

Environmental Street Design Project in Buriton, East Hampshire

Hampshire CC

This project, partly funded by an HCC 'Quality of Place' Grant, is part of a wider exercise being coordinated by **Buriton Parish Council** to ensure that the character and integrity of the historic village are respected and enhanced.



The Buriton Village Design Statement, first published in 1999, has recently been updated and a Local Landscape Character Assessment and a comprehensive Parish Plan produced during 2005–2008. All provided consistent evidence for this project.

As a result of findings from these exercises, the Parish Council commissioned a special study from design consultants **Hamilton-Baillie Associates** which was completed in 2008. The study examined visual and aesthetic issues alongside needs for better pedestrian spaces and the amelioration of adverse effects of traffic intrusion (including improving safety for pedestrians, cyclists and recreational users).

Following detailed public engagement, including public meetings and exhibitions, the first phase of the resulting street design scheme was implemented in spring 2009. It embraces the principles of 'shared space' by drawing on best practice from elsewhere in the UK and Europe. The Parish Council sought funding for these works from a wide range of sources.

Unnecessary street clutter (road signs, bollards etc) and other eyesores have been removed and high quality designs implemented in appropriate materials.

The narrowing of roads and absence of markings reduces traffic speeds whilst the very low kerb heights allow wide vehicles, including buses and farm vehicles, to pass by sharing the paved areas.

The project creates improved public spaces, gives space back to pedestrians and cyclists and influences the behaviour of vehicle drivers in ways which do not rely on increasing amounts of road signage, road paint, bollards and other inappropriate clutter.



New planting, of hedgerows and well-developed native trees, have helped to influence driver behaviour and have created new focal points for the community.

Two of the three proposed 'outer gates' to the village have been introduced, give-way road markings have been removed from nine junctions and central road markings have been removed throughout the village.

Costs of the first phase of the project totalled to about £45,000 and the Parish Council was successful in attracting funding contributions from a wide range of sources.

Initial signs from the first phase are very promising with positive comments about the aesthetic improvements, slower vehicle speeds and improved road safety for cyclists and pedestrians going to / from the village school, bus stop and recreation ground etc. It is already easy to forget how untidy the crossroads looked beforehand and how little space there was for pedestrians.

More changes have still to be implemented, including further planting and seating, extensions of the 30 mph speed limits and proposals to limit the use of Bolinge Hill Lane (which provides one of a number of routes between the village and Petersfield) to pedestrians, cyclists and access only. It is hoped that a second phase of works in the High Street will see improvements around the village church, pond and school.

UNTIDY CLUTTER



ROAD SPACE USED TO DOMINATE



What's gone:

Approximately 20 road signs
About 10 bollards and verge markers
20 metres of unsightly, 'temporary'
mono blocks kerbing
Approximately 2 kilometres of centre line
road markings
Give-way markings at 9 road junctions
Other unnecessary street clutter

What's been provided:

5 metres of new shrubs and hedging
3 native trees for focal points
4 new pedestrian crossing points
60 metres of ducting underneath
the new surfacing so that
overhead cables can be
removed in the future