

Appendix to Over Wallop Traffic Calming Scheme Consultation Report:

i. References:

- [Traffic Calming \(overwallopparishcouncil.org.uk\)](http://overwallopparishcouncil.org.uk)
- Over Wallop:
NDP-First-Survey-Results-May-2021-2.pdf (owparishndp.uk)
- Safe Travel Survey - results for Working Group 6.pdf (overwallopparishcouncil.org.uk)
- Nether Wallop:
NDP survey results
- [Over Wallop traffic calming proposals | Transport and roads | Hampshire County Council \(hants.gov.uk\)](http://hants.gov.uk)

ii. Consultation Document:

Key Information on the Wallops Traffic Calming Scheme Consultation

Following lots of work up to 2016, Hampshire County Council (HCC) put a plan to the parishes of Over Wallop and Nether Wallop to introduce traffic calming. The aim was to reduce traffic and speed on Salisbury Lane and Station Road. The plan included three elements:

1. Changing the junction at Grateley Station to direct traffic away from Wallop Road/Station Road
2. Closure of Salisbury Lane to through traffic, including building of turning circles
3. Traffic calming on Station Road, between the junction with the A343 and Salisbury Lane

In the 2016 Consultation, 164 responses were received. 103 supported the scheme; 43 against, 4 don't know and 11 no response. 52% of respondents supported the closure of Salisbury Lane to through traffic. 129 also supported traffic calming on the northern part of Station Road (north of the junction with Salisbury Lane). Subsequently:

- HCC removed the change in the road junction at Grateley Station from the plan (item 1 above)
- The project was adjusted to include a pilot, with temporary restrictions being imposed and then evaluated and the changes being made permanent if the pilot is considered to be a success (see below)

- The project stalled, initially with discussions being held within HCC through to 2020 and subsequently due to the challenge of finding a place for turning circles on Salisbury Lane.

The current position is:

- HCC has a plan encompassing only items 2 and 3 (closure of Salisbury Lane to through traffic and introduction of traffic calming on Station Road, without the change in the Wallop Road/Old Stockbridge Road junction).
- The plan (items 2 and 3) is now proceeding and could be approved by HCC on 27 January 2022.
- HCC acknowledges that, under the revised plan, traffic in Station Road is likely to increase as a net result of the scheme even with the traffic calming.
- HCC cannot consider any changes to the scheme, stating that “due to limited resources, the County Council is not able to offer the development of future traffic management schemes”
- Costs to deliver the pilot are estimated to be £289,000, predominantly the turning circles on Salisbury Lane. If the pilot were considered a failure, this money would not be available for any further traffic calming measures.

The Parish Councils of Over and Nether Wallop have:

- received many comments from those on Salisbury Lane that closure needs to happen, for fear of a fatality and to improve the lives of all those living on Salisbury Lane
- received many comments from those on Station Road that the scheme would merely increase the problem for Station Road residents, again increasing the risk of a fatality
- requested confirmation of what is considered to be "a success" for the pilot. HCC has said that “success” would be slower traffic on Station Road. No traffic volume target is included in the success criteria

All Over and Nether Wallop parishioners are now being consulted on whether funds should be deployed to the revised scheme, involving:

- closure of Salisbury Lane to through traffic
- introduction of temporary traffic calming measures in Station Road and
- success of the pilot being a slower average speed of traffic passing along Station Road than before the pilot (with no measure of traffic volume).

This consultation will be "taken into account" by HCC, but is not determinative. More details on the scheme are available here: [Traffic Calming \(overwallopparishcouncil.org.uk\)](https://www.overwallopparishcouncil.org.uk), as well as on Hampshire County Council website here. [Over Wallop traffic calming proposals | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk)

We are asking you to tell HCC your views on this scheme. The results are not binding. We need your name and address to ensure the security of the comments received. You will only be able to comment once. No names will be linked to comments or votes.

1. You can comment using this link: <https://tinyurl.com/Wallops-traffic-calming> until 18 January 2022.
2. Forms for your comments and details of the scheme will be available at the Wallops Parish Hall on **Saturday 15 January 2022 from 10am – 4pm.**

If you are unable to use SurveyMonkey or attend the Wallops Parish Hall, you may telephone your comments to the Over Wallop Parish Clerk on **01264 772460 between 10am and 2pm on Friday 14 January 2022**

iii. Consultation Form:

The Wallops Traffic Calming Scheme Consultation form

Personal details will be protected and not linked to the consultation results, but are required to ensure fairness and security. Any form not including name, address and postcode will be disregarded. Each Over and Nether Wallop elector may comment once. You cannot comment on behalf of someone else. Any attempt to do so will be considered fraudulent and the comments disregarded.

Name:

Address:

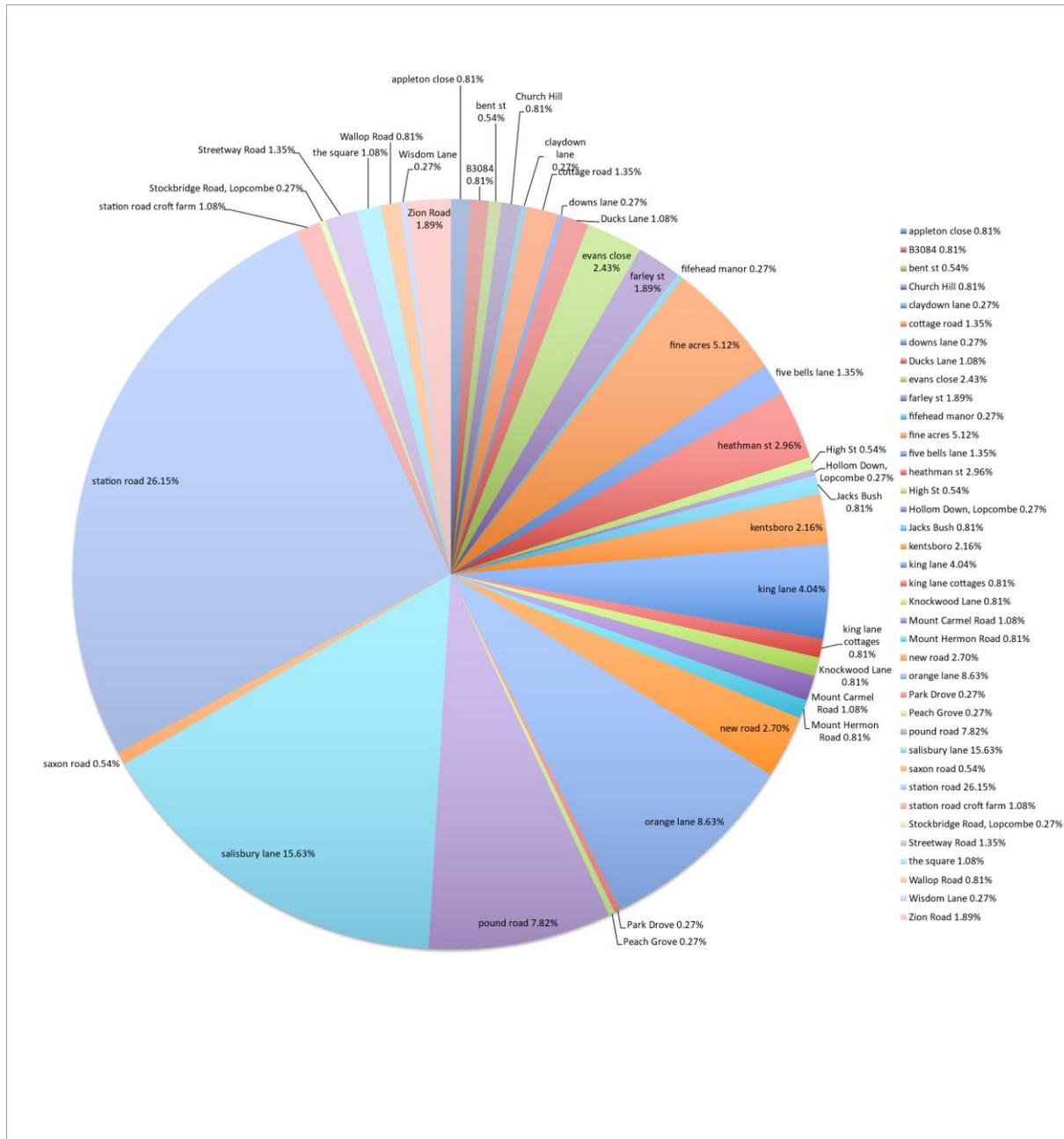
Postcode:

What Is Your View On This Trial?

Fully Support	Partially Support	Neutral	Somewhat Opposed	Fully Opposed
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Comments:

iv. Distribution of Replies:



v. Consultation Comments

1	Nothing else to say, let's get on with it!
2	Particularly supportive of traffic calming on Station Road as we frequently feel uncomfortable as we walk along Station Road, though believe the views of residents of Station Road should carry more weight as they are more directly impacted.
3	It seems to me that the reduction of a traffic problem at Salisbury Lane which causes a corresponding increase of a traffic problem on Station Road, at the cost of £282000 to rate payers, is irrational.

4	<p>I think the closure of Salisbury Lane would subsequently have an impact of the traffic throughout station Road and surroundings. Whilst the road is narrow and can be slightly dangerous, by directing all traffic to the cross roads I think isn't a great idea. The cross roads are rather tricky since the cobbles were placed as you have to swerve out and sound, rather than a slight slip. However I support the measure of traffic calming. What this entitles I do not know, but some people definitely do more than 30 especially coming into over wallop from Grateley.</p>
5	<p>The closure of Salisbury Road as part of this now incomplete scheme will force displaced traffic onto Station Rd which merely transfers the problem onto the (greater number of) residents, pedestrians and dog walkers on Station Rd.</p> <p>Station Rd has existing traffic issues especially north of the junction with Salisbury Lane, i.e., there are 2 blind bends with private driveways exiting onto the road at these bends at points of inadequate visibility. Residents leaving their property have to 'listen' for oncoming traffic because of this inadequate visibility.</p> <p>There is no pedestrian footpath at the bend nearest the Salisbury Lane junction and a very narrow (50cm?) verge at the other, where vehicles regularly hit the thatched wall. At both of these sections of the road, pedestrians and dog walkers have no choice but to be on the road. We regularly have combine harvesters that struggle to negotiate these bends, and, being an agricultural community, the road is frequented by agricultural equipment.</p> <p>The proposed traffic calming on Station Rd stops south of the junction with Salisbury Lane and therefore does not address the two most dangerous bends in the village, one of which occurs just at the point where vehicles travelling north will be accelerating having just left the traffic calming central village area.</p>
6	<p>Adopting only points 2 and 3 from the original plan provide no impact on us, as the calming is only planned between Salisbury Lane and A343. Point 1, redirecting traffic away from Station Road is the action that would provide most benefit to the village and the people living it.</p>
7	<p>The £282,000 would be better spent to alter the junction by Grateley station to Kentsboro to make it preferable as an option. Also the HCC criteria should be a combination of speed and volume of traffic. It is ridiculous to think that even if the speed of traffic does not increase, the volume being raised almost 3 fold would not have an impact on the safety of road users, whether they are pedestrians, horse riders, cyclists, dogs with their walkers, families with small children or even drivers.....</p>
8	<p>I'm all for the trial but let's do something as this has been hanging on for so long.</p>
9	<p>We used to live along Station Road (between the Memorial and the crossroads) for 25 years. In the last 5-7 years, it was extremely difficult to walk along the road with young children, considering the majority of facilities in OW require walking along Station Road. I agree with the traffic calming, but the volume of traffic is not something you can overlook at all, especially as young families require such foot access. The spread of traffic along Salisbury Lane and Station Road somewhat dilutes the issue, albeit not considerably. If you close one of these to vehicles, no matter how much you reduce the speed limit, I fear a fatality will occur. You have to live on the road to experience it.</p>
10	<p>I am concerned that no attention is being paid to the speed issues between station road and wallop road. People live in this village beyond the junction of station road and Salisbury lane, that is a 30mph strip of road where traffic regularly gets up beyond 60mph past the end of Evans close. Your entire plan revolves around the center of the village, what about the rest of the people represented? If this is the only plan tabled, then I cannot support this.</p>
11	<p>I see the value in closing Salisbury Lane to through traffic, but the solution proposed just moves the problem, and increases the existing issues for Station Road. I am unsure that the calming measures will reduce speeds, and if traffic does increase then could lead to traffic flow problems in the village. Surely a better alternative would be to close Station Road to through traffic, somewhere around the lane to Catherston Stud - that would reduce traffic flow for both Salisbury Lane and Station Road, as all through traffic would be removed.</p>

12	Changing the junction at Grateley would have had the most significant impact in reducing volume and speed of traffic as only those needing to use the village would turn onto station road. These are likely to be locals who are more considerate to village life and hence more aware of pedestrians, cyclists, horses and the need for reduced speed through the village. Closing Salisbury lane will undoubtedly increase traffic on station road but in my opinion the most inconsiderate traffic through the village is between catherston stud and Salisbury lane. Traffic calming should hopefully alleviate this to some extent and is better than nothing.
13	Agree that action is needed to help Salisbury Lane, but pushing the traffic onto Station Road just moves the problem elsewhere - it doesn't solve the problem. We need to stop being a rat-run/cut through to Grateley. Closing the road at Catherston Stud would be a viable alternative.
14	More needs to be done throughout the village. The amount of people speeding out of the village towards Grateley is dangerous.
15	whilst not changing the junction at grateley will not help, and i feel that more traffic will come along station road rather than go round to the stockbridge road , this scheme will at least improve things for salisbury lane, and hopefully the traffic calming on station road will at least keep the traffic (albeit more of it) at a reasonable speed. continuing the traffic calming from salisbury lane to the village boundary towards grateley would also be desirable. Doing nothing helps nobody.
16	I am very concerned about the increased volume of traffic along Station Road and the consequent danger to pedestrians that will result from closure of Salisbury Lane. Traffic calming along Station Road will not solve the problem. It will merely create a bottleneck for road users. Traffic should be dispersed along as many routes as possible to spread the load. Furthermore the proposed cost is far too high. Surely, there are better ways to spend our money?
17	I am very concerned about the increased volume of traffic along Station Road and the consequent danger to pedestrians that will result from closure of Salisbury Lane. Traffic calming along Station Road will not solve the problem. It will merely create a bottleneck for all road users. Traffic should be dispersed along as many routes as possible to spread the load. Furthermore the proposed cost is far too high. Surely, there are better ways to spend our money?
18	I fully support the closure of Salisbury Lane to through traffic and the traffic calming on Station Road. i understand that Station Road will get higher traffic quantity because of this, but Station Road is almost entirely twin lane along its length,, with centre white line painted to keep traffic able to pass each other - whereas Salisbury Lane is single lane width only along its entire length with just a few passing places, and traffic scraping past each other is risking pedestrians lives as well as severely damaging the hedgerows.
19	As an elderly (88 year old) living on Salisbury Lane, i am no longer allowed to drive and my only access to the village shop is to walk along Salisbury Lane - but I am currently too afraid to do that as the currently level of through-traffic on Salisbury Lane is travelling too fast and passes far too closely to pedestrians on the Lane, due to it being single width. It is better on Station Road, as the road is wider -but the traffic is still exceeding the speed limit on that road too - so traffic calming measures on Station Road will be most welcome. And closure of through-traffic on Salisbury Lane will be an absolute god-send and hugely improve my ability to get out into the village.
20	Salisbury Lane is the single most risk to life in the village, the trial need to happen ASAP, all the questions from the HCC are positive meaning less speed and overall traffic through the village, I can only see positive outcomes but the trial will work this out. I'm surprised we are even questioning if it goes ahead
21	We need this trial period and need traffic calming in the village!
22	Traffic calming is essential for the long time future of this village.
23	Both these measures will slow the traffic and reduce the volume of traffic in our village for the future.

