

## OWSLEBURY PARISH COUNCIL

### NOTES ON PUBLIC MEETING HELD ON 7<sup>TH</sup> OCTOBER 2013 IN CONNECTION WITH TRAFFIC ISSUES ATTRIBUTABLE TO MAJOR WATER MAIN WORKS AT COLDEN COMMON.

1. The meeting was held at Owslebury Parish Hall and commenced shortly after 7.30pm and concluded at 8.15pm.
2. **Present:**
  - Parish Councillor John Chapman (Chairman)
  - Parish Councillor Sally Tattersall
  - Parish Councillor Paul Phillips
  - County and District Councillor Rob Humby
  - District Councillor Lawrence Ruffell
  - Clerk to Owslebury Parish Council Michael Cleary
  - David Beverstock – Hampshire County Council - Highways
  - Graham Cleminson – Clancy Group – Communications Manager
  - Steve Maffey – Clancy Group – Area Manager
  - 7 members of the public
3. **Apologies for absence**
  - Parish Councillors Will Martin (overseas business event) and Gerry Tull (illness)
4. **Presentation**
  - David Beverstock and his colleagues gave a presentation on the work programme. The key points included the following:
    - a) The replacement of the water main in Main Road Colden Common was essential and was being undertaken in 3 phases
      - i. 1st phase now completed -3 weeks ahead of timetable. This involved work primarily at the Colden Common roundabout end of the Main Road
      - ii. 2nd phase commenced 30th September and involves work at the other end of the pipe line, towards the Queen's Head pub. The work will be confined to the stretch of pipe to the side of the road, so allowing traffic flow along the Main Road with the use of temporary traffic lights. Any work on the pipe in the centre of the road will form part of Phase 3. The work is expected to take 7 weeks (3 weeks in October followed by a break for the Marwell Rhino festival, and 4 weeks in November). There will then be a break for the Xmas period which will be followed by-
      - iii. 3rd phase commences in January and will take up to 10 weeks and involves the pipe in the middle of the road. The road will be closed
    - b) The above time estimates are 'worst case' - Phase 1 took far less time than expected. Indeed if the length of the pipe in Phase 2, is more to the side of the road (its precise location is unclear) than in the middle, this will materially reduce the time needed for Phase 3. (It should be noted the work programme provides for 7 day working on an extended day basis (currently 7.30am to

8pm) with the closing hour(s) being devoted to 'tidy-up' rather than road work. Night time working is not permitted because of environmental health and noise concerns for local residents. The contractors are on an incentive scheme to finish the work ahead of the agreed timetable).

- c) David Beverstock took the meeting through the main diversion routes. In particular he noted 'advisory – avoid Owslebury' signage would be placed at the Bar End roundabout leading to the Morestead Road, Bishops Waltham 'station' roundabout, Jackmans Hill and Longwood Crossroads.
- d) He noted the recent work on Belmore Lane may have contributed to the excessive traffic in recent weeks using Owslebury as a short-cut route.
- e) He also noted that whilst efforts would be made to discourage traffic using Owslebury, a result of the road works, vehicles could not be prohibited from using the public highway.

#### **5. Comments made by the public and Councillors during meeting and related discussion.**

##### **a) Additional or better signage**

One of the main issues identified was the volume and speed of traffic during peak times in Whaddon and Hurst Lane, made worse by HGVs. Parishioners had to 'fight' against the flow of traffic caused by drivers trying to avoid the road works. Suggestions included the following signage:

- i. 'Beware of on-coming traffic'
- ii. 'Unsuitable for HGVs' at Hurst Lane, Longwood Cross Roads and Owslebury Bottom. In this context it was noted Satellite Navigation systems continue to give inappropriate route information to HGVs leading to very large HGVs using narrow country lanes with no prospect of turning-round to use major roads instead.
- iii. 'Limited access'
- iv. 'Police Slow' – this was considered by some to be the most effective, at least the short term effect. This would require liaison with, and cooperation by, the Police and the Parish Clerk was asked to follow – up the matter.
- v. There was comment on the number of obscured signs in the village including the 7.5tonne limits and 30mph signs. The Clerk was asked to follow-up this matter with Hampshire Highways, although it was recognised that where signs were obscured by hedges on private land and required an 'order' to be given to the landowners (rather than the landowners cooperation) it would take time. Furthermore, the real issue was enforcement and this was a matter for the Police; Paul Bowes agreed to discuss the matter with the Police at the forthcoming Neighbourhood Watch meeting, of which he is Chair.
- vi. It was noted that Hampshire Highways had placed '30 mph' signs at 4 places in the Village. Whilst this was welcomed as a first step, it was felt that they were also needed further up Whaddon Lane to help slow vehicles down at an earlier stage.

