help those properties affected by cellar flooding. Local water authorities also have emergency plans to evacuate excess water and sewage.

Although these measures have been largely effective in managing ground water flooding, any new development which could affect ground water levels and drainage must take account of this.

iii)Objective

As a results of Parishioners views on development and the threat of large scale development in the Parish, the Parish Plan proposes the following objective:

Preserve the current historic and rural“character” of the Parish and in particular ensure that no large scale development is imposed.

iv) Options to achieve the objective

a) Neighbourhood Plan

Perhaps the greatest threat to the Parish is the imposition of a major housing development as outlined above and included in the SHELAA. The primary way in which to engage effectively in the debate about housing development in the Parish is through a Neighbourhood Plan. This will identify and communicate the special features of Hursley Parish, the risks and limitations of development and the things that Parishioners value most, making it more likely that any future development will be sensitive to the context into which it is being introduced. A Hursley Neighbourhood Plan will be drafted, in co-operation with neighbouring parishes.

b) Rural Exception Scheme

A feasibility study for 10-20 houses was carried out on agricultural land behind Pelican Court under this Scheme. A survey of opinion in the village ascertained that this did not receive majority support and so Hursley Parish Council had to reconsider this specific scheme.

A potential alternative location is IBM-owned land - a “brown-field site” - adjacent to John Keble Primary School. IBM would have to be willing to release this land for development, but have not been willing to do so for housing so far, but may be for other uses, such as parking.

A Neighbourhood Plan would identify potential sites for Rural Exception Schemes.

c) Pelican Court and Keble Close

Another suggestion was to redevelop Pelican Court, perhaps to include affordable housing. A potential benefit of this proposal is that it could create a much more symmetrical arrangement on either side of the main road south of the Post Office. This could tie in with a Village Design Statement and reinforce the visual impact of Hursley village as well as providing more local housing. Clearly this is a very sensitive issue, not least for the current residents of Pelican Court. Although Hursley Parish Council could take a view on any proposal, Winchester City Council would decide any redevelopment.

d) Village Design Statement

As described above, a Village Design Statement maybe a useful tool to ensure a consistent approach when considering development or planning applications but has limitations in its force of application on Planners. Enforcement of TPOs and respect of the Conservation Area of the village maybe equally effective in preserving Hursley village character.

v) Next Steps

The Parish Council is recommended to:

- Start preparing a Neighbourhood Plan immediately.
- Discuss with neighbouring parishes the desirability of co-operating on a common , or at least linked, Neighbourhood Plan(s).
- In time initiate the preparation of a Village Design Statement.

2. Road Safety and Traffic Speed

i) Survey Findings

The aspect that attracted the most negative responses to the original survey was the speed and volume of traffic, particularly for those living in Hursley village and from those who walk with children to the local school. The volume and speed of traffic are both an irritant and a major risk factor. The volume of traffic is unlikely to reduce and if anything, housing development around Romsey and in our Parish may increase it. However, whilst speeding is more disruptive and threatening than volume, it is potentially easier to control.

The behaviour of the traffic impacts in many ways; noise, splashing, challenges with crossing roads and fears about the danger of children making short journeys on foot or by bike within the village in proximity to the A3090 main road. The school run involves parents parking mainly in the centre of the village and means there are many children on pavements at the start and end of the school day.

More widely, the survey showed that most survey respondents had concerns about traffic speed, particularly regarding the A3090 through Hursley village, Pitt and Standon, as well as Poles Lane, Ladwell, Sarum Road and around Slackstead. Residents stated concerns about safety, noise, ambience, getting soaked by cars driving through puddles, pollution and vibration.

ii) Characteristics of Hursley Parish Roads and byways

A 4.3 mile stretch of the A3090 passes through the parish, with half a mile running through the centre of Hursley village where it is known as Main Road. The B3043 also passes half a mile through Ladwell. The A3090 is designated as a trunk route for vehicles too large to negotiate motorway bridges and also a relief road for the M3 motorway. Therefore, lorries and other heavy goods vehicles use this route to avoid congestion at the junctions on the M3 and M27 motorways. In addition to these major routes, there are also 19 miles of country lanes and 15 miles of footpaths within the parish.

Whilst not officially a primary accident blackspot, it is perceived by residents as dangerous with accidents and near-misses in recent years.

iii) What has already been achieved?