24	Without doing the trial no one will know the benefits or possible hindrances this will cause. The residents of the village should be working as a whole and anything to reduce traffic through the village should be positive. Those who don't want this are narrow sighted and are only concerned about their own front gardens. The station road residents are too focused on Salisbury Lane and not thinking that having chicanes on station road will deter through traffic and control the speed of vehicles at all points of station road.
25	Obviously it's a shame that the full project isn't going ahead but hopefully residents of the entire village will see the pros of this project.
26	I would love to be able to cycle safely around the village and think this would help me achieve that.
27	The measures suggested at present only move the problem from one area to another. Further rat runs will be found and used
28	I am fully supportive of traffic calming on Station Road. I think traffic calming on Station Road from the West, coming in from Grateley should also be introduced. The first bend into the village opposite Townsend Manor Farm, is very dangerous. I have personally witnessed two accidents there.
29	I'd love to be able to play in the muddy puddles in peace!
30	This needs to be done before there is a bad accident. We have lost a wheel when forced into a pot hole by a food delivery truck, and 2 car door mirrors in the last few years! This is because the Lane is not built for the amount of traffic and the size of vehicles and speed people drive them down the lane (it is a lane not a road)! People walk regularly down the road to the recreation ground as there is no pavement risking life to get there, please think of the elderly and young families trying to get there.
31	The trial desperately needs to go ahead before an accident happens
32	Closure of Salisbury Lane is unnecessary. Alternative traffic calming measures on Salisbury Lane should be considered instead. The increase in traffic on Station Road and other parts of the village is unacceptable. Various low-cost measures could be implemented at Grateley to persuade vehicles to use the Old Stockbridge Road instead of Wallop Road including build outs and better signage at and immediately after the junction.
33	The closing of Salisbury Lane will make Station Road much busier as all the traffic will come along Station Road. I have not lived in Over Wallop for long but even now there is a great deal of traffic daily and to increase that traffic would be a disaster for the village. It would without doubt increase the chance of fatalities as many people use the road to walk along.
34	Much prefer the option of chicanes and build outs on Station Road but the maps aren't very clear exactly where these would be located - a larger scale map should have been provided as the devil is in the detail as to exactly where these would be positioned. Essential that the chicanes and build outs allow for all types of vehicles that would use this road including agricultural, buses & large lorries. The impact of the chicanes and build outs should also be considered on pedestrians who use the road as there are no footpaths. Clear and prominent signage needs to be installed including clear indications that Salisbury Lane is a 'No Through Road' also particularly important for traffic to have ADVANCE notice of this for traffic turning off the A343 into Salisbury Lane or turning off Station Road into Salisbury Lane.
35	The speed of the traffic along Salisbury Lane is unacceptable, and the road is totally unsuitable for two way traffic and there have been countless times I have been forced into the hedge as other road users are just travelling too fast and will not slow down. In an attempt for cars to pass each other it has caused very large potholes. I am so surprised there have not been more accidents, the road is used by pedestrians, children to access the playing field and horse riders.

36	I agree that Salisbury Lane is narrow and it is sometimes difficult to pass other cars. However, I do not agree that it is likely to cause a fatality as traffic usually goes slowly due to the narrow width and bends in the Lane. Closing Salisbury Lane would put added pressure on Station Road which is already a busier and faster road. I use Salisbury Lane to exit the village because the junction at opposite The George pub is dangerous to pull out of due to limited visibility to the right which should, in my opinion, be addressed as an accident is more likely to happen on this junction than anywhere in Salisbury Lane.
37	12 years overdue
38	Fully support Salisbury Lane closure, but do not support having the turning circle right outside my front window, i.e., anywhere along the road directly facing that line of properties.
39	Make Salisbury Lane into a one way which will sort out the problem of turning areas & those that live there to decide which way they want it to go & that will only cost a few signs.
40	As a Nether Wallop resident living in Jacks Bush, there is far more risk of fatalities through the residential area of JB on the A343 while the speed limit remains at 60. HCC have already agreed the speed limit should be lower and the cost is a lot less than £282k. By the removal of the change to the Grateley Station junction, the problem in Salisbury Lane will just be moved to Station Rd.
41	Agree with closure, need to protect Station Road and ensure people do not cut the corner by coming through Five Bells Lane or Heathman Street. Feel problem is being Moved not solved but definitely worth a try
42	It's imperative that Salisbury Lane is closed, sooner rather than later. At present, there is a continuing inherent danger of further serious accidents at the crossroads. I feel that the situation is not if but when of a serious accident resulting in fatalities. Also, I am constantly replacing the guard on my fuel delivery system on the side of my house adjacent to Salisbury Lane due to vehicles attempting to pass each other on what is a single carriageway lane. This project has been ongoing for a number of years now, with promises that all the problems will be resolved regarding the traffic flow and damage to property with vehicles attempting to pass each other, often accompanied by hand signals of a very rude manner. The powers that be are duty bound as promised (after large expenditure on research) to complete this project and close the Lane.
43	I am opposed. The result of the scheme will be to increase traffic flowing through the entirety of Over Wallop (ie along Station Road) and/or to force road users to by-pass Over Wallop entirely by driving via Kentsboro. As a resident of Nether Wallop that regularly commutes from Grateley, this would increase my journey by 2 miles for marginal benefit to the residents of Over Wallop as a whole.
44	The proposal as it now stands may bring relief to a few whilst bringing frustration to many others. The cost seems high for such a small gain.
45	The burden of traffic (including both volume and speed) should be shared equally by residents of Salisbury Lane and Station Road. I believe therefore that it would be sensible to introduce traffic calming measures on both roads to ensure safety of pedestrians throughout the village, but that closing Salisbury Lane will make Station Road even more dangerous. I also think that it is a waste of money to carry out this pilot scheme until its aims are expanded to include reduction of traffic volume as well as speed on Station Road.
46	Fully support traffic calming
47	Reduce speed limits to 20 mph
48	The cars need to be made to slow down so calming is essential
49	The money would be better spent on diverting traffic along Old Stockbridge Road.
50	As a cyclist, a much reduced speed of motorists is welcomed. As is diligent improvements to the road edge and removal of potholes generally.

51	<p>The initial objective recognised there is too much traffic on Station Road. We are now told the amended Scheme will make this problem worse (and that we should not mind if that traffic is slower). But increased traffic is an amenity issue and a safety issue for the George Inn junction and resulting increased traffic through Nether Wallop will not be slowed (an amenity and safety issue).</p> <p>The Scheme now seeks to resolve the Salisbury Lane problem by increasing traffic on Station Road. Traffic calming or alternative measures for Salisbury Lane that do not negatively impact Station Road and Nether Wallop traffic volumes should be considered.</p> <p>Many local residents (like me) will have been comfortable with the “win, win” premise of the initial Scheme, but be dismayed to discover the Scheme is now being presented on a “this Scheme or nothing” basis which is inappropriate when the Council has now admitted the initial premise was flawed and the Scheme is in fact “win, lose”, in that it will create increased traffic on Station Road (and no doubt also in Nether Wallop).</p> <p>The Scheme should not proceed in its current form. If the trial does proceed then criteria for success should include “no increased traffic through Nether Wallop” and “any increase in traffic on Station Road does not affect amenity of Station Road residents or create problems at George Inn crossing”.</p>
52	Please forge ahead with this trial closure. Salisbury Lane is a LANE, and as such unsuitable for the volume of traffic. It is only a question of time before a pedestrian dies.
53	I cannot support the proposed closure of Salisbury Lane. It feels like this proposal is an attempt by the County Council to be seen to be doing something re the traffic calming concerns of the village. The reality is this scheme will be counter productive and do more harm than good at great expense. The CC needs to urgently reconsider.
54	I have lived down a track serving five houses off of Station Road for over 20 years. The track is narrow and vehicles have to wait on the road to enter the track if a vehicle is exiting. It is already causing problems so an increase of traffic would only worsen this situation. Vehicles often exceed speed limits so pedestrian safety should also be taken into account. I feel strongly that an alternative traffic calming scheme should be proposed that benefits the whole village.
55	I am amazed this has to go to another vote, this was already voted on some years ago. I accept the Grately end has changed but that did not affect the overall premise of measures in Over Wallop. Can it be confirmed that every single parishioner has an opportunity to vote on this because I know some who have not received this survey and if not posted to all would be invalidated.
56	I use the road through Over Wallop regularly for heading north to Tidworth/A303/ and north west in to Gloucestershire. It's already a tricky drive and doesn't need to get any trickier. Why not just impose a 20 mph speed limit through the village and enforce it?
57	This is not a Station Road V Salisbury Lane issue . This is about traffic calming for the whole parish . The volume and speed needs to addressed long term . This is the only opportunity to do something positive. This has already been voted on and was approved by the parish . Such a waste of time and money so far for what gain ? Everyone needs to see the bigger picture. Especially the current parish council .
58	This scheme must take place!

59	<p>We definitely need a traffic calming scheme: in closing Salisbury Lane, however, the most important and dangerous outcome is overlooked. There are multiple new young families in the village who walk their children along the road either in or out of buggies and take their life in their hands when trying to deal with the invariably speeding traffic. With this, those who in 2010 were late middle aged are now much older-elderly, so to increase the traffic and undoubtedly the speed of those who rev up after pinch points will make the likelihood of a fatality - or more than one - certain.</p> <p>It would be more economic for the council to implement the original plan to change the signage, at present lamentable, at Grateley, to route vans etc through Kentsborough. At present, Grateley station is very underused, so much of the current traffic in Station Road is that of vans/lorries and not, as before, people in a huge hurry to get to/back from the station.</p> <p>In addition, were the introduction of a 20mph brought in together with smiley/disapproving face signs, they have a proven effect on people, not least at 20, people are more likely to go 30, not 40-50.</p>
60	<p>Walking along Salisbury Lane, particularly with young children, is dangerous due to the lack of a footpath and speeding traffic. We support the closure of Salisbury Lane.</p>
61	<p>Until the junction at middle wallop is improved no further closure of Salisbury Lane should be considered</p>
62	<p>Salisbury Lane is so dangerous as traffic seem to use it as a race track I can not go out in my wheelchair for fear of being knocked down</p>
63	<p>I have been clipped by a passing white van, while walking in Salisbury Lane. Traffic routinely ignores speed limits. There are very narrow stretches where it is difficult to stand aside, whereas Station Road is wider. It is only a matter of time before there will be a fatality.</p>
64	<p>I feel that the traffic calming measures that are proposed to be in place along Station Road will make it much safer for pedestrians, cyclists and cars. Although the amount of cars going along Station Road from the Nether Wallop crossroads at the Parish's Hall to the junction with Salisbury Lane will increase slightly, the safety within the village will improve due to the calming measures suggested. The very narrow Salisbury Lane will become quieter and much safer.</p>
65	<p>Though I do not think this solution is ideal, HCC having removed item 1 from the proposal, I do feel that Salisbury Lane is totally unfit for purpose in supporting 1000 vehicle movements per day, and hence access should be restricted. Station Road is a 2 lane road, but does not have even a B road designation, and therefore traffic calming through the village is essential, both North and South of the junction with Salisbury Lane. This latter action, item 3, is of course again incomplete from HCC, as it does nothing about the traffic problem in terms of traffic speed North of Salisbury Lane on Station Road, and I do despair that there is so little attention to detail provided by HCC, consistent with their continued attempts to stall the whole process.</p> <p>Even the solution provided under item 2 is not 'fit for purpose' as it removes access to the Evans Memorial Ground for the village from the village. This solution I believe is proposed as the 'only' solution by HCC to generate resistance to the works.</p> <p>But, despite my very specific reservations about the adequacy of this proposal and the motives behind it, which I hold HCC fully responsible for, I do fully support this proposal as the main requirement is to prevent through traffic in Salisbury Lane.</p> <p>I was probably 'Partially Support' due to my observations above, until some nameless person dropped a 2 page document through my door today, almost certainly from a resident of Station Road, exhorting me to object to this proposal. That suggestion incentivised me to fully support this proposal. NIMBYism is alive and well, and overall, giving HCC any excuse to do nothing, will drag this out another 20 years.</p>

66	<p>Entry onto the A303 from Salisbury Lane is much safer than using the Wallop Station Road/A303 junction. To alleviate Salisbury Road traffic, therefore:</p> <ol style="list-style-type: none"> 1. Make the entry to A303 from the Station Road/A303 junction much safer. 2. Reduce traffic on A303 in both directions approaching Station Road/A303 junction to a much slower speed than 30mph, not just a signpost which is too close to the junction. 3. Increase visibilities for drivers entering A303 from Station Road/A303 junction. 4. Inform SATNAV. The routing is through Salisbury lane. This needs changing. 5. Change the junction at Gateley Station to direct traffic away from Wallop Road/Station Road so that traffic is directed to follow Old Stockbridge Road/B3084. 6. Put traffic calming measures in place on Station Road where the entry to Over Wallop is 200m before Evans Close. Not just a signpost. 7. Put traffic calming measures in place for traffic from Wallop Station Road/A303 junction to Salisbury Lane. 8. Use public funds wisely!!
67	I'm keen to see a reduction in the amount/speed of traffic on station road
68	Significantly more people walk on Station Road than Salisbury Lane
69	Closure of Salisbury lane would ruin traffic flow through village
70	Increasing traffic volume on Station Road north of Salisbury Lane provides no benefit whatsoever and increases accident risk on a the most dangerous stretch of road. Spending £280k in a trial is a complete waste of money. What happens when the trial finishes if risk and traffic increases on station road? Will it be removed and who pays for this. Whole idea just seems ridiculous.
71	We are very concerned about the potential increase of traffic on Station Road if Salisbury Lane is closed
72	I walk along Salisbury Lane to get to work at the local garage. The traffic goes very fast and it is extremely dangerous. I also walk with my Grandchildren to the sports field and have the same problem. It is very dangerous and frightening for the children as the traffic goes very fast with no regards for safety of pedestrians. On many occasions I have nearly been hit by a car or a van.
73	It is very dangerous getting the car out of the drive as the traffic goes too fast and you cannot see around the bends in the lane.
74	I am strongly opposed to the closure of Salisbury Lane as it will only serve to increase the volume of traffic on the Southern part of Station Road which is already a serious problem & very unsafe (both volume & speed of traffic). Other traffic calming measures for Salisbury Lane should be considered and I do not support closure of Salisbury Lane. I strongly object to the fact that the "trail" will use up a significant proportion of the monies available to resolve the traffic problems in the village, meaning that if the trial fails (as is likely) there will be no monies left to implement alternative measures.
75	Strongly opposing no 2 closing Salisbury Rd. Agree to traffic calming on Station Rd. Need to divert traffic away from both Salisbury Road and Station Rd, it is unfair to move traffic from one road to the other.
76	Please do not close Salisbury Rd as it will drive more traffic down Station Rd, there has to be a solution that will move through traffic away from the entire village
77	I struggle to believe that as a village, we cannot find a way of reducing all traffic through the village rather than benefiting just one road to the detriment of the rest of the village. What was originally 'sold' to us, is not what we are getting. I also worry that no one seems to be concerned about traffic volume, just traffic speed.