##### **b) Temporary traffic lights**

Temporary Traffic lights was another suggestion to deal with the peak time traffic in both directions along Whaddon Lane. This is leading to 'bonnet

stand-offs' and frayed tempers. Local residents trying to get out of the village in the morning are faced with a tide of traffic coming into the village, and find it very difficult to make headway without 'forcing through' the on-coming traffic. In addition the near blind corner at The Ship makes it particularly hazardous with the prospect of an accident before too long – and with children walking on the road to catch the school bus. However whilst David Beverstock recognised the problems being experienced by parishioners, he felt the road may be too narrow for traffic lights, may cause even worse congestion further up the lane and was probably not suitable for traffic lights in any event.

c) One way system

It was suggested a temporary one way system be introduced on Whaddon Lane with Lower Baybridge Lane taking traffic going in the other direction. However this was not considered feasible particularly as larger vehicles may have difficulty in the narrowest parts of the Lane and in negotiating the bends/corner.

d) Speed of traffic

It was noted that apart from the congestion in Whaddon Lane, the main issue related to excessive speed and driving without due care and attention.

- i. David Beverstock and Graham Cleminson noted this was an enforcement issue and the Police should be consulted as to the measures they could take.
- ii. They also noted that it would be appropriate to set-up a Speed Watch in time for the major road closure in Colden Common in January; at least it would help slow traffic in the restricted speed zone in Main Road and Morestead (Note: Speed Watch is not permitted at this stage for roads with National speed limits such Whaddon and Hurst Lanes and the greater part of the Morestead Road).
- iii. It was suggested that 'pinch points' should be re-considered. The earlier problem with pinch points was the need for agricultural vehicles to pass through the pinch points. However some villages have pinch points which serve the primary purpose of slowing-down traffic whilst allowing larger vehicles to get through. The Clerk was asked to follow-up this up with Hampshire Highways.
- iv. Similarly, 'priority' signage and road marking should be considered for the medium term.

6. At the conclusion of the meeting David Beverstock and his colleagues were thanked for their attendance at the meeting and for responding to the points raised by the attendees.

7. Follow-up points:

<b>Action:</b>	<b>By Whom:</b>
<p><b>Additional or better signage</b></p> <ul style="list-style-type: none"> <li>• Consider 'Beware of on-coming traffic', 'Unsuitable for HGVs' and 'Limited Access' signage notably at Hurst Lane, Longwood Cross Roads and Owslebury Bottom.</li> <li>• Contact Police for temporary 'Police Slow' signage</li> <li>• Place additional '30mph' signs at beginning of Hurst/Whaddon Lane as</li> </ul>	<p>Clerk</p> <p>Clerk/JC</p> <p>Clerk</p>

<ul style="list-style-type: none"> <li>well as further up Whaddon Lane</li> <li>• Liaise with Hampshire Highways re removal of obstructions to present signage.</li> <li>• Discuss with Police enforcement of present restrictions eg 7.5tonne limit</li> </ul>	Clerk Clerk/JC
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<b>Action:</b>	<b>By Whom:</b>
<b>Temporary traffic lights</b> <ul style="list-style-type: none"> <li>• Discuss practicality of this option with HH.</li> </ul>	Clerk/JC

<b>Action:</b>	<b>By Whom:</b>
<b>Speed</b> <ul style="list-style-type: none"> <li>• Discuss with Police enforcement of current limits.</li> <li>• Set up Speed Watch in time for January road closure at Colden Common</li> <li>• Consider introduction of pinch points</li> <li>• Consider introduction of 'priority' signage and road markings</li> </ul>	JC/ST/PB ST Clerk/JC Clerk/JC

MJ Cleary  
Clerk to Owslebury Parish Council  
8<sup>th</sup> October 2013