Past initiatives included a speed survey in 2009 as part of the campaign to reduce the speed limit in the village from 40 to 30; a 'Speedwatch' trial using a handheld speed camera; and 'Speedspike' trials in 2009 and again in 2018, which used fixed speed cameras.

There have been several successful actions to improve the safety of the A3090 over the years:

- In Hursley village, as a result of a Parish campaign, the speed limit was reduced from 40mph to 30mph
- An informal crossing point has been installed outside the Dolphin

- The central white line and cat's-eyes were removed in places when the road was re-surfaced.
- The Poles Lane junction has been improved with new lines.
- Railings have been installed beside the pavement at the south end of the village.
- White lines have been painted along the sides of the main road, in order to dampen speeds by visually narrowing it.
- White 'no parking' lines have been painted on the corners of Port Lane and Collins Lane.
- There has also been a reduction at Ladwell from 60mph to 40mph.
- Standon now has an advisory 40mph sign on the bend.

In 2012 the Parish Council contracted Hamilton-Baillie Associates, road design consultants, to advise on design elements to slow traffic speeds through the village. The combined cost of their proposals would have been considerable, although it is feasible for less costly elements to be implemented in isolation, details are given below.

iv) What does traffic survey data reveal?

Whilst speeding is perceived as a major problem, this is not entirely supported by the data upon which the Highways Authority relies. This data comes from two 'Speedspike' surveys in Hursley village, carried out in April 2009 and June 2018 at two locations, one just south of Cromwell House and one adjacent to the Masonic Hall. Over the nine years between the two speed spike surveys, traffic increased on average by 4%, but peak traffic (mornings and evenings) up to 18%.

Average speeds through Hursley village were recorded at between 30 and 33 mph, and traffic generally slows as it enters the village. However, there are two key factors at play that were evidenced by survey data and show that average speeds can masquerade the real problem of a few vehicles travelling at excessive speed which creates concerns amongst residents.

- When traffic volume is high, average speeds are lower and the number of vehicles travelling much in excess of 30 is significantly reduced. On the other hand, anecdotal evidence during the recent pandemic has indicated much reduced traffic but a higher proportion speeding through the village.
- A Flashing Speed Sign was present during the 2018 survey and this highlighted a dramatic decrease in the proportion of vehicles speeding: 24% fewer above 30mph and 53% fewer above 40mph than in the 2009 survey. This illustrates the effectiveness of such signs and can inform for what we campaign in the future.

Despite Parishioners' concerns and evidence of some excessive speeds, Hampshire County Council, which is responsible for most road improvements, does not consider that Hursley contains any accident black-spots. They have historically not funded safety work other than at accident black spots, which will be a challenge to overcome should we decide on expensive improvements. ,

v) Objective

As a results of Parishioners views and the evidence on traffic, the Parish Plan proposes the following objective:

Reduce the incidence and potential consequences of excessive speed on certain parish roads with particular focus on reducing the risk of accidents and injury

vi) Options identified to achieve this objective

The Parish Plan survey and subsequent discussions has generated the following ideas for reducing vehicle speeds within the village and the wider parish.

a) Average speed cameras

Average speed cameras at each end of the village would have to be linked to a police control room and are therefore not a measure that Hursley can institute independently. The capital cost of the cameras is estimated to be £40k, plus annual running costs of £10k, plus £70k for the control room. Highways Authorities have indicated that they have no current plans to implement this, so, in addition to raising the funds, it would certainly require a strong campaign, perhaps with other local villages to implement speed cameras.

b) New flashing speed signs

Flashing speed signs shared initially with Twyford, Colden Common and Otterbourne have been in use in the village since 2010. Hursley Parish Council has decided to purchase two modern digital flashing speed signs, to be rotated between eleven sites between Ladwell and Pitt. They record data relating to speed, volume and time and these will go live by 2021.

c) Hamilton-Baillie proposals

In 2012, the Parish Council commissioned a study by Hamilton-Baillie to advise on steps that could be taken to reduce traffic speeds. Part of Hamilton-Baillie's philosophy is that drivers need strong reminders that they are moving from the high-speed open road into a low-speed inhabited area.

'Research and experience of driver behaviour and speeds in villages highlights the importance of distinctive points of entry and transition to mark the contrast between the higher-speed, single- purpose highway and the low-speed complex environment of a settlement. For Hursley, defining such boundaries is particularly problematic.' Hamilton-Baillie 2012

Equally, it is believed that once drivers are within the village boundary, they need to be constantly reminded of where they are and presented with visual signals that will encourage them to slow down.