78	There must be another solution that would solve the traffic issues for the whole village. Closing Salisbury Lane is not a solution in any way. It will make Station Road even busier and much more dangerous with huge volumes of speeding traffic. Traffic calming will not deter cars from using OW as a cut through. The Kentsboro roundabout & change of road layout at Grateley were crucial to the success of this scheme and they have been removed without any consultation & therefore render the scheme completely useless. Over Wallop has become extremely dangerous and an urgent solution is needed (such as closing the road at the Grateley end of the village which MANY parishioners support).
79	1) cost 2) zero net benefit as traffic will merely transfer from Salisbury Lane to Station Road
80	By closing Salisbury Lane the traffic at the junction of the George Pub / A343 junction will make it even more difficult for residents of both Nether and Over Wallop to safely exit their villages onto the A343. Would suggest both Salisbury Lane and Station Road requires traffic calming measures to slow the traffic.
81	A traffic calming scheme that benefits the whole of the village, not just one single lane needs to be designed. Closing Salisbury Lane will only relocate traffic onto Station Road which is already a busy through road. It is ridiculous spending huge sums of money on a trial.
82	On the grounds of spending a vast sum of money on a trial which clearly will only effect levels of traffic elsewhere in the village I oppose the scheme. The money available to improve traffic calming in our village needs to benefit the whole of the village.
83	Closing Salisbury Lane would only push more traffic along Station Road; it doesn't solve the problem, it just moves it from one part of the village to another. Station Road is not set up to cope with the additional traffic, the houses are older and therefore more vulnerable in terms of noise and structural disturbances. Station Road is the heart of the village and should be preserved and protected. The money spent on the trial is pointless as it won't have a positive outcome for the village of Over Wallop as a whole.
84	Closing Salisbury Lane would only push more traffic along Station Road; it doesn't solve the problem, it just moves it from one part of the village to another. Station Road is not set up to cope with the additional traffic, the houses are older and therefore more vulnerable in terms of noise and structural disturbances. Station Road is the heart of the village and should be preserved and protected. The money spent on the trial is pointless as it won't have a positive outcome for the village of Over Wallop as a whole.
85	Fully oppose to this
86	Shutting Salisbury lane will increase the traffic on Station Road, as a resident of Station road I already see the heavy amount of traffic using the road, many of the vehicles drive at higher than the speedy limit of 30 this will result in a serious accident or fatality i agree to a traffic calming solution on Station Road but shutting Salisbury lane will just make the problems on Station road worse. I have been walking on the road and find my self gesturing to drivers to slow down, i feel very unsafe when walking and when cars race along the road its so dangerous, also many of the properties are of older style and single glazed so the increase traffic will also increase the noise and pollution which will have a negative effect on people living in the road also there is a high volume of HGV vehicles using the road which as per the sign at the end of the road its is for access only, so there is a problem that also needs addressing. The amount of accidents is higher on Station Road than Salisbury lane, so again this would suggest that shutting Salisbury lane will increase problems on Station Road.
87	I have lived in Nether Wallop parish for some 30 years. Salisbury Lane has never felt safe to drive down let alone walk down. I only use it to access the playing field or when visiting friends. My only concerns when using the village road are the lack of visibility at the cross roads due to the hedge and arbitrary road narrowing close to the war memorial

88	The proposals as they now stand help the residents of Salisbury Lane at great expense in terms of health and safety of those in Station Road which is already very dangerous due to volume and speed of traffic - the risk would be doubled for residents of the main road through the village, do ecological damage to the brook and conservation areas. At the corner near the White Hart someone will be killed or seriously injured some time soon - traffic roars round at well over 30 mph currently. Yesterday (Sunday) this happened twice with cars doing around 40 mph. Horses are also ridden along this road including from stables near the corner. Do not waste our money closing Salisbury Lane. Instead close the village road past the turning to Catherston stud on way to Grateley and spend the money here to advantage the whole village. It should be possible to close it with barrier which local farmers can be given permission to open for farm traffic. It would also provide a bigger area for turning of vehicles.
89	It is clearly a bad idea to direct all the traffic from Salisbury Lane through Station Road
90	This scheme will increase traffic volume through the village. The original element 1 was good. Five years have elapsed since this survey was taken; traffic has increased since then. Could element 1 be reconsidered?
91	Station Road is not wide. I have a daughter in Over Wallop and use Station Road frequently. Any further volume of traffic on that road increases the danger of accidents with vehicles on bends and coming out of driveways.
92	This appears to be huge waste of funds. Whilst I understand Salisbury Lane residents wanting to close the road, the volume of traffic is not excessive due to the nature of the road. Furthermore, traffic calming on Station Road is completely unnecessary in the stretch referred to as again, the nature of the road, being barely double width in places and extremely winding, vehicles do not speed. Clearer signage advising "Not Suitable" for lorries would be better and cheaper and better roadside clearance of overgrown hedgerow would leave more space to pass pedestrians. Funds of this amount can be better used than benefitting half a dozen homes on Salisbury lane
93	There are already traffic jams right outside our kitchen and living room windows whenever a bus or truck has to pass another vehicle on the narrow part of Station Road. I can't imagine how horrendous it will be with double the traffic. The traffic is incredibly close to our houses at the pinch point on Station Road, unlike on Salisbury Lane where the houses are set back. I know there is no ideal solution but to accept this suggestion would leave us with constant noise and disruption and no likely further alterations to come. There is also danger to our properties - mine was damaged by a truck before I bought the house - increasing the traffic will only make such an event more likely in future. We have discussed this issue since I moved here in 2005 and this consultation doesn't seem to have advanced the situation at all. Without the alterations at Grately and Kentsboro this plan is completely insupportable for Station Road residents.
94	The speed at which the traffic enter and exit the village on station road passing the Landings development is very dangerous. We have lost a beloved pet due to this already. In addition when we try and step out to cross the road have nearly been taken out due to cars also over taking at high speed when exiting the village.

95	<p>The speed and volume of traffic along Salisbury Lane is ridiculous for what is a small single track country lane....there is going to be a fatality or serious accident if the proposed traffic calming measures are not introduced. The proposed measures will also improve the lives of all those living along Salisbury Lane through noise reduction and the stopping of motorists speeding and accessing private property on a regular basis to get out of the way of oncoming traffic. We regularly walk along Salisbury Lane with our dogs and have (on numerous occasions) had near misses with speeding traffic. Our neighbours also have young children who play on our private road (Moyles Place) which motorists regularly use as a passing point, darting into the private driveway entrance endangering lives. HCC has confirmed that there is no Option B and that there is no further resource to consider other options. Therefore, to do nothing (and not progress the trial) is not an option. It is my understanding that the money was specifically earmarked for traffic calming measures and therefore we do not want to see this money lost into the HCC coffers! Whilst Station Road will see some increase in traffic volumes, it is a two-way street and therefore was designed to take higher levels of traffic flow than Salisbury Lane which, as already stated, is nothing more than a single track lane. Traffic calming measures (islands, reducing traffic flows to a single lane through pinch points, etc) proposed for Station Road should enable speed limits to be controlled / reduced to safer levels.</p>
96	<p>This issue has been going on for a very long time and needs to be implemented before someone gets hurt.</p>
97	<p>I live off Salisbury Lane in cottage close and it feels like I take my life in my hands every time I drive or walk out of my road, the amount of traffic on Salisbury Lane is ridiculous and the speed people drive down it is way to fast as it is used as a short cut to Grateley Station. One day there will be an accident that could possibly be fatal. The sooner the road is closed to though traffic the better.</p>
98	<p>The junction at Grateley really needs including.</p>

99	<p>We are in support of the overall objectives of reducing traffic volumes and speeds through Over Wallop. However, the scheme as proposed will fail to meet those objectives.</p> <p>In 2016 – 52% of residents supported the closure of Salisbury Lane BUT this was based on a core component of promised works at the Grateley junction to encourage traffic to use the Old Stockbridge Road. That part of the scheme was subsequently cancelled in 2018/19 so the 2016 consultation can't be relied on as a valid representation of resident support for the scheme. As it stands, no road user will be persuaded to change to using Old Stockbridge Road instead of cutting through Over Wallop to get to or from Grateley.</p> <p>Closing Salisbury Lane will divert all previous "through" road users onto Station Road, which already has to deal with traffic levels and speeds over its capacity. Also, all residents of Salisbury Road travelling to the other end of their road, plus all delivery vans, utility service vehicles, refuse trucks, contractors, farm vehicles, suppliers, oil delivery tankers, supermarket deliveries, couriers and possibly emergency services vehicles would all now have to use Station Road. This increase in traffic on a narrow road, bordered by old buildings right on The Wallop Brook, will increase and accelerate damage to those buildings.</p> <p>Station Road already has narrow pinch points and a number of blind corners- Beck Cottage is only c80 yards from the A343 junction and is between 2 blind corners. However, due to the speed of oncoming traffic there have been numerous 'near misses' as we drive or walk out of our house - increasing traffic users will increase this risk.</p> <p>There is no footpath and the increased traffic will prove a danger to cyclists, dog walkers and pedestrians walking to the park (quite possibly with children, or buggies), to the Church, the sports field and cricket club, or the Village shop - we are all being encouraged to walk or cycle more and drive less- this scheme does the opposite. The footpaths are not passable to anyone with a buggy.</p> <p>I understand Salisbury Lane residents' wishes, but satisfying them has exactly the opposite effect on residents of Station Road. I don't see this as a solution to the objective of reducing traffic for all of Over Wallop.</p> <p>Instead of closing Salisbury Lane, please consider installing traffic calming on both roads to reduce the speed of traffic throughout Over Wallop:</p> <ul style="list-style-type: none"> - narrowing the road width with wider verges - applying 20mph speed restrictions - numerous 'give and take' chicanes - install footpath pavements on the narrowest parts (effectively narrowing the roadway) - removing white roadmarking lines to make Station Road appear single track <p>Whilst these won't directly reduce traffic volume on the 'rat run', it may dissuade some users, and cause all users to drive more slowly.</p>
100	<p>Recently HCC have confirmed that if Salisbury Lane is closed traffic along Station Road 'will likely increase by up to 50%'.</p> <p>HCC have clearly acknowledged in the past that 'the volume of traffic on Station Road is already inappropriate '</p> <p>How can this current plan to close Salisbury Lane be compatible with HCC's previously stated acknowledgement that traffic on Station Road would be increased?</p>

101	<p>The purpose of the original plan was to reduce the traffic in Station Rd by changing the priority of the road in Grateley, because the doesn't suit HCC, the plan has been watered down to closing Salisbury lane (increasing the traffic in Station Rd) and putting in traffic calming instead.</p> <p>The outcome of this will be queuing traffic in station rd, more problems at the crossroads by The George.</p> <p>It may better for Salisbury lane residents but many of the properties along Station rd are much closer to the road itself than those in Salisbury lane just shifting the nuisance to them.</p> <p>The whole project has become a waste of time and money benefitting no one except Salisbury lane. The best solution being the return of the original plan to change the priorities at Grateley.</p>
102	<p>I fully support the closure of Salisbury Lane and the speed reduction through Station Road. This will provide safety on Salisbury Lane which in essence is a single track road and will assist in the reduction of speed through the rest of the village making it much safer whilst walking on the roads as there are no pavements within the key village area.</p>
103	<p>I fully support this as I have been subject to a traffic accident because of the use of Salisbury Lane as cut through. It will make the village more safely accessible by foot so that without fear the facilities can be accessed supporting the community. The speed restrictions will assist in the slowing of vehicles through the village which will not only make it a safer environment for pedestrians but also the lower speeds will help to reduce the vehicle pollution created at greater speeds.</p>
104	<p>In an area where most roads / lanes have sections for singular vehicle use only and are extremely narrow I am not sure what the 'point' is? Apart from a total waste of money. We do not need any extra traffic being diverted through various parts of the village - it is dangerous enough with lots of people dog walking and going to and from the village post office - this is a daily outing for lots of people - mostly elderly and with us all being told to take exercise and interact with others, for this small routine for lots of people - to be taken away because of extra traffic - with no pedestrian path - this would not be good for the mental health of people who depend on walking up to the shop / post office.</p>
105	<p>As a very new, and elderly, resident of Salisbury Lane, I have been hugely surprised and alarmed at the speed of cars using this lane. Crossing this road to visit my daughter in Suddern Cottages is a terrifying prospect.</p>
106	<p>It doesn't look as though resident's comments are important since the new plan seems to have been decided upon whatever resident's views may be.</p>
107	<p>Traffic calming should be extended north of Salisbury Lane to the end of the current 30 mph speed restriction to Station Road.</p> <p>The 30 mph restriction should be reduced to 20 mph for the complete length of Station Road and "Twenty is Plenty" signs erected together with solar powered speed signs showing actual speed of the vehicle .</p>
108	<p>This is a waste of the councils money, money better spent in installing speed cameras on the A343 where the 30mph signs are located. The proposal will almost certainly increase traffic through the village on the Station Road, traffic calming measures will not make any difference to traffic volume</p>

109	<p>I notice that the funds available are now £282,000, I recall that they were originally something in the order of £350,000 so a good amount has already disappeared in fruitless exercises! It is essential that any further expense is fully justified and effective.</p> <p>When the first scheme was presented at the Parishes Hall the representative from HCC admitted that it was prepared from OS maps and that no one from County had actually visited the site. As a result the problem finding a suitable turning space in Salisbury Lane. Problems were also experienced when the refuges were installed at Middle Wallop crossroads with one being removed and the other repositioned.</p> <p>In my view the only solution is to get the through traffic to use the Old Stockbridge Road. HCC have already acknowledged that Station Road has problems with excessive noise and traffic, to close Salisbury Lane will only exacerbate the situation and create further similar problems in King Lane and Craydown Lane with traffic trying to avoid the Middle Wallop crossroads</p>
110	Irrational and impractical scheme. Idiotic use of tax payers money which clearly won't work.
111	No matter if Salisbury Lane is shut or not, and I do believe there is a need for it to be closed off, the traffic speed through the village needs to slow down whether the traffic increases or not.
112	I am concerned this will not reduce speed or traffic flow long term along station road.
113	Traffic is already excessive along Station Road at peak times. This will benefit the residents of Salisbury Lane at the expensive of residents on Station Road. Therefore only benefiting a few rather than the majority. Please consider an alternative.
114	The traffic speeding up/down Salisbury is a complete nightmare if you are walking a dog, riding a horse, accompanying young children on bicycles.
115	We need to try it or we will never know if it will work
116	As new residents of Salisbury Lane with a two year old son we are in full support of the closure of Salisbury Lane as the majority of traffic travelling down the lane is far too fast and we are concerned of the possibility of a future accident / fatality
117	As new residents to Salisbury Lane and with a two year old son we fully support the closure of Salisbury Lane. The majority of traffic travelling down the lane travels far too quickly and we are concerned about the possibility of an accident / fatality.
118	I have just moved from Glasspool, Salisbury Lane to Grateley. It was extremely dangerous walking my dog along the lane as traffic would be travelling at speed. I nearly got hit more than once by speeding vehicles. It should have been closed a long time ago.
119	We need traffic calming on Station Road
120	The dropping of the change of junction at Grateley, where the current sign is extremely badly positioned, negates any possible reduction in traffic through Over Wallop. The closure of Salisbury Lane will only serve to increase the traffic along Station Road by 50%. The introduction of chicanes might, temporarily, slow down some traffic but not reduce the volume. There are many old house very close to the road which will, without doubt, suffer structural damage over time because of increased volume of traffic.
121	By not doing the change of junction at Grately and the fact that the sign is badly positioned this key factor negates the proposed scheme Closing Salisbury Lane will increase the traffic on Station Road by 50%ie to 3000 Cars a day There are historic houses on Station road close to the road with very poor foundations.We believe that there are more accidents and near misses on Station Road than Salisbury Lane I am very clear that the status quo is a better outcome than the proposed scheme Save our money and think through better alternatives if any
122	The decision by the HCC to go ahead with a trial after they have reneged on one of the main foundations of the trial (Changing the junction at Grateley Station to direct traffic away from Wallop Road/Station Road) would be suitable for judicial Review if HCC now seek to implement their current trial. It is also a gross waste of taxpayers money and thoroughly decisive to the affected villagers (dividing the community into vigorously opposed factions for those living on Station Road and Salisbury Lane) to now proceed with this flawed trial.

