

Traffic and Parking

1. This policy addresses traffic and car parking challenges in Burghclere to ensure new developments do not exacerbate existing traffic congestion and parking problems, and seeks to identify sustainable solutions.
2. The principal village thoroughfare is Harts Lane and Well Street (North). Traffic on these roads and on Church Lane leads to considerable congestion at school opening and closing times; the 'pinch points' being outside the Portal Hall (pre-school), Burghclere Primary and the Clere School. Delivery vans, HGVs and farm vehicles are also frequent users, and on other routes such as Aldern Bridge Road and Well St (South) as well. Furthermore there are many events that take place during the year that also incur problems with parking. These include: Church services such as weddings, funerals and at popular times of year; regular Thursday coffee mornings that are important to the social life of the village; events at the Portal Hall and at the Sports Club, especially as the model railway is gaining increasing support.
3. Outside the village the B4640 is signposted as a Newbury diversion for HGVs heading West along the A339 from Greenham or Basingstoke, and it carries regular commuter traffic into and out of Newbury. Traffic heading South from the village or visiting Highclere will use White Hill and there are concerns about speed around West Street in particular. Sydmonton Road, through Old Burghclere, is widely used both for local traffic and as a cut-through between Kingsclere and the A34 junction at Beacon Hill.
4. Proposals for new home developments must give serious consideration to their effects on the local road network, pollution and congestion.
5. Car parking is in short supply in the village. An analysis for on-street and off-street car parking space demonstrates where demand outstrips supply. While on-street parking can restrict vehicle speeds through the village, it also increases the risk of an accident when overtaking parked vehicles.
6. The policy allows for new spaces to be created either within residential frontages, in new developments and potentially a new public car park in the centre of the village. For clarity, garages provided as part of a housing scheme are not considered parking spaces and are therefore not included in the calculation of space requirements.
7. Consideration has not been given to matters such as inter alia traffic calming, speed control, pedestrian or cyclist safety as these fall outside the remit of the parish. Nevertheless should recommendations be made, proposals can be investigated and followed up separately.