Recommendations for Hursley included changes to kerbs and road markings at regular points along the road to make it very different from the open road, constantly reminding drivers that this is a settlement with particular hazards in terms of pedestrians and junctions.

'A clear and identifiable village centre can serve as an important cue to influence traffic behaviour and to slow speeds' Hamilton-Baillie 2012.



The illustration shows a drive-over roundabout and a treatment of the surface of the carriageway which is both visually interesting and attractive, as well as giving the impression that the road is narrower than it is.

They also suggested removing the metal railings from the stretch of pavement outside the Post Office and making a break in the flint wall between the road and the churchyard, to allow village features to intrude upon the road.

More of Hamilton-Baillie's suggestions are shown in Appendices.

d) Other design proposals

Three other proposals which are consistent with the Hamilton-Baillie approach are the removal of the remaining white centre lines in the village, a review of signage and the creation of gateways to the village on the north and south approaches and on Poles Lane. A further proposal is the illumination of the church. Currently the village is very dark at night and so there is nothing very much to tell motorists that they are no longer in the countryside.

e) Requests to local businesses

One proposal is to write to all businesses whose vehicles drive through the parish asking them to respect speed limits. These include Stagecoach, skip-hire companies, refuse collectors, farmers and carriers. Letters have been previously issued and at least one encouraging response received but this is something that will have to be done on a regular basis and the tracking and recording of company names is a manual one.

f) Enhancing speed limit signage by Keble Close

HCC have been asked to consider improving the existing signage and painting a large '30' roundel on the road.

g) Consideration of a 20 mph zone in village centre, Port Lane/Collins Lane area

20mph zones and speed limits are not usually enforced by the Police: the existing conditions of the road together with measures such as traffic calming or signage lead to a traffic speed compliant with the speed limit. HCC have advised that they would not accept a 20mph on

any part of the A3090. Collins Lane is unlikely to be suitable, so Port Lane, a highly valued rural access lane for walkers and cyclists into the countryside and on to Oliver's Battery is potentially the only viable route for 20mph limit.

h) Buffer Zones

The southern approach to the village on the A3090 has a section where the speed limit is 40mph before it drops to 30mph. Such intermediate zones could potentially be introduced on Port Lane and Poles Lane as well as on the A3090 to the north of the village.

i) Ladwell

Although the speed limit on the B3043 through Ladwell has been reduced from 50mph to 40mph, it is still in practice a narrow, windy and busy road with poor visibility for Ladwell residents trying to leave their properties; cyclists and pedestrians are particularly exposed. Upgrading the footpath that leads from the A3090, a mile or so south of Hursley to Hocombe Road would help; however, most of this path is in Ampfield parish who have previously not supported this proposal. Another possibility would be to further reduce the speed limit to 30mph but Hampshire County Council do not support this proposal, partly because they do not consider Ladwell to be an accident black spot. Mirrors might also improve visibility but HCC are not in favour of those either.

j) Railings on Main Road at south end of village

The installation of 'heritage' railings at the south end of the village was an outcome of the John Keble School travel plan. The vulnerability of that stretch of narrow pavement to vehicles entering the village at speed was identified as a major deterrent to parents walking with their children to school. The fact that they have since been badly damaged more than once by vehicles confirms the risk. The railings have been a successful installation, although extending them north towards The Dolphin has been considered impractical because of the many driveways which cross the pavement.

k) Road sign maintenance

Road signs are often obscured by vegetation and this is particularly relevant in terms of speed signs. They were cleared and cleaned at the start of 2020 and the Parish Council will ensure that this continues to happen regularly. Damaged signs are reported to Hampshire Highways by the Parish Council.

vii) Next Steps

Based upon the prioritisation by the Parish Plan work group (see matrix in annex XX), the following actions are proposed:

a) Hamilton-Baillie

Hursley Parish Council to establish an action group to:

- Undertake a feasibility study of each of the elements of the Hamilton-Baillie scheme and related ideas generated by the Parish Plan and pursue funding opportunities
- Devise a strategy for using the Precept plus reserves to pay for implementation, in conjunction with funding identified by the action group

b) Average speed cameras

Hursley Parish Council to establish an action group to:

