

ENCLOSURE 1

Andy Smith, HCC Traffic & Safety Officer, visited Droxford on 26th Nov. The following issues were discussed with him:

1. THE SQUARE

The Parish Council plans to resurface will have to be approved by Highways who will need to be satisfied that there will be no adverse impact on Highway's land. This will include demonstrating that the proposed new surface will provide adequate drainage. Andy Smith had not realised that the Parish Council owns The Square, having assumed that it came under the ownership of Highways. He has subsequently confirmed that their maps identify it as private land.

2. VILLAGE GREEN

We asked if the Parish Council can install bollards to facilitate pedestrian safety on the pavement between Mill Lane and The Square. The verge and footways belong to Highways so permission would be required. This is probably worth including in improvements to The Square but Andy explained that Highways are reluctant to prevent parking if they consider that it results in displacement parking; preventing vehicles from parking in relative safety off the Highway could lead to them parking on the A32 in a way which Highways would consider to be more dangerous and obstructive to traffic (i.e. in this area if the pavement were protected by bollards it could result in the entire vehicle being parked on the highway). I think the proposal would therefore have to make a very strong case regarding the dangers posed to the safety of pedestrians forced into the highway. Andy remarked in passing that the footway along the Village Green did not appear to be in the best condition.

3. NORTH END LANE

We discussed the number of complaints regarding volume and perceived speed of vehicles. The road narrowing warning sign approx. 2/3 of the way up North End Lane heading west has slipped on its pole and is half concealed by the hedgerow. This should normally be accompanied by the painting of SLOW on the road surface and Andy indicated that this could be achieved if it is proven to have the support of residents. Andy also stated that luminous backing to such signs have been proven to be effective and could be added to the road signs across the village in order to draw motorist's attention to them. The disadvantage of this is that it may be considered out of keeping with the rural village setting and can upset residents. The corresponding sign heading east on Hacketts Lane needs to be re-positioned as it has turned inwards to face the road and could also have the SLOW warning painted on the road surface.

4. UNION LANE/POLICE STATION LANE

I explained that along with North End Lane, these lanes are used as a rat-run, the advisory signs to deter HGV movements are ignored and in places there is no pedestrian walkway. Andy explained that traffic cannot be prevented from moving freely along roads without a Traffic Regulation Order and the safety record on these roads is not sufficient to warrant a TRO. Even when TROs are issued, there are



exemptions (e.g. removal vans, oil delivery vehicles etc.) and they rely on police enforcement. Basically this is a complete non-starter. With further reference to HGVs, SATNAV remains an issue and many individuals/companies do not pay for software updates so remain unaware of the advisory signs until it is too late (e.g. they are committed to turning into Police Station Lane). The signage outside Dove Cottage on Police Station Lane is incorrect and cluttered. This can be reduced to signs indicating PATROL with corresponding SLOW markings on the road surface if residents are in favour. When asked whether a different road colouring could be used to highlight the SLOW markings, Andy said that Highways are moving away from using different colours and materials on the roads due to higher maintenance requirements and they also become covered over during any re-surfacing schemes.

5. VIRTUAL PEDESTRIAN WALKWAY

The Parish Council has previously discussed the possibility of a virtual pedestrian walkway (i.e. a solid white line parallel with the verge indicating a person walking) along Police Station Lane and possibly Park Lane to the intersection with School Lane, with the primary aim of enabling the safe transit of children. This would not be acceptable; Police Station Lane is too narrow and Park Lane has sufficient visibility with vehicles unable to reach sufficient speeds to cause concern. The virtual pedestrian walkways are also deemed to cause problems in instilling a false sense of security in pedestrians.

6. SWANMORE ROAD

Andy is under the impression that the installation of bollards at the end of the A32/Swanmore Road junction is in hand. This needs to be confirmed with Kali Banda who is responsible for another division of highways and we will follow up on this.

7. OLD NURSERY SITE

I indicated the size of the Old Nursery as a potential development site and explained that the volume of traffic that would result in already congested lanes was a significant concern. Andy recommended that we engage with the Highways Planning Department at an early stage.

8. WHITE LINES PAINTED ON THE A32

Some of these white lines are very faint and this is a further issue to raise with Kali Banda. A recent enquiry from a resident questioned the reason for continuous and solid double white lines from Corhampton roundabout to Uplands and a broken white line from Uplands to Cott Street. This is best explained by reference to the **Highway Code:**

127 - A broken white line. This marks the centre of the road. When this line lengthens and the gaps shorten, it means that there is a hazard ahead. Do not cross it unless you can see the road is clear and wish to overtake or turn off.

