

### Idea 1

All parking in the village to be as at June 2017 and to be 40 mins max between 8am and 6pm, Monday to Saturday. This to apply to The Square, East St, West St South St, High St, Bridge St, Church St, Coach Hill and Southampton Hill. Residents can park unrestricted at any time. This proposal should not affect shops adversely and is only marginally different from present arrangement

Result - Totally disagree 17      Not Sure 15      Very much agree 30

### Comments

*40 minutes is not long enough for many of the visits to the shops ie hairdressers, cafes, estate agents, travel agents etc. Barry's Meadow car park would be over-run resulting in patients unable to attend gp appointments. Would residents be able to park in South Street unrestricted at any time! So think it would greatly affect the shops and businesses in the village.*

*Appreciated that FBC do not support residents parking permits - but rather than simply deny - present another option!*

*There is nothing wrong with the existing parking situation. I have found I can nearly always find a space now in 30 min bay to do bit of quick shopping. Ridiculous idea.*

*Difficult to police*

*Assuming that this means Sundays, visitors can park in the village for any length of time?*

*I live in South Street and although I do have access to parking within my property it is difficult as the driveway is narrow. As it is integral to the property I have no way of widening it. I have changed my car to a narrower one so I can accommodate my own vehicle, however, workmen and friends mostly need to park on the roadside. Your questions do not state whether all of the 'on street' parking will have 40 min restriction, or just those areas that are currently 20 mins. I think idea no. 1 implies just the current 20 min areas but in-case that is not what is being considered...*

*We have an area of 6-7 unrestricted bays at the south end of South Street which I would not want to see changed. Due to the narrowness of the street, including chicanes, we need this unrestricted area. This is the only area whereby workmen can access properties at this end of South Street. As it is it is difficult and stressful when I know workmen are visiting.*

*Why should it be that people purchase a grade II listed property in the village, being fully aware there is no off road parking and then promptly park up to 3 cars in the Square?*

*Leave as it is*

*Does this mean we are having a residents permit and what will our visitors do?*

*I can't comment on precise parking arrangements but I would like residents to continue to be able to park for free in the village and for plenty of time to allow for shopping and dropping/picking up school children.*

*The restriction in the Square at present is too much, this should not apply to Sat/Sun at weekend and late afternoon the parking is under-used. There is no way more parking restrictions should apply.*

*There is sufficient short stay car parking places at present and it is useful to have some no limit spaces at Barry's Meadow and the Community Centre car parks are often full.*

*Why don't residents have parking permits as in Fareham. Residents living in mentioned roads are often unable to park in own street\road*

*This could lead to cars parking for hours in the community centre car park thus inconveniencing users of the centre and possibly losing the centre books and money.*

*If we have residents parking it has to be policed. It would deter friends coming and cost money for parking permits.*

*Residents parking at any time will block available spaces*

*Easier to shop*

*Maybe also have residents' windscreen sticker*

*This gives residents more flexibility in where they park - most people could walk a short distance across village*

*I do not agree with parallel parking in the Square. At right angles, more cars can be accommodated. We cannot move clock back 40 years. Keep the Square as it is. I do not want the village to become too restricted for cars. I am concerned about workers who come in to the village to complete tasks, such as heating engineers, electricians. It must be clear where they can work in order to service homes. Also, a lot of home owners do not have parking and need to park a car on the road. They cannot be expected to move it every 40 mins. This will be very expensive to administer.*

*This could lead to other roads being jam packed, especially by employees of business.*

*I've been saying this for a long time*

*This should help the shops as it can be difficult to park at busy times*

*Visitors and workmen/builders should have a permit to park for longer than 40 mins.*

*There is sufficient parking for all day parking in the community centre*

*It could mean that all the parking spaces would be occupied by residents - those without time restrictions*

*40 min max would be better extended to 2hrs. this allows folk time to visit the village.*

*Cost/frequency of policing this arranged unchanged from existing*

*This is a complete capitulation to car users in the village. What is stopping residents from parking their cars in the village square and leaving them there to block parking spaces? If there is a problem with people leaving their cars all areas should have a max stay (24 hrs) alternatively, areas of the village could be residents parking only between 1-2pm this may stop people parking all day. Who is a resident? When people bought their homes they knew the parking situation. What about doubled parking?*

*I wonder how anyone can know if any car parked is in fact belonging to a resident.*

*We are trying to get people to come to Titchfield - the shops, walk the canal, use the cafes*