- Identify other Hampshire villages with similar concerns
- Set up a campaign involving local county councillors, MPs, local media and the Hampshire and Isle of Wight Police and Crime Commissioner
- Monitor changes in policy, control and funding that might make the authorities more amenable to this proposal.

c) Other measures:

Hursley Parish Council to:

- Liaise with Hampshire Highways to ensure that when the road is next resurfaced, the white lines are not reinstated
- Carry out a review of signage and explore the feasibility of creating gateways to the village on the north and south approaches and on Poles Lane
- Send letters annually to local businesses asking them to ensure that their vehicles are driven safely through the village
- Talk to Hampshire Highways about establishing a 20 mph zone in parts of the village, creating a 40mph buffer zone to the south and east of the village and carrying out regular road sign maintenance

3. Parking

i) Survey Findings

The number of vehicles in the village has reached a level where pressure on available parking has grown. However, only 20% of respondents reported parking to be a significant issue, and that is confined to a few residents of Hursley village rather than the parish as a whole. 86% of Parishioners park their cars on their own property. A couple of the issues can be classified as safety issues; others more as convenience.

The older parts of Hursley village, in particular the Main Road, were built before the car, and mostly do not have designated parking. Even more recent developments suffer: in Heathcote Place for example, the road is too narrow for easy road parking and garages are, on the whole, too small for many modern cars. Over recent years, many households with one or no car have been replaced by households with two or more. Consequently, the density of parking has increased with the result that cars park on narrow pavements, which can force pedestrians, pram pushers and wheelchair users out into the road. This is particularly a problem on some parts of Main Road where there is evidently not enough breadth of pavement to support both car parking and useable space to pass on foot. Parking on both sides of narrow streets such as Heathcote Place and Collins Lane also causes obstruction, particularly for large service vehicles (which has the potential to cause issues for emergency services).

An additional contributory factor has been the expansion of John Keble Primary School without the provision of additional parking, which has led to an increased requirement for parking, particularly at the start and end of the school day. The King's Head and The Dolphin have in the past been used informally as temporary car parks in this case, but overuse means that these car parks are no longer available to non-patrons without prior approval, leading to increased pressure on adjoining streets. IBM has kindly offered the use of its Deep South car park for this purpose for several years now, and is used by many; however some are reluctant to use it due to the walk from there to the school across a sports field.

ii) Issues concerning Parking

Parking issues are, of course, closely related to traffic volume and speed; the key ones identified are summarised below.

a) Pedestrian safety

The main safety issue is pedestrians being forced to walk in the road because of pavement parking on the Main Road south of the shops, particularly outside The Dolphin/Old Bakery and the 50m stretch near the Old Forge. The residents of Pelican Court are particularly sensitive to this issue as they access the village shops and The King's Head.

b) Narrowing of the Main Road in the village centre

The narrowing of the Main Road as a result of parking, often partly on the road and partly on the pavement, means that there is not always room for two vehicles to pass easily, particularly if one is a commercial vehicle. This parking can make it difficult to cross roads and to exit drives where visibility is blocked by parked cars; also relevant outside the shops. However, the narrowing of the Main Road caused by parking can have a positive effect on reducing speeding by narrowing the road: during the campaign to reduce the speed in the village from 40 to 30, residents were encouraged to park on Main Road. In Port Lane, for instance, there is a noticeable reduction in the speeds of vehicles approaching from Oliver's Battery when cars are parked outside the houses. These two effects have to be carefully balanced.

c) Vehicle access issues

Access for vehicles - cars, emergency services and refuse collection - for example to Heathcote and Collins Lane. John Keble school users can cause access problems in South End Close and Meredun Close, although this is less apparent than it was when the school expansion and IBM parking restrictions first caused parents to park there.

d) Vehicle access to amenities

There is no permitted parking available directly outside the shops and Post Office, although the corner section of road is covered by hatched lines. This space is partly a bus stop, but is also situated on the junction of Collins Lane and the Main Road. Since the village shop and Hursley butchers installed gazebos to allow socially distanced shopping as a result of the COVID-19 crisis, buses stop just north of The King's Head. Whilst some drivers have parked on the hatched markings, perhaps confusing the diagonal lines for parking bays, there have been recent near misses from drivers parking in this space; others park at The King's Head, which has kindly given permission for shop customers, or in the lane alongside the parish hall, as there are no other obvious alternatives for visitors.

iii) Objective

As a results of Parishioners views on Parking, the Parish Plan proposes the following objective:

Ensure that parking is maintained in Hursley village and does not adversely affect safety or amenity of pedestrians, road users or residents.

iv) Options to achieve the objective

a) Improve parking "design"

The preferred solution is a comprehensive survey of the village to identify areas where parking needs to be restricted and areas where a more efficient design could increase the volume of parking. For example, the creation of safe and legal end-on diagonal parking

spaces outside the shops, possibly in conjunction with a ten-minute waiting limit would improve access to the shops.