123	This road should have been residents only road years ago I've lived here for over 60 years and have seen a few accidents they use this road as a rat run
124	Really needs to be resident only it they use this road as a race track and the 30;signs are no use for 1 there nearly always covered by overgrowth the potholes are dangerous and I can't walk safely with my grandchildren due to loads of traffic
125	<p>To Close Salisbury Road totally would put much more traffic onto Station Road junction with A343. This is a really dangerous junction as trees etc obscure your view looking south and you have nose your vehicle into A343 to have a clear view of traffic coming from Salisbury.</p> <p>Indeed there was a fatal accident there some years back involving a motorcycle hitting a car that was pulling out of this junction. I believe the Parish and Hampshire Council should look to make Salisbury Road one way only so that traffic going North/South use it. This will reduce traffic at Station Road junction and allow traffic going to Salisbury or Broughton/Romsey a clearer access onto or across A343.</p> <p>I appreciate that this will not be well received by the residents of Salisbury Road who seek a quieter life, but frankly nobody wishes vehicles to use their road but this decision needs to be viewed in the context of safety to everyone.</p>
126	increase in volume of traffic on Station Road and King Lane if Salisbury Lane closed
127	<p>It is imperative that alternative schemes are considered which benefit the whole village of Over Wallop rather than the residents of Salisbury Lane where there are considerably less dwellings and far fewer residents.</p> <p>It cannot make sense to increase the volume of traffic along Station Road by 50% when the survey has shown there were 3 accidents on Station Road vs 1 on Salisbury Lane and 36 "near misses" on Station Road vs 3 on Salisbury Lane.</p> <p>Station Road is used by cars, lorries, buses, horse boxes, cyclists, joggers, parents with buggies, horse riders, etc., far more than is ever seen on Salisbury Lane.</p> <p>Hampshire CC has already acknowledged that the volume of traffic on Station Road is inappropriate. It is winding with dangerous blind spots and no pavements. It is surely insanity to increase this volume in favour of a much shorter road with far less residents where statistics prove there have been far less accidents.</p>
128	Some form of traffic calming is required along station road or police speed enforcement as traffic speeds are consistently above the speed limit and in recent years there is a reluctance of some drivers to even slow down and give way to pedestrians or other obstacles such as parked cars closing Salisbury lane will simply increase traffic on station road there by substantially increasing the risk of a fatal accident. Also the fact that Salisbury lane already has natural traffic calming features due to its width makes closing this road a pointless exercise

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130	Walking on Salisbury lane at night is terrifying, people constantly speed and there's no real place to escape harm
131	ASAP
132	<p>The survey shows:</p> <p>3 accidents on Station Road vs 1 accident on Salisbury Lane 36 "near misses" on Station Road vs 3 near misses on Salisbury Lane</p> <p>Why increase the traffic on the far more dangerous road by 50% in favour of a lane with far fewer dwellings and far fewer residents?</p> <p>The Council should be considering alternative measures which will benefit the whole village rather than one small lane. Not only Station Road will be affected. King Lane and Craydown Lane will also be badly affected by the closure. They are also narrow lanes, King Lane in particular is a main village route to the village shop.</p> <p>The violent attitude of Salisbury residents in the past has seriously intimidated certain residents in other parts of the village which has sadly deterred such people from taking a stronger stance against the closure.</p>
133	Having grown up playing with other children on cottage road, I can say I completely agree that Salisbury lane needs to be closed. There were too many times that cars would be speeding down the lane, with no regard to the children walking down it to the cricket pitch. Without its closure it would only be a matter of time until an accident or fatality occurred.
134	I have been involved with the Traffic Issue concerning Salisbury Lane and Station Road as a Nether Wallop Parish Councillor/Chairman (working with Over Wallop PC for 18 Years and believe that the proposed Traffic Calming measures are the best way forward.
135	The scheme is a huge waste of money to close Salisbury Lane and sending more vehicles cutting through Station Road with no regard to residents or other road users. I walk my young children with fear on Station Road and it is beyond dangerous. I understand we need to keep the road accessible for tractors but can we put in speed bumps or something physical to slow speeding vehicles? No one cares about slow down signs or electric speed displays.
136	<p>With the discontinuance of the Grateley scheme traffic will continue to be encouraged to carry straight ahead on the direct route to Over Wallop village. That being the case traffic calming is essential from the Pottery Lane junction entry to OverWallop to slow traffic down from the straight road from Grateley. This end of the village has three junctions and is used by vehicles, pedestrians and horses from Catherton Stables. Traffic leaving the village from Salisbury Lane to Grateley should also have traffic calming as it covers the most dangerous stretch of Station Road which contains the notorious narrow bend opposite Townsend Manor and a further poorly sighted bend on the junctions of Appleton Close and Evans Close. To limit traffic calming from the Salisbury Road junction to the junction of Salisbury Lane without extending to the village boundary towards Grateley makes very little sense.</p> <p>Failure to extend the traffic calming along the full length of Station Road would certainly give me the HUMP or whatever!!!!</p>
137	If traffic is increased through the village I think lights will be required at the crossroads. Visibility is poor since the previous highways alterations, when coming from over wallop onto the busy main road.

138	It relieves pressure from à busy stretch of thé village road
139	I am happy with a reduction of speed through the village eg 20 mph but do not see the need for intrusive traffic calming measures. Ideally we would all like no traffic to pass our houses but I think Salisbury Lane should remain open to spread the volume of vehicles on Station Road.
140	I would support closure of Salisbury Lane to through traffic. Traffic calming in Over Wallop has to be done in such a way that it itself does not cause hazards (as is such with the Monxton system). Hopefully this can be evaluated as part of the trial. My view is that lowering the speed limit and installing (sensible) speed humps would suffice. The lane closure and give way to on coming traffic system (as Monxton) is dangerous as the give way side has to cross the white lines to the opposite side of the road to get past the posts etc. Not good if there is a bend just the other side of the posts and you cant see anything coming until you are committed.
141	I am opposed to a traffic calming trial on only one road to the detriment of the rest of the village. Any traffic calming measures need to look at the village as a whole. Station Road and King Lane are already extremely busy roads with no pavements - pushing more traffic on to these roads would be extremely dangerous for the many pedestrians who regularly use these routes to get around the village.
142	Today was a good example of why there should be a calming. 28 vehicles passed me whilst walking my dog from my address to the rec. (a journey of 500yards) There is no where to go other than stand to the side in the hedges and hope the speeding cars and vans (not all speeding I may add) overtake me. This is a LANE not a road. I have 5 grandchildren and fear for them when they walk to the rec. My sister fell over in a pot hole into the road but thankfully no vehicles were there. It is a dangerous lane and calming would very much help dispel my fears.
143	The Pilot scheme should measure not only the speed of traffic but the inevitable increase in traffic on Station Road as a result of closing Salisbury Lane. The cost of the scheme which includes the Pilot on Station Road does not account for reversing the Pilot should it prove ineffective. How can it be a Pilot if there is no facility for trialling alternative options for comparison?
144	I understand horses have been hit by vehicles in the lane. The only passing spaces are peoples driveways. I walk my dog daily to get to the rec, it is a hazardess walk. I have to constantly look behind me for oncoming cars, they often do not slow down. The volume of traffic increases in the morning and from 3pm. My hope is that with traffic calming a fatality will not occur (30 is too fast down the lane). This is a long time coming and I understand a very large amount of money was set aside for this undertaking.
145	Traffic through the village past Pinchbecks Garage is clearly above 30mph everyday in both directions almost continuously, however in over seven years of living here, I've only once seen a police speed camera. Both Dangerous and Disgraceful. Those intended to protect us and those we love clearly don't care about our community or our safety.
146	Would have liked Option 1 as well
147	Most people speed along the lane and does need to be slowed down. A further problem is the crossroads on the A343, it is increasingly hard to pull out during busy times with cars very rarely doing 30mph
148	Salisbury lane is a nightmare to live on especially with a dog because traffic goes so fast.
149	Fully support the closure of Salisbury Lane, on many occasions I have had near misses with speeding traffic. This hazard is increased whilst walking, I fear for the children that have to navigate the road on their journey to school.

150	This closure is well overdue the road is simply not fit to cater for the volume of traffic, property has been damaged on several occasions and it is only luck that no one has be hurt or worse. It should be noted that this will of course make access to the village centre difficult for those of us who live on Salisbury lane, however, that said I would rather take the extra time and effort it would add to the journey than continue with the ever increase volume and speed of traffic.
151	I am concerned that if the station road traffic c aiming was removed, the problem would be significantly increased with the closure of Salisbury lane. I would see the two measures as coming together or not at all. I would also consider alternative qualitative measures of success, rather than a quantitative measure which might not be shown to be of significance, even if the overall impression of the traffic calming is positive.
152	It's extremely hazardous trying to turn out if Cottage Road into Salsbury lane, I've had many near misses with speeding cars coming down Salsbury lane from both directions.
153	stop dragging your heels and get on and do what you were asked to do years ago
154	Until a roundabout/controlled junction is added to the the junction between Old Stockbridge Rd (B3084) and the A343 at Kentsborough, traffic East-West in the local area will neither be reduced nor fully calmed.
155	<p>The existing traffic along Station Road has increased over the years and is already at a dangerous level. I do not feel safe walking along it, not just because sometimes drivers are going too fast but the sheer volume of traffic. I have twice, in the past few months actually witnessed cars overtaking. Obviously, if Salisbury Lane is to be closed this will make traffic far heavier and more dangerous.</p> <p>It seems the only solution is for traffic to use the Old Stockbridge Rd for any meaningful difference to be made.</p>
156	Its very disappointing that HCC have dragged their heels for so long and gradually reduced the budget and consequently the potential benefit. To the extent that there is now a wishy washy success criteria of reduced average speed in Station Road. The Kentsboro roundabout should be implemented as a matter of urgency and HCC should have secured DfT funding for this and the re-profiling of the Grateley end of Old Stockbridge Road.
157	<p>The proposed scheme to close Salisbury Lane will merely divert traffic along Station road and exacerbate the congestion already apparent at the Middle Wallop A343 junction. It will not reduce the volume or speed of traffic along Station Road between Grateley and Salisbury Lane, and will add to it between Salisbury Lane and Middle Wallop.</p> <p>Any traffic calming should benefit as many households in the village as possible and available funds allocated accordingly.</p> <p>Reducing speed should be prioritised over reducing volume, but ideally a scheme would achieve both. Strict traffic calming measures along Station Road (20mph speed limit?) could deter some drivers and, along with different signposting, could make the Grately turning to Old Stockbridge Road a more attractive alternative as well as relieving congestion on the different junctions along the A343.</p>
158	<p>I would like to see a 20mph limit imposed.</p> <p>I would also like a pavement.</p> <p>I would like the same traffic calming measures in place as cars come into the village from Grateley. It is a long, straight, fast road. Calming measures would be beneficial, possibly either side of the road to Catherston Stud.</p>

159	I agree that traffic calming measures are required for the village however the impact on Kentsboro has to be acted on in concert with Over Wallop. We already have a noticeable increase in traffic, a large proportion of which exceeds the speed limit. More traffic on Old Stockbridge Road will make an existing traffic black spot at the A343 staggered junction a greater hazard. A mini roundabout on the A343/Old Stockbridge Road would reduce the through speed of traffic on the A343 and reduce the danger of increased throughput at the junction. The cost could be offset against less expensive traffic calming measures in Over Wallop e.g. chicane v turning circle.
160	This scheme is just moving the Wallop problem to Kentsboro and we already have the heavy vehicles that previous actions to restrict them from Station Road caused
161	<p>The public consultation in 2016 created a skewed view on the traffic calming measures to be implemented in Over Wallop as two thirds of the respondents are residents of Station Rd or Salisbury Lane. As a resident on the Old Stockbridge Road I can whole heartedly tell you that traffic has hugely increased in volume in Kentsboro, particularly since the Traffic Regulation Order was implemented in Nether Wallop and Over Wallop which prohibits vehicles over 6'6" wide using the village. Over Wallop Parish Council's Traffic survey in 2021 did not list the Kentsboro junction as an option of the traffic spots to rate, this limited the input about my area to general comments only.</p> <p>The residents on Old Stockbridge Road live within what is MEANT to be a 30mph zone. But as someone who works from home I can say that practically no car adheres to this speed limit. As soon as they see the national speed limit signs in one direction, their speed drastically increases before they even reach the signs. And coming into the 30mph residential area from the other direction is much much worse (I have recorded some at 80 mph, much worse than any car driving through Nether or Over Wallop). Very few cars slow down until they absolutely have to as they reach the junction. We have had two pets die on Old Stockbridge Road because reckless speeding. There is also a bus stop on this road for children from the army estate to catch their bus to school. I wonder how long it will be before a child also gets run over? The increase in cars and lorries will only bring about this consequence sooner.</p>
162	I feel the traffic on Station Road will be unmanageable with the closure of Salisbury Lane. There needs to be a better solution to deal with increased traffic on Station Road before a closure of Salisbury Lane is contemplated
163	I feel the traffic on Station Road will be unmanageable with the closure of Salisbury Lane. There needs to be a better solution to deal with increased traffic on Station Road before a closure of Salisbury Lane is contemplated
164	Traffic claiming should also be placed on station Rd next to Evans Close and adjacent stables
165	Drivers still speed and don't adhere to slow down signs coming from grately into over wallop speed camera should be installed also traffic coming down Salisbury lane into station road to fast heavy goods vehicles constantly coming through village danger to pedestrians as no paths get to close. Take up all the road. I think unless they are essential vehicles should not be allowed through the village. it's used as a rat run.
166	Traffic calming measures should be imposed prior to entering the village at the junction of Station Road with Evans Close. Priority calming measures are URGENTLY needed at the highly dangerous, blind and overly narrow bend a few hundred yards further on. It is an extremely hazardous stretch of road with cars frequently taking the blind bend at speed and well over the middle of the road.
167	An alternative to pushing more traffic down station road must be available.
168	Traffic on Station Road do not appear to take notice of the 30 mile limit. It is also very difficult to exit on to Station Road as end of flats right on edge of road and cannot see to turn right unless car well into road. Turning left not much better. Drivers do not think it necessary to slow down when they must be able to see what is happening, and as for letting you out - forget it!