*This is not at all workable = 1 work from home as do many others in the village and many have visitors (not all can park in the car parks) plus 40 min parking wouldn't work for them. similarly, business with one or two hour appoints etc.*

*Suggest the max time allowed is 1 hour and the times should be between 9am and 5 pm*

*40 mins max parking is not enough time to shop and have a coffee. Therefore this draconian measure would affect our shops and cafes*

*Disabled people need to access the church any day so 40 mins might not be enough time. Barry's Meadow car park gets very busy*

*This arrangement seems good as so many residents in Titchfield do not have their own garage.*

## **Idea 2**

**All parking in the village to be as at June 2017 - and to be 40mins max between 8am and 6pm, Monday to Saturday. This to apply to the Square, East St, West St, South St, High St, Bridge St, Church St, Coach Hill and Southampton Hill. Residents can park unrestricted at any time - but in their own street only. A resident can park in any other street but the 40min rule will apply. This proposal should not affect shops adversely but it will deter people from parking a car in the Square for a week whilst they go on holiday. Yes the parking wards would need a list of which cars can park where, and residents would need to display a windscreen sticker.**

**Result - Totally disagree 23      Very much agree 27      Not sure 12**

## **Comments**

*It would still greatly affect South Street*

*Again, ridiculous talk about creating an unwelcoming message to visitors, tourists etc. we should be encouraging people to the village, it has so much to offer.*

*Prefer no1 but again difficult to police*

*Although like the idea that residents would have a windscreen sticker (this person actually 'totally disagreed!')*

*Think this is the better option of the 2 but think 40 mins is not long enough for church events eg weddings, funerals and other meetings elsewhere. Suggest 1 hr. needs careful consideration or other roads eg Garstons Road will be congested with long term parking. Need for disabled parking by churches.*

*Too complese. Surely a sign in the Square, and other areas, warning of a 24 hour limit would be easier*

*Leave as it is*

*This would make it difficult fxor family and friends. Please leave well alone.*

*How are you going to police this? Sound complicated  
Easier to shop*

*Residents need flexibility in where they park as village is formed of only a few streets*

*These restrictions are a step too far if eel, and would require a significant cost for parking wardens. I am in favour of a resident parking scheme, so not to disadvantage people who live in the village and may not have parking attached to their house. I was in this position from 1986 until 2011, first in East Street and then in Frog Lane, and parking my car was complete nightmare. I strongly disagree with any desire for trees in the Square. This is because of the maintenance required, sweeping the leaves, not to mention seeds from growing saplings*

*This is much better than the above - the bus issue is deterring outside visitors. The main car parks must be used. Zones incorporated.*

*I live in West Street and occasionally have family visiting. Could there be some form of 'resident guest' sticker allocated to each resident in order that guests should park near resident.*

*There is insufficient space in village to enable residents to park only in their own street especially if the time limited slots increase in the Square*

*Sound like a difficult scheme to monitor with windscreen stickers being refused*

*Parking is limited in many streets so some residents may not have enough space to park in their own road - community spirit!*

*There are too many people coming into village to park and getting picked up by another car*

*How many residents have cars and are unable to park in front of own property? How many spaces are available? do they actually match up?*

*It will only work if parking wardens visit frequently to start with and irregularly in continuation*

*Too complicated to enforce*

*Cost of additional policing unlikely to be covered by additional revenue collected. Therefore difference would need to be covered by additional council tax levied on residents of above named streets*

*This proposal is better than the above and has all the same problems. You state that the shops will not be adversely affected you don't know that. What about visitors, shoppers and people such as carers and district nurses? 40 min is not sufficient. 1 hr would be a sensible time. These proposals should have been circulated to every household in the streets to be affected.*

*Residents only parking in their own street? How impractical. Some streets have more space than others with off road parking; some families have multiple cars; what about visitors, guests etc. this is not based on personal need. I have off road parking. Residents window sticker - please, please please do not go down this route. I totally oppose. An administration fee will be imposed and this cost will go up and up. Residents should simply park where they can, for info Barry's Meadow car park only have a handful of cars parked overnight. There is space but not necessarily outside the resident's own home. You would be very misguided if you think this will be free - it won't and from my own experience Fareham BC will be able to increase costs over time. A family with two cars may finish up with high costs for a permit. What about family and friends that visit -will residents have to buy a visitors permit? Please rethink this. Parking is what it is in a village with narrow roads. We are luckier than most and have some car parks. If you buy a house in a village like this you have to accept that sometimes you can't park outside your own front door.*