The fact that the “pinch point” outside The Dolphin does not restrict the traffic flow suggests that the road could be wide enough to move parking further away from the buildings on the Main Road. Capacity in Church Lane, close to the entrances to the recreation ground and the parish hall might also be increased by better design, relaying the road surface and by a modest relocation of the recreation ground fence. This approach could be applied to every road in the village. The major thrust of the exercise, however, would be to delineate and distinguish pedestrian clear-ways and parking in order to protect the former.

Other possibilities include marking out parking bays, the use of yellow lines to prevent parking on both sides of the road where it is too narrow, or the use of bollards to keep parked cars from intruding too far onto the footway in specific areas.

b) Regulatory

Pavement parking is prohibited in London, and Local authorities in England outside London can enforce against pavement parking in certain circumstances. These are: vehicles parked on yellow lines or in other marked no parking areas; or vehicles over 7.5tonnes. The Police can also enforce “unnecessary obstruction” but in practice are unlikely to do so.

In March 2020, the Transport Secretary set out proposals to tackle pavement parking as part of an upcoming consultation exercise and this may have a significant impact on the discussion within the village. This may be relevant particularly for those areas where the pavement is wide enough to accommodate both a car, and significant space for pedestrians without obstructing them.

c) Provide more parking

Another approach suggested by survey respondents is to find ways of providing more parking. Any change of use of land to parking is likely to be contentious and it would be important to gauge how far from their front doors people would be prepared to park but this is clearly an idea that deserves consideration. Note that large events in the church, the hall or elsewhere are generally permitted by IBM to use one of their car parks.

Survey responses and working group ideas included :

- Using part of the recreation ground, the churchyard, the IBM land adjacent to the school and the Masonic Hall car park. However, the working group seeking ways to achieve the objective was sceptical about the value of these proposals ; the evidence suggests that people are reluctant to park more than a few yards from their houses and therefore, the land next to the school or behind the Masonic Hall would not make a difference.
- Although provision of additional space in the centre of the village may be contentious, there are, however, some areas where some additional parking spaces could be created, such as the land at the entrance to Heathcote Place and alongside Cataways; the strip of land on the north side of Port Lane between Sussex Place and Keble Close and the grassed land in Pelican Court adjacent to 91 Main Road.

- Although using any part of the churchyard or a major incursion into the recreation ground would either not be appropriate or not allowed, there is evidence that the fence of the recreation ground once followed a line that was set back from Church Lane. If this line were to be restored then there would be space for parking between Church Lane and the recreation ground.

d) Ensure that The King's Head Car Park is not mis- used

As a large car park in the centre of the village, The King's Head Car Park has many users apart from pub customers. Evidence from the survey showed that it is used as permanent parking by some adjacent residents and that some villagers advise their visitors to park there. It was also evident that it was heavily used for events at the church and the parish hall and there was some anecdotal evidence of its use by commuters as a free park-and-ride facility. Such use will always be subject to the prevailing views of the owners of The King's Head who can at any time withdraw this facility if they feel that it is being abused or if it is inconveniencing their customers.

e) Encourage more use of Garages

It was also suggested that residents should be encouraged to use their garages for parking. This is considered not always practical in the current age. Many garages in the village are not big enough to accommodate modern cars. In other cases, residents have limited storage within their dwellings and so are forced to use their garages for this purpose. Hursley Parish Council can request that parking provision for any future developments is adequate, but Government or Winchester District policy will prevail.

f) Persuade residents to park more thoughtfully

Some improvements might be achieved by persuading residents to park thoughtfully, perhaps combined with some of the other measures. Some of the problems are caused by visitors who might be hard to reach, except through those they are visiting. Nevertheless, it is deemed worthy of further investigation.

v) Next Steps

The top priority suggested is to improve the safety of pedestrians by ensuring that the village pavements are free of obstruction. This could for example be through provision of a metre wide "corridor" and /or the installation of bollards in specific places of concern.