169	This will disastrous for the village, other measures have been proposed which will be far safer. I fully oppose this proposal.
170	The speed of traffic on Station Rd needs to be addressed but this 'referendum' cannot be allowed to result in the loss of the allocated money. The organisers of this consultation should ensure that they are speaking on behalf of the whole village and not just those who live in the centre of the village which requires an acknowledgement of the different problems that the speed and volume of traffic presents in different parts of the village. This is not solely about old buildings with limited foundations, it is about dangerous life threatening speeds at the eastern end of the village, the blind bend at the western end of the village and the impact on Salisbury Lane residents which might require a change of attitude and canvassing style. "I've spent a lot of money on my house and want to protect my investment" is not an approach that is going to win many supporters
171	<p>While it should be acknowledged that some traffic calming may be required in Over Wallop, the closure of Salisbury Lane will not alleviate the problem, it will make the village of Over Wallop more dangerous by increasing the through-traffic on Station Road, in particular, at the Station Road/A343 junction. It will increase traffic in an area with no specified pedestrian area (pavement) and significantly increase risk to life as a result.</p> <p>A true traffic 'calming' system will not cause disruption to other road users by relocating the problem elsewhere, especially in such close proximity. A calming system should seek to slow traffic, not block it by stopping traffic in one area at the expense of another.</p> <p>A vehicle size restriction on Salisbury Lane should be considered, this will limit the size of vehicles to cars and small vans. This will naturally slow traffic as well as reducing volume of traffic, it will also not create a significant increase in traffic flow in other parts of Over Wallop, as well as not placing unnecessary pressure on the A343/Station Road junction.</p>
172	I cannot see why this has not already happened due to the support from the previous referendum. It is badly needed to reduce the traffic in Salisbury Lane and reduce the speed of the traffic along Station Road. It is dissappointing that the reducing of traffic from Grateley is not going ahead, but in honesty I dont think this that would have been adhered to by the majority anyway. Please let this happen as soon as possible before we lose the chance in future. The reduction of both traffic to Salisbury Lane and speed along Staion Road is critical for the village
173	An increase of traffic along Old Stockbridge Road will exacerbate queuing and tail backs on the staggered junction across Salisbury Road (A343). This will potentially increase the risk of accidents, with a higher level of traffic traversing both the Old Stockbridge Road to and from Grateley and Stockbridge. The additional traffic travelling southeast towards Danebury, onto the straight declining road, will ultimately trigger an increase of speeding road users travelling close to properties with mainly older tenants and young children within the Army Air Corps estate (The Avenue). A key bus stop resides opposite the estate, which requires young children to cross the Old Stockbridge Road regularly.
174	The closure of Salisbury Lane will simply push more traffic onto Station Road, King Lane and other parts of our village. A recent survey by Wallops Safer Travel Group reported that Accidents on Station Road were 3 compared to 1 on Salisbury Lane in recent years. Near misses: 36 on Station Road v 3 on Salisbury Lane. By closing Salisbury Lane it is understood that traffic will increase by 50% on Station Road. This proposed plan is non sensical and is a grotesque waste of money (£250,000) which should be put to far better use.

175	The revised proposal neglects to address the volume of traffic on Station Road. Indeed the closure of Salisbury Lane will magnify this problem. Traffic calming on Station Road may also increase congestion. The closure of Salisbury Lane would benefit those residents but substantially worsen the situation for a larger number of village residents, on Station Road. The revised plans offer only limited benefit and HCC need to revisit previous elements, such as road signage and changes to junctions at Grateley/Palestine, Kentsboro and OW, passing places on Salisbury Lane and road narrowing on Station Road, which will benefit residents throughout the village.
176	It would significantly increase traffic through a village with narrow roads and no footpaths. The congestion would increase at the junction of Station Road and A343 - if Salisbury Lane were to close the junction at Kentsboro needs improving
177	Stopping the traffic through Over Wallop will increase traffic at the junction of Old Stockbridge Road and the A343. This is already a dangerous, busy junction and will have a detrimental effect on Kentsboro residents. Kentsboro residents should be informed of proposed actions that may affect them and not be excluded from the decision making process.
178	closing Salisbury lane will increase congestion / traffic on station road
179	Shutting Salisbury will increase traffic on station road and worsen junction at the crossroads - please consider alternatives
180	an increase of 50% traffic will be dangerous for residents and pedestrians in the village and increase congestion at an already busy junction
181	Ideally would like to see implementation to slow traffic along station road from Grateley towards the Over Wallop, especially approaching the Evans Close junction where there are vehicles are turning in and out of Evans Close and children and dog walkers have no pathway. Very few vehicles slow to the 30 speed limit. I have seen daily near-misses with walkers. Vehicles overtake as soon as they see the long stretch of road!
182	These traffic calming measures (both the closure of Salisbury Lane to through traffic and the slow-down measures on Station Road) are essential to prevent the very likely chance of an injury to pedestrians or riders. The speed at which certain traffic currently travels on both these roads is extremely unsafe. This is especially on Salisbury Lane, due to its narrowness - my wife has had a number of very close misses from being clipped by vehicles travelling overly fast and close as she walks from our house on Salisbury Lane to her mother's house further along Salisbury lane.
183	The closure of Salisbury Lane will mean a significant increase in traffic on Station Road and at the crossroads with the A343. At peak times this junction is already too busy and any increase in volume of traffic will make this dangerous. It will also have an impact on smaller side routes, including King Lane, as traffic looks for alternative routes to avoid the A343 junction. The original scheme which gained resident/village approval was to reduce the volume of traffic within the village by diverting traffic away at Grateley. The current scheme does away with this objective and now appears to only want to reduce the speed of traffic. I would also question the success of traffic calming measures with the increased volume.

184	<p>As a lifelong resident of Over Wallop, I have seen a vast increase in traffic over the years. I do not believe Salisbury Lane should be closed, but a one way system with speed ramps. The flow of traffic should come from Station Road to A343. I believe this would be a safer option, and would save the ridiculous sum of £282.000 being used for turning circles, which if the pilot scheme did not work, would prevent any other traffic calming in the future. I have used this as a one way system for months.</p> <p>Although the one way system would send more vehicles onto Station Road, it would be less than if Salisbury Lane were closed. There are a greater number of houses on Station Road than Salisbury Lane, with some being next to the road, and probably with little or no foundations. Unless there is a Police presence, vehicles will not take the long way round on the Old Stockbridge Road to go to Grateley. There would be increased queues of traffic on Station Road at the crossroads (B3084 - A343) if Salisbury Lane was closed, and visibility is already poor at this junction, due to the hedge on the right. Vehicles often need to edge out onto A343 to see towards Salisbury Hill. Traffic used to flow better towards Andover before this junction was altered some years ago, as filtering to the left could be done until the road was clear. The Traffic Islands have been the only improvement here! More traffic would use King Lane, and narrow Craydown Lane to avoid this congestion.</p> <p>There are several places along Station Road where overgrown hedges, banks, and in some cases tree branches need maintaining to ease visibility. This is especially apparent between Moulands Row, and Piccadilly Cottages, particularly on the bend opposite Braemar Cottage. Vehicles get over either to see or prevent their cars from being scratched. There have been several near misses on that corner, but most do not report them. Farmers and Landowners need to take responsibility and maintain them so everyone has a clear view.</p> <p>Perhaps speed ramps could be placed near Hinwoods to the War Memorial. South View is also a blind corner coming down the road, but again, visibility could perhaps be improved if the hedge was cut back. I think Townsend Corner needs traffic lights on a sensor, allowing one vehicle to pass at a time, preserving the thatch, railings, and pedestrians while slowing the traffic. Huge speeding Tractors, Combines, and other unnecessary machinery should be prevented from using the village as a short cut. There are no fields that require these vehicles from Evans Close to the crossroads, as I have often driven behind them and seen. I do however, acknowledge there are a couple of Farmers in the heart of the village (without these huge tractors) who do need to drive their tractors etc to their land. I can see little sense in carrying out this pilot scheme to not include all of Station Road. From Evans Close to Townsend Corner probably is the highest speeding traffic, and with no footpaths. I think more thought should be given to this pilot scheme before wasting money on turning circles, and not including the rest of the village, so in its present form, I would reject it.</p>
185	<p>Closing Salisbury Lane will not cure the problem it will just make Station Road far worse than it is now. The amount of traffic that already uses Station Road is of extremely high volume, The road is not suitable for high volumes of traffic, many of the houses on Station Road are sitting on the road edge, increasing volume will also increase the noise and the pollution and the more vehicles the more increased risks of serious accidents, my wife and i walk on Station Road and find we are gesturing to people to slow down, it makes it very unsafe for us to walk and we worry about safety. Whilst i appreciate measures are needed to slow traffic on both Salisbury Lane and Station Road i totally disagree shutting Salisbury Lane will be of any benefit to Station Road, also the high volumes of HGV is a problem again why are they using the road when it is clearly signed posted that the road is unsuitable. Surely a traffic calming on both roads would benefit everyone living on both Salisbury Lane and Station Road and making the measures fair for everyone.</p>
186	<p>Over Wallop needs measures that benefit the whole village not just Salisbury lane to the detriment of everyone else. If traffic slowing measures of some description are put on Station Road average speeds will clearly drop - however traffic volume will equally clearly increase substantially. This is a proposal of staggering insensitivity to the needs of the many over the few.</p>

187	<p>I would still like to see traffic calming implemented on station road at the Grateley end and definitely on the area of Station road approaching Over Wallop at the 40 & 30 mph speed limit signs. As long ago as 2013 (parish council minutes April and May 2013) there was discussion about changing the right of way at Grateley. I am also pretty sure that when the plans were put forward for the new estate, then called The Landings we were persuaded to agree with the 'carrot dangled' of traffic calming due to the increase of local traffic at the Evans Close Junction. The same applied before with the Appleton Close development. The only change was a temporary warning light-up sign flashing up current speed which is hit and miss as to whether it works! If the traffic is slowed before this point surely it will have a knock on effect through the village. I would like to see a single carriageway chicane or even road humps on Station Road at the approach to the Evans Road junction, surely commuters and regular users might be persuaded to use another route which would benefit the other end of the village at the same time. I walk this road daily and have seen too many near-misses caused by speeding to mention. How can we hope to implement a '20 is plenty' limit through the housing estates in the future if we can not control the traffic approaching our built up areas?</p>
188	<p>I just would like to know exactly what traffic calming measures are to be used in Station Road. I'm not at all supportive of speed bumps/sleeping policemen as they can damage my car and even render access unsuitable. Some kind of chicanes and slalom might work but the current narrow parts and awkward bends surely make speeding through the main housing developed part of Station Road impossible for any sane driver.</p> <p>N.b If workable and practical traffic calming measures can be found for Station Road, then might these also not be suitable for Salisbury Lane? I also wonder whether any road blockage and turning points for Salisbury Lane could be found further along road towards the A343 - near the scrap cars area and opposite a field entrance that could be made better for tractors and grain lorries for Suddern Farm - construct more of a byeway to follow the field towards the grain store barns etc</p>
189	<p>A solution is better than keeping the status quo. Hopefully traffic calming will control the flow of traffic along Station Road, along with the awful A343 junction, but I very much doubt that any traffic will actually be diverted away. I would not support the closure of Salisbury Lane without effective traffic calming along Station Road.</p>
190	<p>I walk rather than drive on both these roads. It would be good to have less traffic on Salisbury, but this would send more traffic onto Station Road. The bends from the main road junction along Station Road are very dangerous for a pedestrian. Any car coming sends a pedestrian to squeeze towards the fence/hedge on whichever side of the road. More traffic will make it worse. It is pedestrian facilities that are required on both the roads in question.</p>
191	<p>Traffic split between 2 roads is better than all down just one. Maybe a speed bump on the blind corners would help?</p>
192	<p>We feel it makes good sense to close Salisbury Lane to through traffic.</p>
193	<p>The closing Salisbury Lane will be an absolutely disaster for Over Wallop because it will increase the volume and speed of traffic on station road and I can guarantee that there will be an awful fatality if this scheme goes ahead.</p> <p>Traffic calming measures need to be installed ASAP on station road and traffic needs to be diverted via the old Stockbridge road. Closing Salisbury Lane will create no benefit as it merely means all the traffic will come down station road and a far greater speed. There are no pavements on station road so walkers, cyclists, horse riders will all be at danger. With Salisbury Lane open it also means the traffic is more even between the two roads. Finally I feel spending all that money on a turning place on Salisbury lane is a complete waste of money and instead money needs to be spent on putting traffic calming measures on Station road and Salisbury Lane and reducing the speed to 20 mph and diverting traffic via the old Stockbridge road</p>
194	<p>Walking through the village is lethal. I walk a dog from the pub home and I've nearly been run over countless times.</p>

195	I agree with the principal but would also like to see measures to address the volume and speed of traffic coming through the village from Grateley. I use the Evans Close junction daily and struggle to join station road at times due to the speed and over-taking of vehicles coming down towards Over Wallop. This is also an issue when waiting to turn off of Station Road due to the same problem. Will there have to be a serious accident before anything is changed? This will only get worse. Talks have been going on for 9 years regarding this - how much longer can it take to address the problems?
196	I think the addition of a chicane type calming measure on Station Road into the village from Gravely prior to the Evans Close turning would help to slow traffic entering the village from the North.
197	I am fully supportive of the proposals in order to slow down traffic through the village. However, if the opportunity arose in the future to extend this I would like consideration to be given to similar traffic calming measures on Station Road at the Grateley Station end (before Evans close). Slowing traffic here on the entrance to the village and then maintaining that the slower speed would make for a safer village for all.
198	Salisbury Lane closure is a good move. No mention of what sort of traffic calming will be used on Station Road. Whatever the results are from this survey they are apparently not binding. HCC will do whatever they feel appropriate even if the villagers decide that something else is more appropriate and beneficial.
199	I support traffic calming on Station Road. In the absence of the Grateley station junction change, rather than closure of Salisbury Lane, I would support traffic calming here too.
200	I do not endorse the closure of Salisbury Lane. There are no pedestrian areas for either road and despite traffic calming measures on Station Road (which are needed regardless) so will not remedy people fearing for their lives whilst walking around the village on Salisbury Lane, Station Road or King Lane (not considering any issues other villages have). The closure of Salisbury Lane (as it is used to get to Salisbury by anyone travelling through Over Wallop from Grateley side of the village - as directed by google maps) will cause more issue for pedestrians elsewhere in the village.
201	Some may benefit from this, but there is a chance that many others will be frustrated by it, and some even in a worse position as regards traffic volumes and noise than at present.
202	Please enhance signage to deter lorries occasionally coming through the village.
203	I do not believe that roads should be closed but a lower speed limit should be imposed instead. Many residential areas in London are now 20MPH which is a safe speed designed to reduce fatalities.
204	With no footpaths there is no safe way to leave our homes on Station Road on foot. Closing Salisbury Lane to through traffic will simply increase the traffic and subsequent danger on Station Road. Proposal 1. seems to me to be a sensible solution, though I'm not sure it would deter drivers that are familiar with the route. Speeding on the road is a constant standard, so I welcome any measures to address this.
205	Closing Salisbury Lane at any point other than at it's junction with the main road would only serve to split that part of the village from the rest of over wallop. It would also have no impact on the total number of cars going through the village it would just split the number between station road and Salisbury lane. The only way to reduce the number of cars going through the village would be a change of priority at the Palestine junction with the old Stockbridge road. We could also use some pinch points where a traffic island reducing the road width and giving one direction priority over the other.
206	The proposal will simply result in increased traffic elsewhere in the village. Station Road is busy enough and additional traffic is likely to place pedestrians at greater risk
207	We need traffic calming all over the village not just Salisbury Lane and Station Rd, also around the estate where elderly and children are living...