*We are not an urbanisation. We are a village. Most people have guests and generally people don't park for any length unless they are staying with friends. This is not a practical solution. We will end up with parking permits.*

*Don't see how either of these ideas can be enforced without the presence of a traffic warden*

*Again, suggest max time allowed is 1 hour and this should apply between 9am and 5pm*

*Seems reasonable*

*This is draconian and gives out a clear message that Titchfield is NOT a friendly village. It would be a nightmare for parking wardens*

*This also means that if someone has a parking problem/issue they don't pass the problem on to someone else.*

*This is unfair to residents of Titchfield, many do not have their own garage and have problems parking near their home*

### **Idea 3**

**Buses no longer pass through the Square. The X5 reverts to have stops on Southampton Hill and the X4 has stops on Coach Hill and in Bridge Street. This being the case, the number of 'incidents' occurring in the chicane is much reduced.**

**Result - Totally disagree 19      Very much agree 20      Not sure 21**

### **Comments**

*Sounds good but Southampton Hill has cars parked by residents all the way up especially around the bend all day. I am sure the bus company would not oblige with this plan*

*If people are considerate, this would not be a problem*

*Big buses should not squeeze down South Street*

*Many pensioners cannot walk those distances easily*

*Keep bus routes as they are - remove chicane for easier access and ban parking in South Street by Chicane area*

*Don't understand how this could work*

*I would be very relieved if buses did not come down South St. I have spent most of the day at home today and have witnessed x 3 situations involving confrontation and minor knocks. Each time a bus has been involved. This repetitive distress and inconvenience to drivers is awful.*

*We need buses in the village*

*We need buses to go down Coach Hill for parents, older people off the estates, then stop in the Square.*

*I don't fully understand the implications and don't personally use buses at the moment, but do think it might be a good thing not to allow buses to drive through the very narrow street outside the butchers. I think cars need to be able to get through the village without too much restriction/danger*

*The buses should and must come into the Square*

*Left turn from Bridge Street into Coach Hill - pretty tight for a bus*

*We have a lot of older people in the village that NEED to use the buses. They will be unable to walk to the bus stop*

*The older residents living in/around the Square will suffer*

*What about resident that live to the south of the village? Some very elderly - and it is the elderly that use the bus with their bus passes*

*I have seen several small accidents in South Street with the buses, usually because cars have been parked too far out from the kerb. I do not know why the bus route on Southampton Hill stopped about 5 years ago. It doubled the number of buses in the Square from 2 to 4. At the same time these buses became wider and longer. I support this statement.*

*Buses are a MUST. This is a village for all. STOP alienating people. The Butcher is NOT necessary.*

*How would X4 turn left at the end of Bridge street to continue to Fareham Bus Station?*

*Not sure on this as how would bus stops be in 2 and 3 above*

*Sounds a good idea but may be a problem for elderly not having the buses stopping in the Square*

*Can cause a lot of congestion*

*Buses should NOT be allowed through South Street. Neither should HGVs. It is very difficult to access my own property at times (37 South St)*

*If you stop the parking in the Square of lorries etc, buses won't be a problem*

*Put double yellow lines through South St. no parking would solve the problem. I do not drive and I rely on the buses. I get the bus at St Margaret's Lane and wish to carry on doing so*

*I would be lovely not to have buses through the village but can the new wider/longer buses navigate the roundabout at the bottom of Coach Hill/Bridge Street? Plus can the bus actually turn left at Bridge Street traffic lights?*

*I agree with X4 route but leave X5 as at present. Southampton Hill not suitable as bus route - too narrow - no pavement at upper end. And some drivers cannot turn right into Southampton Hill without mounting kerb!*

*Folk with limited mobility must be catered for*

*Significant cost implications (£100K) in making 'buses only' left turn and right turn at the top of Bridge Street. Capital outlay would need to come from FBC budget and council tax*

*This again is just to alienate the parking problems and avoid some of the issues with the chicane. However, much of the problem stems from people parking incorrectly and not having any consideration for other road users. Also some drivers do not seem to understand the Highway Code associated with the pinch points.*

*Some of the elderly villages may find the distance too great to these new stops*

*I think it benefits many residents to be able to catch a bus on the Square but don't feel too strongly one way or another. Most incidents are actually poor driving by car users*