The Parish Council is recommended to:

- Consult with affected residents and proceed to implement changes to protect pedestrian access to pavements
- Carry out a survey of the village to identify spaces that could be used for parking without loss of amenity.
- Set up a working group to review systematically the parking provision with the village to make sure that all space currently used for parking is used with maximum efficiency.

4. Amenities & Community Activity

i) Survey Findings

The Parish contains many active social groups and the survey showed the majority of respondents feel part of the community and that they were welcomed when they arrived. Although these groups are centred on the village of Hursley, other parts of the Parish are drawn into many activities. There were some exceptions who feel excluded, a response that should be addressed.

There are a number of established groups and activities that play their part in this.

- a) The Village Shop and Post Office is vital and its conversion to a Community venture in 2018 has been a major success. It engages around forty volunteers and counts many villagers as loyal customers and provides a meeting place and a hub of social interaction . The Shop/PO and Hursley High Class Butchers next door provide a lively centre to the village and wider parish, and three quarters of survey respondents used the shops at least once a week and many of them will have walked there.
- b) The two parish churches provide various communal activities, most recently the All Saints church's monthly pop-up café, The Hursley Hub.
- c) The two village pubs are important communal centres, as well as serving customers from a much wider area.
- d) John Keble school is an important social catalyst for village parents. The recreation ground is also highly valued, especially by families.
- e) Other facilities mentioned highly included the Hursley Parish Hall, which serves as another focal point with its clubs and activities, including the Hursley pantomime which has now been running for over 10 years and brings together as many as 100 people to produce the event and then entertains another 350 or so.
- f) Hursley Village Community Association which unfortunately closed down in early 2020 offered a year-round programme of events such as the Hursley 10k, film nights, safari suppers and an annual fireworks and bonfire event and provided facilities for other activities such as equipment for volunteers to maintain various parts of the village landscape, and grants to groups within the parish who were trying to do something for the community. Although COVID-19 would have suspended many of these events, consideration should be made to reinstating or developing something to replace it.
- g) Some comments were made about the need to improve communication. New initiatives such as: the bi monthly Hursley Parish Magazine "Hursley Living", Hursley Market Place (180 members) and Hursley Community (350 members) Facebook Pages; several lively WhatsApp groups and a Parish website have already gone some way to address this.
- h) Another important social accelerant, in the village in particular, is that people walk around it and consequently meet by chance and they do this because the village has reasons why people should walk about: the shops, the pubs, the church , dog walking to

the Recreation Ground and Monarch's Way, to the bus stops. All these journeys carry a high chance of meeting someone you know and having a conversation with them. The existence of these facilities and in particular their cumulative effect are therefore hugely important to the overall sense of community.

- i) The 13-17 age group does not feel there are sufficient facilities to address their needs.
- j) Another amenity that was seen as in need of improvement is the internet speed; the Parish Council is currently leading an initiative to improve this for all residents.

ii) Objective

Protect and improve the use of key Parish amenities and build on a sense of community, in particular to reduce any sense of isolation

iii) Options to achieve the objective

The working group dealing with amenities and community activity identified three main themes from the survey responses and under each of these headings, the group developed potential solutions while recognising there were not identifiable and obvious owners to include in the plan.

a) Protect key amenities and services.

The group considered (at that time) that the amenities facing the greatest threat were Hursley Shop and Post Office and All Saints Church.

The Shop and Post Office

Since the survey was carried out the community came together to form a company to purchase and operate Hursley Shop and Post Office. This has been highly successful: the shop is currently running profitably and there are no apparent threats to its survival. It does depend, however, on the goodwill of sufficient volunteers and major contributions from a small group of individuals whose long-term involvement is by no means guaranteed, but there are no serious reasons for concern, so no additional work is considered necessary as part of this version of the Parish Plan.