208	<p>With complete closure of Salisbury lane, traffic from the A343 along Station Rd will be really affected at peak times & especially re Grateley train connections!</p> <p>This will make the straight stretch for walkers & cyclists even more dangerous.</p> <p>Why can't we have an enforced 20mph speed limit throughout? This is done at pressure points in other parts of the country & is usually really effective in keeping speed right down.</p> <p>*It would also save a tremendous amount if money!</p>
209	I regularly walk, run and cycle with kids on Salisbury Lane and Station Road and fully support the trial. Even stronger measures would be preferable.
210	Make Salisbury Lane a one way road.
211	What is proposed is ludicrous the only way this would work is to block off Salisbury Lane the A343 end and put a traffic calming in station road similar to Laverstock. Alternatively ignore all that and make good the natural passing places down Salisbury Lane so the 4x4s heading for the station will actually use them instead of expecting little cars being driven into hedge to avoid them.
212	Make Salisbury Lane one way only. What traffic calming measures are you proposing for Station Road?
213	I suggest that you make Salisbury Lane one way and therefore negate the need for turning circles. What proposals do you have for the traffic calming measures on Station Road?
214	<p>I have lived in Nether Wallop since 1996. Complaints about speeding/traffic are, in my view, based on exaggerated and ill informed opinion. The very nature of our narrow roads in itself creates its own traffic calming measures. The traffic management plan originally proposed by HCC was predicated on the Grateley and Kentsboro junction modifications that would have moved the bulk of through traffic away from the Over Wallop/Nether Wallop rat run. This was a good solution. The current proposal, given that these changes have been cancelled, is tinkering at the margins and is unlikely to provide a solution. There is a finite amount of traffic moving along Station Road, and by closing Salisbury Lane, this volume will only increase. Traffic calming may reduce speeds, but options for speed reduction should be based of hard evidence of speeding (i.e. has the much vaunted Speedwatch group actually produced any meaningful data?) ratehr than subjective hysterical comments about avoiding fatalities. In summary, OWPC and NWPC should continue to press hard for HCC to revisit the original Grateley/Kentsboro plan which is the only solution to deliver a reduction in traffic in Station Road/Farley Street/Heathman Street. Those who complain should also think carefully before they order on line from Amazon, Tesco, Waitrose etc, since much of our day tike traffic is composed of white van deliveries.</p>
215	In the absence of a fully formed solution involving a radical redesign of the roads leading to the station the status quo should prevail. There is no point wasting money by fiddling at the margins. The traffic has to get to the station. It is not sensible to shut off one potential route to the station as that can only increase the problems for the one remaining direct route from the South.
216	<p>We lived on Station Road in Over Wallop some years ago and the road was already busy, and has becoming increasingly so as Grateley Station has been developed and become more popular for the London commute. A number of residents in Over Wallop walk on the road and it is used for recreational walking and cycling more frequently than Salisbury Lane. Increasing the traffic on Station Road is not a desirable outcome for this very large expenditure of public money. As confirmed above it will encourage more traffic onto Station Road and probably more through the village of Nether Wallop. it seems extremely disadvantageous on those who live on Station Road. I do appreciate the proposed closure of Salisbury Lane will be a benefit to those who live on Salisbury Lane however the residents chose to live on Salisbury Lane prior it to becoming a proposed cul de sac, and there are other traffic calming measures which could be introduced at considerably less expense which will reduce the risk of accidents without the disadvantages. Please may you find a more creative and effective way of investing this money into traffic calming measures which will benefit ALL the Wallops residents, one which ideally also helps cyclists.</p>

217	Heavy lorries should not be using these roads
218	The idea of closing Salisbury road is absolutely ludicrous! I support traffic calming measures in station road.
219	Although I do not live in the village I drive into Over Wallop regularly for Church, bible study and social connections. I have already stopped using Salisbury Lane for the sake of the residents and hope that the other measures will reduce the speed of all through traffic in the village. With no pavements residents and visitors alike take their lives in their hands walking along the main street.
220	closing Salisbury road will increase traffic on station road, only making the problem on station road worst. crazy idea!
221	Station road has too many cars already, why make more cars come down station road. seems like a silly idea!
222	To send more traffic down Station road is absurd and dangerous. Both roads should be left open, traffic islands created in Station road and make it so slow and inconvenient that traffic starts using the B3084 that has virtually no residential abides + is a wider and safer road.
223	I'm fully supporting closing Salisbury LANE, it's dangerous, people are getting hit by cars, falling over whilst trying to get out of the way of speeding cars and being taken to hospital by ambulance. Garden walls and wheelie bins are getting hit by cars avoiding hitting each other! The amount of traffic has become unacceptable!
224	<p>My opinion is that this scheme was only going to work if all the elements in the initial plan (points 1 to 3 above) were approved and implemented. Without the changes at the Grateley end of the road, the proposed changes will lead to more traffic on a road with regular pedestrians (be they dog walkers, people accessing the village shop on foot and other users) and no pavements. We already have excessive traffic on Station Road at peak times, which makes walking extremely hazardous and the proposed changes go no way to alleviating this, even if traffic calming measures are put into place.</p> <p>It is also becoming increasingly dangerous accessing our driveway by vehicle, as traffic often speeds round the corner closest to our house (where no traffic calming is proposed), and increasing the traffic will only exacerbate this situation.</p> <p>Ultimately the aim should be to reduce the volume of traffic through the village, on both Salisbury Lane and Station Road. The proposed scheme does not address the problems of the village as a whole; it only addresses the issues for those residents on Salisbury Lane.</p>
225	The amount of traffic using Salisbury LANE as a through road has become unacceptable, It is now dangerous to drive and walk down. People are getting hit, garden walls and wheelie bins are getting knocked over as cars are trying to avoid each other! Could someone from highways walk down OUR LANE to see the amount of damage the cars/vans and lorries are doing, the grass verges are being driven on and we have huge pot holes!
226	Agree with the safety factor, there is too much traffic for single lane road.
227	Regularly walk along Salisbury Lane, rat run for cars at rush hour and speeding drivers not uncommon, the pot holes created by volume of traffic also dangerous for walkers, cyclists and horse riders.

228	<p>I fully agree that there needs to be traffic calming through the village but, like many, am unsure as to how this should best be done. I'd agree with the residents and support closing Salisbury lane on safety grounds, but access needs to be available to get to the MUGA etc. However, I'd worry that closing Salisbury Lane would put more traffic through the village & cause congestion at the crossroads. What exactly are the traffic calming measures proposed for Station Road? Could the introduction of a lower speed limit (like happens near schools), with cameras/live speed signs (I know these are expensive), and a weight/size limit be used to deter larger vehicles from coming through the village - these measures would also help deter speed merchants/dangerous drivers! Perhaps a 'right of way' system like in Monxton may work too. A combination of these measures across both roads could be the best, most achievable & realistic option. Also, could Salisbury Lane become access only for residents & users of the MUGA? It isn't clear exactly what the traffic calming measures will be for Station Rd, but one thing we definitely don't want to see actioned, but that has previously been mentioned, is the possible closing of Station Road to through traffic - cutting Palestine residents off from the rest of the parish. We live in Palestine, but have daily trips to the village to access the children's school buses, the village shop, the garage, the cricket pitch/MUGA, friends etc... we'd absolutely hate to be cut off. Presuming, from reading the above, that this option is no longer being considered, but we understand there is an urgent necessity to slow the traffic on Station Rd & reduce volume and speed of vehicles using Salisbury Lane.</p>
229	<ol style="list-style-type: none"> 1. Recommend that two or more chicanes are inserted on Station Road between junctions with Evans Close and Pottery Drove to slow speeding traffic in North West part of village. 2. Recommend that slip road between village war memorial and flint wall by Freemantle is filled in and closed to traffic.
230	<p>The closing of Salisbury lane will move traffic, however it will just move it onto station road rather than old Stockbridge road, therefore the volume of traffic passing through this conservation area will increase. Rather than closing Salisbury lane I would back along Salisbury lane access only and station road, forcing traffic onto old Stockbridge road.</p> <p>As it stands the increase in traffic created by points 2 and 3 will increase the likelihood of a fatality on station road. My children need to cross station road to reach the swings on the playing fields, and my horses need to cross station road to reach the bridle paths off Salisbury lane.</p>
231	<p>I do not think these measures will work , forcing more traffic onto Station road so making the current situation much worse. Salisbury Road should be made one way only , giving pedestrians more room from only single file traffic and not having to deal with two cars passing in a very narrow road , STATION road would be better to have a speed camera installed so to bring traffic slower and a 20mph limit , this I believe would spend the tax payers money far more productively and bring better results . Has the idea of making wallop road a one way system been properly investigated , speed cameras defiantly work and have been proven and bring more revenue to the community for those who unfortunately all too often on this road go way over the limit</p>

232	<p>This proposed traffic calming scheme has been discussed for many years but sadly it only provides a doubtful solution to the traffic problem which the Wallops Parishes have endured for more than 40 years. Sadly the days of the horse and cart are long gone but it appears that to many inhabitants of Over Wallop in particular cannot accept that the volume of traffic using both Station Road and Salisbury Lane is down to the times we live in.</p> <p>The Speed of traffic using these areas could be better controlled by the introduction of Speed Cameras and necessary signage rather than the introduction of carriageway restrictions as being proposed for trial purposes I did note that trial results would not be based on traffic volume which I would have thought was a large part of the problem.</p> <p>The measures being proposed would in themselves introduce other safety issues for cyclists and motorcycles especially at night with dark conditions on a carriageway with very poor spasmodic lighting which could be quite dangerous. The proposed measures would also be hazardous for many other users such as emergency vehicles, farm machinery and Council vehicles also to include environmental waste collection lorries.</p> <p>There are already blind bends together with pinch points in both of the proposed areas to be trialed and creating more induced traffic calming measures would not solve the problems that alleged to exist.</p> <p>The hedging to some properties seem to encroach upon the carriageway at certain points within the trial area which also needs to be addressed.</p> <p>I have lived in Kentsboro for almost 39 years and I am all too aware of both the volume and uncontrolled speed of motorised vehicles without exception which sadly the Over Wallop Parish Council does not want to recognise and further diversionary traffic to alleviate the traffic problems in Station Road should not be considered without major road improvements to the junction of the B3054 at its Junction with the A343 at Kentsboro which is a known traffic hotspot and would also increase traffic volumes to Danebury Road in Kentsboro and also increase traffic on the A343 Crossroads at the Junction of Over/Nether Wallop.</p> <p>Having observed for myself on more than one occasion I cannot relate to the alleged traffic problem that the residents complain about and it may appear to the casual observer that it more about a nimby attitudes of too many people within the Over Wallop Parish and members of the Over Wallop Parish Council should have the best interests in mind when proposing such traffic schemes which does not happen at this time and has not been a feature in my experience and others whenever issues have been raised.</p> <p>It should be noted that the Police should have a role to play here in the permissible speed of vehicles in all the areas above which sadly does NOT happen at the moment.</p>
233	<p>It is difficult to understand the sense in increasing the vehicles using Station Road by a possible 1000. The crossroads with the A343 and Station Road is already dangerous and would become HIGHLY DANGEROUS. Statistics show that there have been more accidents and near misses on Station Road than on Salisbury Lane.</p>
234	<p>I believe sleeping policeman to be a hazard. They will cause more accidents especially as cars and horse trailers use Station Road and these vehicles find them very difficult to negotiate. The crossroads with the A343 and Station Road are very busy already and a further increased volume of traffic would cause them to be even more dangerous than they are now. Please reconsider.</p>
235	<p>The only criterion of a successful pilot study is stated to be slower traffic in Station Rd. Closure of Salisbury Lane, while making life decidedly more pleasant for the residents, will shunt their traffic down Station Rd. Traffic calming there will result in slowing/speeding up of the increased traffic, increased engine noise and pollution and a decided decline in pleasant lives for the residents. It is known that closure of one road will predictably increase pressure on other roads in the area.</p> <p>It appears that accident figures for the two roads concerned really don't merit the use of public funds to improve the ambience of one area at the expense of another.</p>
236	<p>Closure of Salisbury Lane would result in too much traffic on Station Rd. We need a scheme which reduces traffic on BOTH routes and benefits all parts of the community and not just one</p>

237	Opposed to shutting of Salisbury Lane. Suggestion: 20mph limit throughout the village up to Evens Close. *With cameras. Traffic too fast; no pavements; big increase in dog walkers; young families with prams and regular horse riders.
238	I am blind with a Guide Dog. Suggest money better spent on 20mph signs with camera to enhance safety for everybody.
239	I do not think that the suggested proposals will solve any of the problems. It just seems to be moving the traffic from one unsuitable road - Salisbury Lane - to another unsuitable road - Station Road. As a local resident, I drive along Station Road to get to the village shop and post office. Station Road is extremely narrow in places making it single file and it is not a particularly safe place for pedestrians to walk along. If the traffic is increased the chances of an accident become inevitable. The junction with the A343 would need traffic lights or a roundabout to cope with the increase in traffic. Neither of which will help reduce the traffic in Station Road. Would widening Salisbury Lane and providing a service road for the local houses help? It is not possible to widen Station Road. Please think again and come up with a more sensible plan.
240	Favour 20mph limit throughout OW plus traffic calming measures. Prefer restoration of diversion tactics Grateley Station - Old Stockbridge Road. Opposed to closures in Salisbury Lane
241	Time to do something! This has been going on too long
242	My cottage is 8 foot from the Over Wallop Station Road so I totally agree with the calming of Station Road
243	Stopping bullying drivers who don't give way or slow down for pedestrians
244	<p>Closing Salisbury Lane to through traffic might appear as a blessing by those who live there, but it will redirect the traffic along Station Road and increase the problems faced by those residents.</p> <p>OWPC, TVBC and HCC created an own goal when they approved the additional housing at Evans Close. Station Road and Salisbury Lane were committed to more traffic from householders wanting to reach Stockbridge, Andover, Salisbury and Winchester destinations.</p> <p>The Nether Wallop side of the Over Wallop war memorial already has a narrowing of the road and cars are often parked here. These obstacles and vehicles coming out of neighbouring driveways provides some insight to the nightmare that will follow if traffic calming is implemented. Drivers going around the parked cars at this location tend not to give way and are on the wrong side of the road for a long time clearing the artificial road constraint. It would be unwise to further restrict this stretch of road.</p> <p>At each proposed restriction, the right of way must be clearly shown to road users. One of the HCC schemes proposes a traffic calming solution similar to Hocombe Road in Chandlers Ford where there is deliberately no clear right of way allegedly to make drivers more cautious. My experience is drivers from one direction accelerate through the obstacles to avoid giving way to the other driver. It often makes this an unpleasant experience and not one I'd wish repeated at Over Wallop.</p> <p>With no plans to resolve the junction of the Old Stockbridge road with the A343 (near Budgens), the plan to direct the traffic in this direction was set to fail because of traffic queues along the Old Stockbridge Road and the alarming danger of pulling out from the junction when traffic on the A343 might not be doing 40 mph at this point (as per the speed limit). Traffic will not be inclined to use this route instead of Station Road unless a decent sized roundabout is built at the junction with the A343 that forces the traffic from Andover to slow down and allow traffic to safely exit the Old Stockbridge Road.</p> <p>There is a huge investment of £282k in a temporary turning points to permit the Salisbury Lane closure. Perhaps it should be put towards the Old Stockbridge Road roundabout fund instead.</p>

