



## Confirmed MINUTES - Transport Working Group Meeting

### Wednesday 19 October, 19:00 at Wickham Institute, GU34 4NX

**Note: The main topic of this public meeting was Item (5): Frith End and Blacknest Road Safety Review**

<b>1.</b>	<b>Present</b> - Cllr Chris Meade (Chair of Transport Working Group); Parish Clerk Lisa Spindler; Other Councillors (Alison Melvin, Val Moynan, Geoff Clarke); SID Volunteers (Alan Melvin, Julian Thompson); and approximately 15 parishioners.
<b>2.</b>	<b>Apologies for Absence</b> - County Cllr Mark Kemp-Gee; Pete Day (SID team) and approx. 12 parishioners. Police were invited to the meeting but did not reply to the invitation.
<b>3.</b>	<b>Approval of minutes from last meeting</b> Minutes from last meeting were APPROVED. (Proposed Cllr Meade, Seconded Cllr Melvin)
<b>4.</b>	<b>Transport Updates and Matters Arising</b> Brief updates were given on various transport issues (as summarised in Appendix A), covering: <ul style="list-style-type: none"> <li>i. Resurfacing work on Bridleway 41</li> <li>ii. Flooding problems and desired resurfacing work on Bridleway 62</li> <li>iii. Bentley Station and Wey Valley Community Rail Partnership</li> <li>iv. Farnborough Airport concerns</li> <li>v. Shipwrights Way Crossing safety concerns (at A325 Bucks Horn Oak)</li> </ul>
<b>5.</b>	<b>Frith End and Blacknest Road Safety Review</b>
<b>5.1</b>	Progress on the action Points from May meeting is as follows:
<b>(i)</b>	<b>BPC has increased email distribution coverage</b> for Frith End & Blacknest residents. Item discharged.
<b>(ii)</b>	<b>BPC did distribute May meeting minutes and arrange Autumn public meeting.</b> Item discharged.
<b>(iii)</b>	<b>Residents to analyse road section issues and ideas, through chosen Road Section Champions.</b> The hoped-for summer discussions between groups of neighbours did not occur, but everyone present felt that the issues along different parts of the road have been well-debated and summarised. There is a feeling that we have sufficient 'consensus' and 'evidence' to progress to a site visit from HCC. No further action needed.
<b>iv)</b>	<b>Residents to collate collision history.</b> Hampshire police at one point kept a log of all collisions, but nowadays police forces only record 'KSI' statistics and incidents where there is active legal prosecution. In May, everyone agreed that a system was needed whereby the community keep a record of all collisions along Frith End and Blacknest, as we cannot rely on police data. No residents have volunteered to keep these records, and Parish Clerk was asked to be the custodian of such data. Lisa Spindler agreed to provide the point of contact for incident reporting, and to be 'custodian' of the residents' reports. <b>Action Point: BPC to email residents to highlight this agreed approach.</b>
<b>v)</b>	<b>BPC to analyse data from Speed Indicator Device (SID).</b> Alan Melvin gave a short presentation on behalf of the SID volunteer team (team comprises Jules Thomson, Pete Day, Alan and Chris Meade) about the SID data collected in Frith End and Blacknest during Summer 2022 from BPC's Westcotec device (see Powerpoint from meeting). The graphs have also been published on BPC website. New signposts to enable SID device to be used at all 10 locations have been obtained by Council, but not yet fitted, as some sockets have been lost in the verge mud. Alan suggested that data collection be focused on five main locations, and this was agreed. It was noted that SID data is being collected to provide statistics that make the case for change, but it is agreed that the presence of SID indicators, without police enforcement, have a negligible effect on speeding.
<b>(vi)</b>	<b>BPC to meet Beech PC to discuss its average speed pilot.</b> Chris reported that he and Alison had an interesting meeting with the Chair of Beech PC. Beech has similar speeding problems to Blacknest – over a long straight road. Beech is developing on-road and off-road pavements (with Hampshire Highways providing designs and costings); Beech has also invested in three speed cameras that enable PC Roads team to calculate average speed and to display an 'Average Speed Area' sign. The average speed sign had an immediate, significant impact on speeders – see graphs in Appendix B showing a significant dip in speeds at all three locations after the cameras were installed. The police have confirmed that Beech's speed recordings are very accurate. Beech recognises that, without police fines being issued, the positive impact of the 'average speed area' sign may wear off! Beech PC is therefore collaborating with Hampshire police at a senior level (Constable Ramen), through an interesting pilot: if the pilot is approved, Beech PC itself hopes to be able to issue fines to most egregious/recurrent speeders (not all speeders) Beech is using speed cameras supplied by ElanCity Evolvix, which are