All Saints Church

For many years, the upkeep of the building has been funded from the sale proceeds of Pitt Church. That fund is now exhausted but it is understood that there is donor funding for future works. The major issue now is making the church more relevant in the face of a shrinking congregation, perhaps by encouraging its use for a variety of secular purposes. The Hursley Hub monthly breakfast was a popular addition to the village pre COVID-19 and there is no reason why it should not restart in more normal times. The church has also been used to host two large-scale commemorative dinners; the community will certainly have other ideas. The provision of a grand piano, for example could open up its use as a performance venue. The building's presence could also be enhanced by the installation of floodlighting.

b) Provide support for and promote involvement of those living in the parish who may feel isolated or need support

The working group believed more could, and ideally should, be done in tackling issues of isolation where they can be identified and improving participation in parish life for those that want it. Examples of the types of activity which could help include: a hub where people who require help with issues such as doctor's appointments or collection of prescriptions can access volunteers for assistance ; a local network for those who work from home; a parish produce and gardens week (or similar); an exchange of reusable items across the Parish.

These are examples and the Community has shown it does respond to such needs. Indeed, the Community's reaction to the COVID-19 pandemic demonstrated its strong spirit. During lockdown around 50 households across the Parish were either instructed to stay at home or were self-isolating. Hursley Parish Council coordinated various kinds of support, for example, ensuring the over 70s had support mechanisms in place and assembling a group of 75 volunteers. The Village Shop and Post Office was also central to this COVID-19 response.

In addition a mobile help number provision, given to vulnerable residents just before the flooding in January 2020 and maintained since, proved useful during COVID-19. A self help WhatsApp group was set up for residents needing or offering help from ground water flooding.

c) Improve communications.

Communication can always be improved. It was clear however from survey responses that some people did not all have access to relevant information, or it was not in a digestible form. Examples of areas that might be addressed are: improve coherence of communication across the Parish as a whole; obtain addresses and use digital communications; develop local representation roles; ensure wider participation of current residents in welcoming events.

The initiatives already taken in the Village Shop, the Hub, the COVID-19 response and many other areas highlighted indicate that community spirit is already strong. The core challenge in identifying and implementing the improvements suggested, is finding the community "leaders" and willing volunteers who have time, desire and capacity to lead improvement. It is hoped that finalising and publishing the Parish Plan will encourage Parishioners to volunteer and to get involved in tackling these issues, in particular to consider how to replace the work of the Hursley Community Association.

iv) Next Steps

Hursley Parish Council is recommended to establish a sub-committee and to invite representatives of parish businesses, churches and other amenities to work together to continue to strengthen and develop the parish's amenities and sense of community.

Volunteer leaders for specific projects and events are to be sought using some form of "register" for ideas and required help

Conclusions and Recommendations

This first version of the Hursley Parish Plan (HPP) was built on the views of Parishioners, supplemented with additional information and developed by working groups of local residents. It is expected to be a “living plan”, adapted to Parish priorities or circumstances. Four initial objectives and actions are proposed to meet these:

- Preserve the current historic and rural “character” of the Parish and in particular ensure that no large scale development is imposed.
- Reduce the incidence and potential consequences of excessive speed on certain Parish roads with particular focus on reducing the risk of accidents and injury
- Ensure that parking in Hursley village does not adversely affect safety or amenity of pedestrians, road users or residents.
- Protect and improve the use of key Parish amenities and build on a sense of community, in particular to reduce any sense of isolation

This Plan can only succeed if the action items are progressed by Hursley Parishioners. Hursley Parish Council can lead: its role after all is to improve facilities and services for local people; and it will also monitor and report on progress. However, the Parish Council cannot achieve this alone and local residents will need to step forward, not limited to those who put so much time and effort into preparing this Plan.

Although Hursley village accounts for over half of households, attention must be given to include the whole Parish. There are also actions which are not completely within Parish control and for which we will need support and certainly funding from other authorities.

The Decision Matrix and Actions in Appendix 1 set out actions under each of the headings. Hursley Parish Council will track and report on progress regularly and provide an annual summary at the Hursley Parish Council AGM. They will, with your input, also ensure it is a living document

This Plan can build upon the already strong Community spirit which has led to past successes such as speed limit reduction, saving the Village Shop and the many social and support activities across the Parish, emphasised in particular by the response to COVID-19.

This Plan can also establish: a clear and detailed consensus on the built environment and clarity on village design; further address traffic and parking problems; and develop an added sense of community. In particular the HPP requests that the Parish Council develop a Neighbourhood Plan, which will send a strong message to planners and developers about the kind and scale of future development that our community would wish for and support in our Parish.

The first step is to communicate this Plan to you, Hursley Parishioners, to seek your active involvement in continuing to make our Parish a great place to live.