128 - Double white lines where the line nearest to you is broken. This means you may cross the lines to overtake if it is safe, provided you can complete the manoeuvre before reaching a solid white line on your side. White direction arrows on the road indicate that you need to get back onto your side of the road.



129 - **Double white lines where the line nearest you is solid.** This means you **MUST NOT** cross or straddle it unless it is safe and you need to enter adjoining premises or a side road. You may cross the line if necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10 mph (16 km/h) or less.

Throughout Droxford from Cott Street in the south to Uplands we have the lengthened broken white line with short gaps (Rule 127). There is a white direction line arrow just before Uplands heading north indicating that traffic must return to the left hand lane before the double solid white lines which then extend to Corhampton roundabout. Andy explained that the number of properties and side roads accessed from the A32 within the village would preclude any consideration of a change. A response has been provided to the resident who raised this.

During our walk through the village we discussed the Community Funding Initiative. Andy explained that in light of Highways current budget shortages, communities requiring modifications/enhancements to their Highways should consider the Community Funding Initiative and that this was one way in which villages can, from their own fundraising efforts, pay for such improvements without the need to request funds through Highways. A recent successful scheme has been the introduction of village gates and new speed signage in Swanmore.

Andy explained that with ever- reducing budgets, HCC's Road Safety programme targets locations with patterns and clusters of accidents (it was emphasised that ALL accidents are included not just fatalities). The Safety Engineering teams identify hotspots and look at corresponding police reports. This informs the appropriate action for them to take to treat the causes. Funds available for use outside their casualty reduction programme are very limited. There are no 'hotspots' within our parish. Andy also emphasised that although speed is often seen by residents to be a significant problem, this is not borne out in police reports as a major contributory factor.

In summary, the roads within our parish do not meet the threshold for major Road Safety interventions. Some improvements may be pursued by consulting residents in North End Lane, Union Lane and Police Station Lane regarding minor signage changes and road painting. Kali Banda should be contacted regarding those issues within his remit. As soon as plans for The Square are sufficiently mature, the Parish Council must engage with Highways to secure their approval.

Janet Melson

Chair, Droxford Parish Council

Max Ford

Councillor, Droxford Parish Council



ENCLOSURE 2

Community Funded Traffic Measures

The County Council is looking to introduce a new initiative to provide an opportunity for Town and Parish Councils, along with local community groups, to be able to fund a range of traffic measures that fall outside the scope of County Council funding. Ongoing reductions in highway funding have resulted in the County Council having to scale back some of the work previously delivered as part of the annual traffic management programmes. Limited budgets now mean Highway Authority funded traffic measures can only generally be considered at locations where accidents resulting in personal injury have occurred.

The County Council receives regular communication from Parish and Town Councils for measures that are not directly linked to safety. These may include measures aimed at lessening the impact of motorised traffic or changes intended to improve quality of place.

Measures such as village entry 'gates' or more decorative village place name signs can help visually enhance an entrance to a village. Informal 'courtesy crossings' for pedestrians can highlight the most suitable place at which to cross the road whilst traditional timber finger post signs can provide a more sympathetic choice to standard highway signage within rural villages. Works to de-clutter traffic signage or the installation of cast iron style decorative bollards are further examples of the changes that may be suitable. More complex schemes such as alterations to speed limits, the implementation of lorry controls and other vehicle movement restrictions are not to be included within the scope of the Community Funded Initiative. Such measures can have wider implications on surrounding areas and would require the making of legal Traffic Orders, a lengthy process that is relatively costly, with current County Council policy limiting such changes to those that address a proven safety problem. Traffic calming schemes would also fall outside the scope of the initiative for similar reasons.

Community groups, including Town and Parish Councils, who are interested in funding traffic measures for their local area should make initial contact with the Traffic Management team via traffic.management@hants.gov.uk. Engineers will be able to provide advice on the suitability of measures along with an estimate of costs. The suitability of any measures requested through this initiative will be considered in line with the Traffic Management Policy - <http://www3.hants.gov.uk/2014-traffic-management-policy.pdf>. The following are examples of the measures that could be considered as part of this initiative –

Village entry 'Gate' features	Enhanced speed limit 'Gateway' signs
Traffic signs and road markings	Informal pedestrian crossing points
Enhanced village nameplates	Sign rationalisation and de-clutter
School advisory 20mph speed limit signs	Safety slogan wheelie bin stickers
Electronic Speed Limit Reminder (SLR) signs	Traditional finger-post signs
Bollards/posts to prevent footway/verge overrun	