*As I understand it, buses stopped using South Street because of the parking. Since then this has become much worse especially on the bend where I live. This is a non-starter unless parking issue is addressed. Do not agree with X4 using Bridge Street. This will be too far for elderly to walk to and from especially if they have to carry shopping bags.*

*May be this could include vehicles over 7.5 tonnes as well as buses. Except those requiring access to High Street for loading and unloading*

*The bus drivers have a very difficult job negotiating the various obstacles. Buses cannot do the fabric of the Square any good*

*How ridiculous stopping busses passing through the Square. The Square is the ideal place to catch a bus from all around the village*

*This must make it easier for the bus driver*

*I feel sorry for the buses going past the butchers as quite often they get stuck due to poor parking by other vehicles*

*This was suggested once but a positive protest finished the idea*

#### **Idea 4**

**When coming from Stubbington, there is no left turn into Bridge St. except for buses and emergency vehicles). Also, when coming from Segensworth there is no right turn from A27 at the top of Southampton Hill (except for buses and emergency vehicles). The result is that some 'rat run' traffic has no short cut**

**Result - Totally disagree 26      Very much agree 22      Not sure 13**

#### **Comments**

*It would be good to stop the 'rat run' but I do not think that closing the exit to Stubbington to all except buses and emergency vehicles would be acceptable to many villagers who use that road regularly and the extra traffic on the gyratory would be a challenge.*

*We live in Posbrook Lane which is a rat run. Drivers come down Coach Hill, turn into P.Lane and then to the beach/Stubbington/Gosport.. 20 mph signs at beginning of East Street, Bridge Street, Coach Hill and Posbrook Lane plus flashing speed sensors esp. on Coach Hill.*

*We must stop cars from using the village roads as a short cut*

*How is stopping traffic dropping into the village from Stubbington a good idea? Cars will have to use the gyratory and enter the village to go up Coach Hill! More cars in village! A27 proposal OK*

*Traffic coming from Stubbington for Warsash Road would only divert back through East Street and the Square.*

- 1. No L turn into Bridge St - would make all residents on south side of village go to gyratory on A27 and back through the Square, thus causing more congestion in village centre!*
- 2. No R turn onto Southampton Hill, likewise diverts traffic onto gyratory and East Street.*

*I need to access my drive via the Stubbington route, again, due to narrowness and safety I need to reverse into my drive and cannot do this from the square. Currently, if approaching from the Square I have to drive past my house and turn somewhere safely so that I can re-approach it from the Bridge Street route. Chicanes would be to be re-sited if South Street was to be made one way.*

*Will only make St Margaret's Lane worse*

*How do residents get into the village without incurring extra fuel expenses. There must be a way to stop the rat run without affecting residents.*

*I live on the west side of Titchfield. If coming from Stubbington, I turn into Bridge Street. If the left turn is prohibited I would need to go round and come back through the village. I do not see how prohibiting the left turn would stop the rat run along Coach Hill*

*The use of the village as a 'rat run' needs to be prevented*

*If you live in the south of the village, this is inconvenient. Perhaps we could have a sticker read by a camera to say we are residents!*

*The villagers have to be able to get in and out of the village easily stopping roads make it more difficult for people to get home quickly and easily.*

*Very inconvenient for people living in Coach Hill and Garstons road; agree with no right turn from A.27*

*This is a very good idea*

*I agree with there being no right turn from the A27 into the top of Southampton Hill as this will be dangerous when the dual carriageway is completed. I use the left turn into Bridge Street from Stubbington and I would like to go on doing so. To close either road would disadvantage Parrots farm shop and Stubbington. However, if it stops the rat run through the village then it may be necessary.*

*This is total rubbish, try re-appraising this then resubmit!*

*Rat run is getting worse so anytime! Great suggestions as most traffic uses as rat run*

*Providing it is enforced by police at busy times.*

*I can't believe people use this often as a rat run - what about those going towards Warsash from Stubbington, they will still go through the village but from the gyratory.*

*Residents will have no access to their roads/limited access - also will cause a lot more congestion on Southampton Hill during rush hour. Most people that turn at Bridge Street only go up Coach Hill.*

*The village should not be a rat run*

*This means that people living in the village would have to navigate the A27 gyratory to get home*

*Part A would mean more traffic driving through the village if wanting to access roads at west of village other than having to drive right roundabout on the gyratory up Southampton Hill, left into St Margaret Lane and then access west of the village. B this is already closed due to road works. Not sure it will be reinstated to cross 2 lanes of traffic into Southampton Hill.*

