This paper has been produced by the Our Roads Task group (ORTG), part of the Westbourne Neighbourhood Plan Steering Group (WNPSG).

As part of the development of a Neighbourhood Plan for Westbourne the ORTG has been considering the community’s views on transport in the village, including street lighting, on and off road parking, traffic speed, pedestrian safety, provision for cyclists and public transport.

In pursuing this aim the ORTG has employed the services of David Bell, a Roads and Traffic consultant who visited Westbourne in December to discuss the issues and suggest a way forward for the village. This meeting which, included a walk through the village, was attended by members of both the ORTG and the Parish Council (PC).

In general his view was that the layout of the village roads left little scope for change but that the proposed 20 mph limit would ease some of the problems. Although the idea of a one way system around the Stag was deemed unsuitable, the following possible changes to the square were thought to be worthy of further consideration:

1. A small kerb to be built out by the southern side of the entrance to King Street to prevent parked cars encroaching onto the road past the Co-op. This is already being looked at by the PC.
2. A redesign of the parking on the west side of the square, possibly with the introduction of “herringbone” angled parking.
3. In conjunction with (2) the introduction of a rumble strip or similar to mark the edge of the “through road”. This would reduce the tendency to cut the corner when turning left into North Street, create a safer parking area and reduce the road width for pedestrians.
4. Pedestrian crossing areas to be marked with brick laid crossings.
5. Item (3) may require a reduction of parking on the east side of the square and there is a perceived need to provide additional parking if possible.

In order to progress these ideas it is suggested that:

1. Dan Sanders of WSCC be invited to discuss the feasibility of these proposals with the PC and ORTG.
2. The possibility of creating a community car park behind the church hall be re-investigated.

Richard Munday