245	<p>Now that the initial routing is not happening the dynamics have changed. Closing Salisbury Lane offers no advantage. The £282k can be better spent on slowing traffic on Station Road and possibly Salisbury Lane itself. You cannot solve a problem by moving it somewhere else.</p>
246	<p>It is overdue implementation. It is time to stop wasting time in an attempt to prevent this going ahead. I am ashamed of the behaviour of the parish council. I am comprehensively disgusted that this second consultation, the vote, and means to do so has not been shared with the community so as to seemingly heavily bias the outcome. Why did I and so many residents not get informed of this via a formal communication? How can this even be classified as a representative consultation or vote?</p>
247	<p>I have already voted but saw the plans for the first time fully today in the Hall. I have to strongly object to the proposed pinch point just outside Wayside Cottage on Station Road for the following reasons:</p> <p>My driveway will be permanently blocked by traffic and I will never be able to get out of or into the drive, so the access to my house will be prevented.</p> <ol style="list-style-type: none"> 1. To turn left out of the drive, I always have to go slightly over the middle as it's such a tight turning on a very small drive, otherwise I take the corner off my neighbour's raised concrete edge (Primrose Cottage) which of course I presently avoid. 2. If I turn into my drive from the south I will have to get through banked up cars blocking the entrance. 3. If I turn left into the drive from Station Road, it is such a narrow drive that anyone has to pull out to the right in order to get into the narrow opening without taking the wall down either side. Therefore there will be traffic blocking my ability to get into the drive. 4. Regularly, I have village meetings at my house and others will find it impossible to get into the driveway, quite apart from tradespeople/visitors. <p>This is a seriously misplaced pinchpoint and only suggested by my neighbours in Wayside Cottage who are leaving on 20th and who wanted it there to prevent splashing the front of their house when it has rained. This is not the same as needing access to one's home.</p> <p>Legally I should have access to my house. Were the pinchpoint to be as presently suggested, I would be prevented from this.</p>

248	<p>I feel that the funds should be deployed, as has already been agreed, and that the trial should go ahead as planned.</p> <p>Until the closure of Salisbury Lane and traffic calming on Station Road happens it is all hypothetical assumptions on how it will impact the village. We need the trial as then data can be collected and truly accessed.</p> <p>I am appalled and embarrassed with the length of time this matter has been going on for and feel that Over Wallop Parish Council are deliberately delaying the traffic calming scheme.</p> <p>I was shocked to discover that this survey had been issued as residents have not been directly informed thus removing the opportunity of a fair and democratic process. Based on this I believe the survey should be treated as null and void.</p> <p>I STRONGLY believe that there should be no further delays to the scheme timetable as it is only a trial and any further delays and wasting of the tax payers money by Over Wallop parish council is an abuse of the councilors positions.</p>
249	<p>We are opposed to the pilot scheme in its present form. The dropping of the alterations at Grateley will still pose problems for traffic coming from the north of Salisbury Lane. We would prefer to see the traffic calming extended to the 30 mile limit sign beyond the The White Hart pub.</p> <p>Closure of Salisbury Lane, which is a considerable expense, will divert yet more traffic onto Station Road. The option of closure could be reconsidered after the assessment of the Station Road calming has been carried out.</p>
250	<p>Station road definitely needs traffic calming I don't know if it will pay to close Salisbury lane as it will probably generate more traffic up station road</p>
251	<p>As the problem is on Salisbury Lane then it is Salisbury Lane that should be improved</p>
252	<p>Horses, pedestrians and cyclists at more risk with these measures</p>
253	<p>I am a resident of Nether Wallop and for the last 6 months or so I have ceased to use Salisbury Lane to get to Over Wallop which I frequently have to do, apart from visiting one or two properties in Salisbury Lane.</p> <p>My friend who lives in Over Wallop, and visits me most days, comes from Over using Salisbury Lane, but returns using Station Road. When she does this it is always what I have said, the Council should do - make Salisbury Lane a one-way road with traffic only from Station Road, Over Wallop to the A343 Salisbury/Andover Road. She has therefore started her own one-way system for approximately the last six months. If this was used for Traffic Calming you would need the addition of speed ramps in Salisbury Lane, and also speed ramps on Station Road, and possibly islands where motorists give way to oncoming traffic. This would therefore save the £282,000 which you were planning to use on Turning Circles, and if this Pilot Scheme proved to be useless, as you say, the money could not be recouped for further schemes.</p> <p>If Salisbury Lane was closed, Station Road would only see more traffic, and coming to the crossroads there would be longer queues of cars and lorries waiting to get onto the A343. Farmers and Landowners starting from Riverside house, and Romaine Cottage going towards the War Memorial need to cut the hedges and banks back quite some way to give better vision, this is especially a problem on the corner after Riverside House, where cars often meet buses and lorries, not forgetting that hedges shoot out quite considerably if only cut once a year.</p> <p>By Southview Cottage, decent speed ramps would help slow traffic. The same is needed on Townsend Corner, but traffic lights may still be required. I feel that this is the only sensible option you have!</p>
254	<p>Opposed to blocking off Salisbury Lane!</p>

255	Don't agree with closure of Salisbury Lane. Making it one-way would be helpful. Nothing will alter radically without some traffic calming north of Salisbury Lane round the large bend by Evans Close. Any change also needs 20mph
256	Suggest that Salisbury Lane be one way North to South only. This is a valuable alternative to exiting at Middle Wallop xroads which is particularly dangerous if turning east towards Salisbury. I have no opinion regarding Station Road. I have lived at my current address for more than 40yrs also as a car driver so have considerable experience of these roads/junctions. Please do not close Salisbury Lane to one way road usage as I have explained above.
257	Bend north of Salisbury Lane needs a chicane near Appleton Close. Could one of the 7 be used here. Please press for the 20 mph
258	I've been living in Salisbury Lane since 1971 and the traffic has increased 100%, you can't relax when walking down the lane, because of the volume of traffic which doesn't want to slow down.
259	Volume of traffic is terrible
260	Salisbury Lane is very dangerous. My husband was in a wheelchair and I could not take him for a walk because the road was much too fast
261	Even more traffic using Salisbury Lane. It's becoming dangerous.
262	Cars will not slow down for pedestrians 3 injured trying to move away they will not wait at junctions but drive over gardens and into hedge bottoms
263	Trial closure Salisbury too expensive. Need 20mph limits throughout village - doesn't need policing - there are lots of law-abiding people who will respond by driving more slowly
264	I oppose the closure of Salisbury Lane, as this would increase traffic volume on Station Road and congestion at the junction with the A343, which is already a problem at peak times.
265	I generally support traffic calming but oppose the closure of Salisbury Lane, as this would merely push more traffic on to Station Road instead, and congestion at the (quite dangerous) junction with the A343 is already a problem at peak times.
266	I support the traffic calming measures, but I do not support the closure of Salisbury Lane.
267	In my opinion traffic calming should take the form of road narrowing sections with priority signs rather than any type of speed bump which will simply ruin the cars of local residents.
268	Without the redirection of the junction at Grateley, the increased level of traffic in Station Road will create difficulties and safety issues for Over Wallop residents and the increased congestion at the A343 crossroads by the George Inn will affect residents of both villages. The redirection was an integral part of the original scheme and it is not viable without it. As well as relieving Over Wallop, it would also divert considerable through traffic from Farley Street and Heathman Street in Nether Wallop.
269	There is evidence that closing Salisbury Lane will cause many more accidents on Station Rd and the heavy flow of traffic through Over Wallop will be affect numerous residents.
270	Closing Salisbury Lane will merely pass the traffic problem and risks to Station Road. The money is likely to be wasted and any chance to improve both roads will be lost.
271	I think any money available should be spent on traffic calming on station road
272	Signage should be used to direct those going to the station to use the old Stockbridge Road
273	I fully support the closure of Salisbury Lane. It is so dangerous to walk down. There are no footpaths or passing places. I am worried about my children walking/cycling to the cricket field to meet friends. It's a 'rat run' and people drive too quickly down there. Something needs to be done before there is a terrible accident.

274	<p>This will increase traffic at the crossroads between Nether and Over Wallop, The George Public House. Are there any plans to improve crossing at this point especially for school children when traffic volume increases in this area. The paths are also narrow on the side of the A343 through this area can anything be done about this in the future? Would this part of the A343 be better suited to being a 20mph zone enforced by speed camera if footpath or road infrastructure cannot be changed in this area? I am supportive of closing Salisbury Lane but would like to know if any succession planning is in place for these pinch point areas.</p>
275	<p>Now that the HCC has removed Item 1 (the changes at Grateley to direct traffic away from Over Wallop) the scheme is no longer viable and should be withdrawn and re-thought. The proposed "temporary" closure of Salisbury Lane would be an expensive disaster for the residents of Station Road, King Lane and Craydown Lane and a pointless waste of public funds at a time of serious spending constraints. HCC are aware that closing Salisbury Lane will simply shift more traffic on to Station Road, King Lane and Craydown Lane. Craydown Lane especially is very narrow with several blind bends. It is already dangerous.</p> <p>I am especially worried about the effect on the Station Road crossroads junction with the A343. The Salisbury Lane junction has much better sightlines and is much safer than the one in the dip, but most of the traffic that now crosses there will be thrown on to the Station Road crossroads and will be turning in both directions at this crossroad to and from the Romsey road. I foresee many accidents.</p> <p>Infinitely cheaper and more appropriate traffic calming measures should be considered for Salisbury Lane (instead of closing the road), which would also mean less expensive and aesthetically damaging traffic calming measures would also be possible on Station Road.</p> <p>Finally, the plans include a traffic calming build-out in front of Wayside Cottage on Station Road, directly to the left of our gateway (which is shared by two properties). This would mean any traffic turning left out of the gate would have to cross to far side of the road to do so. We know how difficult and dangerous this is, as in wet weather there is often a car parked in that spot. This can cause a build-up of traffic waiting to pass which blocks both the entrance and exit of vehicles to our gate and creates a mini-gridlock. This would be much worse with half as much traffic again. We understand that this location was specifically requested by the resident concerned to protect his property from water splash in wet weather, but as he is moving out of the village on 20th January 2022 we request that this dangerous and counterproductive traffic calming measure be removed from the proposal.</p>
276	<p>Traffic needs to be diverted at Grateley down Old Stockbridge Road to Kentsboro to take traffic away from Over Wallop</p>

277	<p>It appears to me that the trial has been set up in a way which will have both negative and positive effects, but to assess its success on a single criterion.</p> <p>The mixed effects upon Salisbury Lane residents (Positive - traffic reduction, Negative - inconvenience and expense of extending many previously-short trips) cannot be achieved without an obvious resultant increase in traffic volume in Station Road.</p> <p>Reducing traffic speeds but increasing volume will lead to additional environmental issues, as more vehicles will be present, braking, accelerating and trying to make up time between pinch-points/humps. Average speeds may be lower, but peak speeds may not.</p> <p>If pinch-points are used, my experience of their deployment in the local area indicates that, often, little consideration is made in their siting to ensure that sight-lines for approaching traffic is taken into account, ensuring that drivers who may need to give way can see vehicles approaching from the priority direction, allowing them good time to slow rather than having to brake to a halt and then accelerate away again (which has negative safety, emissions and noise impacts)</p> <p>An additional danger is the possibility of traffic adopting a "rat-run" in King Lane/Craydown Lane/Pound Road/Evans Close, increasing hazards in an area with more children.</p> <p>If assessed solely on average traffic speeds, the trial may be judged a success even if the total number of collisions, injuries, amount of noise nuisance and pollution increase.</p> <p>This would hardly be a good result for the community.</p>
278	<p>I would like to stop heavy traffic (lorries etc) from using station road as a cut through from Grateley to the A 343</p>
279	<p>It has become clear since moving into Salisbury Lane that it is constantly used as a cut through to the village, the station at Grateley along with other destinations. I believe the speed and volume of traffic along Salisbury Lane is ridiculous for what is a small single track country lane....there is going to be a fatality or serious accident if the proposed traffic calming measures are not introduced. I have dogs both of which I walk daily along the lane, the times when I have been forced into the verge are countless. I purchased the property because Over Wallop is a lovely location however the the measures proposed will also improve the lives of all of us loving along Salisbury Lane through noise reduction and the stopping of motorists accessing private property on a regular basis to get out of the way of oncoming traffic. I leave for work three days a week leaving home around 8/8.30 taking the lane out to the main Andover/Salisbury road, it is unbelievable the volume of cars & vans which use this lane daily. HCC has confirmed that there is no Option B and that there is no further resource to consider other options. Therefore, to do nothing (and not progress the trial) is not an option. It is my understanding that the money was specifically earmarked for traffic calming measures and therefore we do not want to see this money lost into the HCC coffers! Whilst Station Road will see some increase in traffic volumes, it is a two-way street and therefore was designed to take higher levels of traffic flow than Salisbury Lane which, as already stated, is nothing more than a single track lane. Traffic calming measures (islands, reducing traffic flows to a single lane through pinch points, etc) proposed for Station Road should enable speed limits to be controlled / reduced to safer levels. We would not be acting on behalf of all the residents of Over Wallop if this pilot scheme is not given the opportunity to show it would work.</p>
280	<p>I was hit by a wing mirror despite stepping right into a hedge (and being stood in muddy pothole) There is a lot of exceeding the speed limit. Walls and hedges are frequently damaged. Cats are run over.</p>
281	<p>There is not really room for vehicles, particularly wide ones, to pass. The banks are being worn away causing potholes. Anyone walking is at risk of being hit, many dog walkers use this lane to go to Alan Evans memorial grounds and churchyard areas. It appears that everyone in Over Wallop and Nether Wallop has an equal vote to Salisbury Lane area residents while being far less affected. I fear a fatality due to size and excess speed of many vehicles.</p>