*Rat run traffic may be mitigated by A27 improvements up to Segensworth (when complete). No left turn will inconvenience too many Titchfield residents*

*The rat race coming down Coach Hill turning right into Bridge Street is horrific! I am not sure if idea 4 will cease the rat run enough*

*If rat run is a problem, why not apply 'No entry between 7 - 9 and 4 - 6' this would allow other users into the village. The village needs to be maintained as a vibrant lively place otherwise it will die.*

*This will create problems for those living in Bridge St and Southampton Hill and add to the traffic in East Street*

*Very good*

*This will also negatively impact on residents who live on these roads and drive home that way and will make other roads busier, for example, if you can't right turn into Southampton Hill more people will come down St Margaret's Lane and come down West Street or Coach Hill negatively impacting on the residents, plus no left turn into Bridge Street will mean more turn into East Street and through the Square. It really isn't that simple. Solving problems for one adds to problems for others.*

*In principle I agree. However, this would clearly have an adverse effect on residents and if residents were allowed to turn right how would it be policed?*

*It would be crazy to have to go all the way round and more traffic through the village*

*If driving from Stubbington, one would have to go to the gyratory and turn off into East Street instead of safely turning into Bridge Street.*

*Titchfield residents should be allowed*

*Do not have enough information*

#### **Idea 5**

**A pedestrian crossing is installed on Coach Hill so that people can cross safely**

Result    Totally disagree 2    **Very much agree 58**    Not sure 3

#### Comments

*Excellent idea*

*Don't wait for a fatality*

*Needed long ago*

*Safety requirement*

*I am sure this would be beneficial if seen to be needed. I would imagine children travelling to and from school, and the less able, would benefit especially*

*We need a cross for pedestrians*

*Children are cross to go to school, sometimes without adult supervision and are in serious danger of accidents. Because of the hill, cars drive down Coach Hill very fast. Residents of Bellfield are needing to cross up to 8 times per day*

*Very important for children crossing Coach Hill*

*This is due to the amount of people and children needing to cross, also it is a blind area with limited pavement further down*

*This should have been put in place when the patrol crossing person retired. Will it take a serious accident to make the council take notice?*

*The help children cross for school*

*Have 2 young children about to start Titchfield School and something needs to be done before there is a serious accident or even a fatality*

*I have young children who cross the road every morning. I feel this needs to be sorted asap before an accident*

*This is ESSENTIAL for safety. Something must be done*

*Coach Hill is very dangerous, especially at the bottom because the pavements are narrow, and the road, plus the volume of traffic is truly excessive. This has increased significantly in the last 5 years, a lot of cars using it as a rat run. Pollution is also bad in this area. The crossing would help mothers with pushchairs and the elderly.*

*What about the Square?*

*Anything that will alleviate a serious problem*

*This is an unsafe road for walkers at the lower end and a crossing would be appreciated*

*Is it really needed?*

*Good idea*

*The traffic racing down Coach Hill is dangerous for anyone trying to cross*

*Is much needed by old people and parents with small children*

*Very much needed. Not sure whether a lollipop person helps the school children across anymore. It would also slow down the traffic coming up and down the hill. Trying to cross Coach Hill in the morning/afternoon rush hours can be very dangerous*

*Capital cost £60 - 7-K but will significantly improve safety by: a) slowing rat run traffic, b) help to ease access to Coach Hill from Garston/Bellfield, c) improving access to bus stop in Coach Hill*

*Good idea. Signage at top and bottom of the Hill to warn drivers of the crossing. Would it be lights or just a zebra crossing - concerned about safety of these crossings.*

*Before a fatality*

*This is a priority, especially as idea 4 may increase traffic on an already too busy road*

*We also need the crossing from Priory garage at the top of Southampton Hill to remain with the traffic lights. The current plan of a crossing with no lights is dangerous especially now we have housing.*

*Extremely unlikely you will get a pedestrian crossing on Coach Hill - criteria not fulfilled. Maybe speed reduction?*

*Yes I agree but am unsure if there is a suitable point for it to be installed. What about the 20 mph instead?*

*It is ridiculous that there is no crossing for all the school children on Coach Hill*

*Coach Hill is a very busy road at most times*

*Coach Hill can be very busy. There is always children crossing to go to school*

*Not sure - this is a difficult road to cross at times. The children school crossing lady helped, but space is limited with so many roads using Coach Hill*