282	Salisbury Lane is a well used access for both walkers and horse riders as it leads to miles of footpaths and bridleways. The lane is very narrow and vehicles constantly travel at excessive speeds . On many occasions horse riders and walkers have had to take refuge on our drive at the end of the lane when they can hear a car or worse , a delivery van approaching at speed and I have encouraged them to do so in order to avoid a catastrophe. we have placed decorative stones in front of our fence on our boundary in order to protect it and these are often found dislodged and damaged by speeding vehicles. Closure of the lane would provide a safe access for a huge number of residents who regularly access playing field and country byways.
283	All the roads in Over Wallop have a problem with excessive speeding as i can vouch for being an early morning dog walker. Salisbury lane is a single track road and the only passing places for cars and vans is to use residents drives, this is becoming a major problem. i have taken to placing stones on our boundary to deter vehicles colliding with our fence. If the Parish is serious about solving the problem then both Station Road and Salisbury Lane schemes of traffic calming need to be implemented, one without the other will only exacerbate the problem.
284	The trial is unclear and does not make sense. This will merely significantly increase the traffic on Station Road (by 50% we understand) and a recent survey by the Wallops Safer Traffic Group reported that Accidents on Station Road were 3 compared to 1 on Salisbury Lane in recent years. Near misses were 36 on Station Road compared to Salisbury Road. This will only benefit the 25 dwellings on Salisbury Lane and make the traffic issues worse for the majority (70 dwellings) on Station Road. The proposed investment a complete waste of money.
285	I see mothers with pushchairs taking the older children to the bus, and they are extremely vulnerable. There are always pedestrians, and often horses. It simply does not make sense to close Salisbury Lane, and make existing problems worse.
286	I fear that more traffic will generate more accidents, and why close Salisbury Lane where the accident rate is much lower?
287	Additional Station Road traffic makes A343 crossroads even more dangerous and sight lines already poor.
288	Removing item 1 has fundamentally changed the whole situation. If good use is to be made of HCC funds then a pilot scheme without a safer outcome for both Salisbury Lane and Station Road is a waste of money. The money would be better spent returning to the idea at item 1...or traffic slowing measures put along BOTH Salisbury Lane and Station Road...or western outskirts of the village. Surely the aim should be to spread the volume to spread the volume along Salisbury Lane, Station Road, AND the Old Stockbridge Road.
289	I think closing Salisbury Lane is necessary for the peace and safety of the residents, to stop selfish and foolhardy rat-runners. It would be good to hear (sorry if I've missed something earlier or forgotten, no time just now to go back to check) exactly what the 'calming' will comprise, but I agree that something is necessary. Whatever it is, I do feel that part-time traffic lights will soon be needed on both the crossroads at the A343 and perhaps even mores so at the junction of Old Stockbridge Road and the A343. Both junctions are 'dodgy' already and turning right at the latter is sometimes a dangerous nightmare: turning left or right is frequently made worse by being unsighted by huge lorries, vans or (ridiculously) huge cars.
290	The closure of Salisbury road will very much increase the amount of traffic on Station Road and will increase the difficulty and dangers involved of getting out at the crossroads of Station road and the A343
291	Station Road is used by a lot of pedestrians so to close Salisbury Road and increase the volume of traffic along Station Road seems ill-thought through and potentially dangerous.
292	The closing of Salisbury Road and redirection down station road to the A343 will make an already dangerous junction at the A343 an impossible junction to navigate. Traffics calming will have no effect. To impose any kind of traffic control at that junction goes against the country nature of the area and should be resisted completely.

293	<p>1. If the trial is unsuccessful, is the legal agreement (deed of dedication) between HCC and Summerfield annulled, or does it remain in place?</p> <p>2. It is correct to assume that in the event of the pilot being successful, funding is secure to make the traffic calming arrangements permanent (ie to finalise the scheme)?</p>
294	This project is desperately needed for the village before someone gets seriously hurt by the speeding traffic through the village
295	Very against (Fully Opposed) to traffic calming measures in Station Road. Neutral on closing Salisbury Lane to through traffic - the combination leading to an overall rating of "Somewhat Opposed" to the changes.
296	Based on the proposals put forward, I don't think the traffic calming measures will work. This is my experience of similar schemes in Surrey. What will work for calming traffic, is the use of camera systems based on a pre-determined 'average speed over a set distance' with strict monitoring.
297	<p>Salisbury Lane has become a problem with drivers believing that it is a "rat-run" and a shortcut onto Station Road from the A343, or vice versa. In part this will be down to sat-nav systems seeing the distance as shorter despite the fact it is actually slower. Despite living on New Road, we never use Salisbury Lane as a cut through when heading back to home from the Tidworth direction as we know, when you meet walkers, cyclists, horses or another vehicle, it really is not in anyway a better route than staying on Station Road.</p> <p>My concern to the plan is: Salisbury Lane is used by us in New Road to be able to ride horses out from our fields on New Road without having to venture onto the very dangerous and fast A343. We also use Salisbury Lane to be able to cycle with children to school and avoid having to be on or too close to the A343.</p> <p>Salisbury Lane is used for access with horses similarly by people on Cottage Lane for similar reasons - the A343 is too fast and too dangerous.</p> <p>The closure of Salisbury Lane must maintain access to pedestrians, cyclists and horse riders to access the rest of the village from New Road and Cottage Lane.</p> <p>My other concern is that the junction from Station Road onto the A343 is partially blind when turning onto the A343 from Station Road. When waiting to turn right onto the A343 from Station Road, it can be very difficult to see to the right with vehicles coming down the hill from the Salisbury direction. Despite being a 30MPH zone, this speed limit is VERY RARELY adhered to. Without a reinforcing of the 30MPH zone, potentially with active reinforcement (showing current speed or a speed camera) this could become an accident blackspot. I appreciate that there is a junction warning sign but for vehicles that do not slow to 30MPH this will mean nothing.</p> <p>There is no way to cross the A343 to access Nether from Over Wallop, perhaps a zebra or traffic light controlled crossing by the George / Petrol Station would be beneficial to make life safer for residents.</p>
298	The fastest traffic through Station Road is commercial vans and trucks. With the traffic calming in place hopefully this will slow them down and stop larger trucks trying to drive through the village. I have had a couple of incidences when a white van has been travelling at speed through station road and has hit my mirror off and not even stopped!
299	Agree with traffic calming on station road, but disagree with closing Salisbury Lane.
300	Happy with traffic calming measures on Station Road but this road must be kept open. If not traffic would be forced to use Old Stockbridge Road to access to A343 which is already a difficult and dangerous junction to negotiate. Additional traffic at this junction would exacerbate an already dangerous situation.
301	Closing Salisbury Lane will result in more traffic along the A343 past the village hall and crossroads. Traffic has already increased through the village and the speed limit is very rarely adhered to. The footpaths are narrow and it can be very difficult to cross the road. Accidents and near misses have already been witnessed.

302	I feel the current Parish Council, many of whom reside on Station Road, have obstructed the trial, which was ready to proceed when they joined the Council. The trial will benefit Station Road as well as Salisbury Lane, and the village as a whole. As it is a trial, it can be discontinued after a year if not successful. It is misleading to state on the survey that the plans have changed whilst quoting 2016, as the current version was finalised in 2018.
303	Our children walk from our house, along Station Road, to the memorial twice a day for the school bus. There is no pavement so they have to walk in the road. Several parents walk or cycle their children along Station Road to get to and from school. If traffic was to increase, this would lead to an greater risk to their safety.
304	I can't possibly see how closing Salisbury Lane would benefit the village of Over Wallop. Traffic comes along Station Road at a ridiculous speed, and this will be further impacted by the Lane closure. It is only a matter of time before an accident occurs. The best outcome would be to come up with a solution where the whole of the village would benefit rather than just those who live on Salisbury Lane.
305	I support the traffic calming measures proposed for Station Road as a trial, but I'm concerned about the potential increased traffic along Station Road due to the closure of Salisbury Road.
306	I understand the trial will result in an increase in 50% of traffic on Station Road which means it will be more dangerous for pedestrians, cyclists, horse riders and residents. The only beneficiaries of the proposed trial will be the residents of Salisbury Lane and the majority of the Village will be far worse off.
307	Salisbury Lane has become a problem with drivers believing that it is a "rat-run" and a shortcut onto Station Road from the A343, or vice versa. In part this will be down to sat-nav systems seeing the distance as shorter despite the fact it is actually slower. Despite living on New Road, we never use Salisbury Lane as a cut through when heading back to home from the Tidworth direction as we know, when you meet walkers, cyclists, horses or another vehicle, it really is not in anyway a better route than staying on Station Road. My concern to the plan is: Salisbury Lane is used by us in New Road to be able to ride horses out from our fields on New Road without having to venture onto the very dangerous and fast A343. We also use Salisbury Lane to be able to cycle with children to school and avoid having to be on or too close to the A343. Salisbury Lane is used for access with horses similarly by people on Cottage Lane for similar reasons - the A343 is too fast and too dangerous. The closure of Salisbury Lane must maintain access to pedestrians, cyclists and horse riders to access the rest of the village from New Road and Cottage Lane. My other concern is that the junction from Station Road onto the A343 is partially blind when turning onto the A343 from Station Road. When waiting to turn right onto the A343 from Station Road, it can be very difficult to see to the right with vehicles coming down the hill from the Salisbury direction. Despite being a 30MPH zone, this speed limit is VERY RARELY adhered to. Without a reinforcing of the 30MPH zone, potentially with active reinforcement (showing current speed or a speed camera) this could become an accident blackspot. I appreciate that there is a junction warning sign but for vehicles that do not slow to 30MPH this will mean nothing. There is no way to cross the A343 to access Nether from Over Wallop, perhaps a zebra or traffic light controlled crossing by the George / Petrol Station would be beneficial to make life safer for residents.
308	This scheme will encourage more traffic through the Kentsboro staggered junction. This junction is already overloaded and dangerous. The scheme's impacts on this junction have not been assessed.
309	I am nervous about the increase in volume of traffic on Station Road and the potential for road rage at pinch points. I think some additional signs should be installed in Grateley before the junction with Old Stockbridge Road directing all through traffic to turn left - it is not obvious at the moment.

310	I'm happy with the traffic calming but am concerned about heavier traffic and the higher risk to pedestrians and residents pulling out of driveways on Station Road due to closing Salisbury Lane
311	The traffic is already very bad at Kentsboro
312	Salisbury Lane / Salisbury Road junction takes some of the traffic away from the Farley Street / Salisbury Road junction and, as its a bigger junction with better visibility, the (Salisbury Lane / Salisbury Road) junction is therefore safer for those wishing to get to Over Wallop, Grately etc. Salisbury Lane is narrow and as such the traffic along it drives slowly. There is also good visibility for the residents when they turn in/pull out of their driveways. The residents chose to live where they do, knowing that it is a through road. To close the road will increase traffic past many more house in Station Road than it does on Salisbury Lane.
313	Irrespective of what has been reported by others who write anonymously within the village, they do not represent the best for all within the village as their comments are leading and have hidden agendas. They write with disregard for those at the Southern end of the village in spite of advice given. In the main part of the village, the built up, winding and narrow sections provide some degree of calming. The South section of this village is the most impacted by speed on the straight between the main village from the Glebe Field to the bend by Wallop Storage. The reality is, on this part of the rat run, most drivers accelerate from the village centre and brake before the bend or vice versa depending on direction. You can tell this lying in bed at night let alone standing between two points with a stopwatch. Some people, including locals, have been clocked at 60mph on this stretch. People think they can get away with increasing speed on this straight. Invariably you can look toward the main village and witness the brake lights coming on as they approach the Glebe Field. Note, this also applies to local Farmers, who thunder down this straight in their wide 11 tonne large modern tractors pulling 14 tonne trailers or 9 tonne wide big balers at 40mph. I have witnessed several near misses with buses and other vehicles in the opposite direction, especially at harvest time, one of these near misses involved myself, while hedge cutting!! These roads were better suited to the Fordson Major and Ferguson 20 when first designed they only weighed a fraction of the modern tractor, were only 6ft 6in wide and could only travel at 15mph. I enjoyed a career with Ford New Holland, John Deere and JCB in product development, so I should know what I say. As residents at this end of the village, we are concerned as we nudge out of our driveways, windows down listening for vehicles as we go, only to be glared or hooted at by people who believe we have no right to do so, while they travel too fast down this straight and that includes locals and electric cars too that make little noise! WHAT MUST BE DONE WITHIN THIS SCHEME IS, "THIS STRAIGHT" MUST GO AHEAD WITH CALMING AS PLANNED. This will have the most impact on calming for the whole village. The jury is out if the Salisbury Lane plan will bring benefit, maybe for those who live on that rat run at the start and end of the day but in the grand scheme it seems disproportionate in cost and benefit to the whole village. If this straight calming is not achieved, then it will be a gross act of negligence and incompetence by those who do not support this scheme within the village, Parish Council or HCC. Locals who enjoy walking their dogs, runners or cyclists are often seen to take avoiding action with vehicles approaching too fast especially at the bend by Wallop Storage. This is a trial, so let's learn from it, there will always be some folks that want to sit on their hands! The aim must be to discourage commuters from this route for better alternatives or at least be calmed while using it. Only those responsible for taking these traffic calming steps will test these outcome's... its called progress.
314	Salisbury Lane is extremely dangerous to walk along, either on your own, with children or animals due to the speed of vehicles driven with no thought for pedestrians. There has been a number of incidents since we have lived here due to speeding vehicles and it is only a matter of time before someone is seriously injured or killed.
315	I think we need to agree to a course of action now or risk long delays or perhaps losing our funding altogether.
316	Do Not Close Salisbury Lane!!!!!!!!
317	Please do not close Salisbury Lane!!

318	There will be too much traffic using Station Road if Salisbury Lane was to Close
319	It seems you are putting the problem of traffic from Salisbury Lane onto Station Road and I can't see what the net gain would be for the expenditure used. The junction at station road by the George is already difficult at times and this would only make it worse.
320	If Salisbury Lane is to be closed it should be closed at the junction of A343 and not half way up. Any action that moves more traffic onto Station Road can't be a good idea.
321	I agree something has to be done. In the past there has been issues around the village about traffic calming but so far nothing has actually happened to rectify it. Instead of having Salisbury Lane closed off and traffic calming along Station Road (whatever that will be), why not just close Station Road off by the stud, for example. This was the original plan some years ago but nothing ever happened. On the original flyer it said that the results of this survey will not influence what Hampshire County Council will do. Something needs to be done sooner rather than later before there is a major accident/fatality in the village.
322	The scheme proposed appears unlikely to achieve the objective of reducing traffic volumes through the Wallops. If it does it will be at the expense of excess (through) traffic using the already dangerous Kentsboro junctions and potentially other minor roads. A solution which looks at the problem of through traffic as a whole and all impacted junctions and their safety should be sought.
323	I agree Salisbury Lane is used as a rat race to Grateley Station, however pushing the Traffic along Station Rd, would cause mayhem. If Salisbury Lane closure goes ahead, I believe 4 way Traffic lights should be put on the Crossroads and 20mph along with Cameras on both Station Rd and Farley St
324	Station Road seems to be paying a very high price for the closure of Salisbury Lane with no outcome guaranteed
325	Traffic numbers already an issue, daily horn honking, especially if leave car on road. Bins knocked over and even coffee cups thrown onto parked vehicle.