## **Idea 6**

**We ask for the bus connection from the Square to Lee on the Solent to be restored**

**Result - Don't care 6   Not sure 21   Totally disagree 6   Very much agree 29**

### **Comments**

*Sounds reasonable. Where would it stop? Coach Hill*

*Best accessed via Fareham*

*Need for a bus to connect to Stubbington - more facilities than Titchfield*

*The walk up to Southampton Hill onto main road is too far for a bus stop which is at the top of a main road.*

*It should also be a double-decker in case passengers wish to have a better view*

*We need transport infrastructure to possible reduce cars*

*Good idea*

*Should also stop in Stubbington*

*I do not think one route would be profitable for the bus company which led to it being discontinued. Most people want to be able to travel from Fareham to Warsash via Titchfield and back, and also to Southampton. I would not use a bus to Lee.*

*But only if idea 3 is implemented obviously!*

*This may cut down on cars travelling on that road*

*If buses no longer come down the High Street then there wont be pick up from the square*

*Not if it goes along South Street*

*We used to catch the bus to Lee and Gosport from Southampton Hill now it's a long journey going to Fareham and then from there.*

*There are enough problems with buses in South Street at the moment. Yet another bus route would just add to the situation.*

*This idea contradicts idea 3 - ie no bus in Square. X4 goes to Lee to get on at Coach Hill or Bridge Street!*

*Cost would need to be funded from council tax as no additional central government subsidy would be payable. What evidence is there of significant demand for this service?*

*I failed to see the logic of changing this route in the first place*

*This appears to be incompatible with No 4 and 5 as you are proposing that no buses come into the Square. How many would use this service? Have you approached the bus company, what do they say?*

*As this was the X5 route, it seems to depend on buses coming down Southampton Hill which comes back to the parking issue.*

*Personally I don't use buses, however, not sure there would be sufficient demand and buses should be kept away from the Square.*

*I don't know what the demand is*

*A good idea*

#### **4 people gave some further general thoughts:**

*There will be NO solution to the traffic/parking issues unless:*

- 1 gyratory modified to make it easier to access A27 East*
- 2 additional parking is needed, especially on the south/west of Titchfield. Anyone coming to Titchfield from west (Warsash etc) has to go through the Square to access parking*
- 3 nose to kerb park in Square has increased difficulty in passing through Square by vehicles and for pedestrians to cross. It presents a picture of congestion even if there is none!*
- 4 Re-inforce comments on 1<sup>st</sup> page: restricting parking in the named streets leaves only Garstons Road (where we live, and have put up with large vehicles parked for long periods (days) and Bellfield. There are no other roads for parking!*

-----  
*I would actually like to have signs requesting people who are visiting for the day and especially those that work in Titchfield to use the Community Centre car park. As it is free to park there, it is an excellent facility to have and could be promoted more actively. Most days I see at least 3 people park in bays opposite 39/47 South Street and walk to their workplace.*

-----  
*I understand the frustrations of the villagers re. parking. However, our village is a vibrant and lively place which thrives on visitors, shoppers, family and friends coming to park.*

*At present I think the road works on the A27 have not helped the situation.*

*The chicane - much of the problem is due to impatience and no consideration for other road users and not parking properly which no amount of legislation will change.*

*I understand the need to stop 'holiday' parking but if the proposal is either 3 - 4 weeks were to be implemented it would mean that people will be forced to park in either Barry's Meadow or the Community Centre car park. This in turn will reduce the amount of spaces for visitors. People attending funerals, weddings, family gathers etc may not be able to find space to park in and around the village.*

*Why 40 mins? This is extremely restrictive. Nobody would be able or want to stop for a coffee, do their shopping, attend the doctors (Barry's Meadow would be full), go to church, visit a friend or go to the hairdressers.*

*I think these proposals for 3 - 4 need more thought as a knock on effect to people using the village otherwise it will become a glorified car park for villagers and no one will want to visit our beautiful and historic village.*

*Finally, these proposals not only affect the streets named. It will affect all Titchfield residents.*

-----

*Parking and traffic need a WHOLE village plan which includes Bellfield, Garsons and the older sections of the village. Simply looking at one problem in isolation will cause problems elsewhere.*

*We are also part of the wider community of Fareham and Solent area so want to encourage visitors to see the village, use business NOT making it an inaccessible place.*