	<p>surprisingly cheap (approx. ?£800 per camera - much cheaper than Binsted PC's Westcotec equipment.) There are excellent notes on Beech PC's website on <a href="#">their trial</a> and on the <a href="#">SID technical options available</a>. It was noted that the cameras cannot work on solar as the power input required is too high.</p> <p>Chris reported that <b>BPC, at its last meeting, allocated small funding (£2K)</b> so that an ElanCity device could be purchased and trialled in Blacknest if this was felt useful. Two cameras needed, with mains power.</p> <p>Chris also reported on a <b>meeting held with Binsted parishioner Tony De Sousa</b>, who works for a manufacturer of speed cameras. Tony has offered BPC the loan of two free speed guns. Chris asked if any residents are interested in setting up a Speed Watch using these speed guns. There was only modest enthusiasm to do this, unless the police will be involved and actively issuing speeding tickets: Frith Enders did a LOT of Speed Watch activity about 10 years ago, and the group involved was very disappointed as the collected data produced no results, as the police were not present to enforce penalties.</p> <p>A discussion followed about <b>police involvement</b> in local areas (Froyle, Bentley, others) and it is clear that where the police have been involved, this has resulted in more effective reductions in speeding behaviour. E.g. Sign in Bentley, combined with regular police speed checks there, seem to be effective. Residents feel completely unsupported by the police, and BPC agreed that this should be addressed with urgency.</p> <p><b>Action Point: Cllr Meade will contact Hampshire Constabulary to raise concerns about lack of Police presence around Blacknest, to try to get police commitment to increase involvement in enforcement.</b></p>
(vii)	<p><b>BPC to request site visit and a 'signposts audit' from Hampshire Highways.</b> County Cllr Mark Kemp-Gee has arranged for Ian Janes (Hampshire Highways Traffic Calming lead) to undertake a site visit and 'signpost audit' within the next month. It was agreed that Ian Janes should ideally visit in rush hour!</p> <p><b>Action Point: Chris/Alison to brief Mark Kemp-Gee after this meeting &amp; press ahead with HCC site visit.</b></p>
(vii)	<p><b>Identifying what worked elsewhere.</b> Various local examples of successful 'chicanes' and single-flow traffic pinch points were discussed. Greatham has series of pinch points that slow traffic down. Chris mentioned the different coloured road surfaces in Rowledge although this is in a lower speed zone so perhaps less relevant (but it has slowed people down). Beech also getting painted-on pavement and off road pavement. Chicanes in Dockenfield are felt to be effective (and cheap). There is a huge appetite to install these.</p>
5.2	<p><b>Next Steps -</b></p> <p><b>i</b> <b>It was agreed that the Council will take the following 'main messages' to the Hampshire Highways site meeting with Ian Janes:</b></p> <p><b><u>'Top 5' changes felt likely to achieve the most significant improvements for Frith End &amp; Blacknest:</u></b></p> <ol style="list-style-type: none"> <li>1) In Frith End, introduce 30 mph speed limit AND an on-road footway (i.e. a painted surface pedestrian / cycle path such as the ones in Rowledge) AND build out a chicane to physically prevents HGVs from passing right through Frith End (supported by dramatically improved HGV signage at A325 junction), and to slow other traffic.</li> <li>2) In Blacknest, introduce speed cameras to enable Average Speed Check signs, with police engagement, and 40 painted on the road surface, to help enforcement of existing 40 mph limit.</li> <li>3) Bentley rail bridge needs a 'one way priority' through the bridge, improved safety provision for cyclists, and a major overhaul of all HGV signage throughout the local area.</li> <li>4) On A325, we shall ask if HCC can conduct a full safety review of Frith End Junction – this review was promised 5 years, after the multi-colour tarmac was added to the junction.</li> <li>5) We want HCC to conduct a thorough signpost review, throughout all sections of the route.</li> </ol> <p><b><u>Further important issues that need to be addressed:</u></b></p> <ul style="list-style-type: none"> <li>• Cyclist safety, along whole of Frith End and Blacknest (not only at Bentley rail bridge).</li> <li>• Safety for school children's bus stops (from Eggars, etc)</li> <li>• To remind firms operating HGVs from Blacknest Trading Estate and other local companies (e.g. Williams) that vehicles &gt;7.5 tonnes should not use Frith End A325 junction.</li> <li>• Ways to slow northbound A325 traffic turning into Frith End Road, to lower chance of collision from residents with concealed driveway near A325 junction.</li> <li>• Possibly worth improving sight lines (cut hedges and move signs) at Jolly Farmer junction.</li> <li>• Possibly worth improving access to Frith End post box (pavement or safe layby for cars to pull in?)</li> <li>• Possibly worth contacting sat nav companies re. updating information to avoid HGVs being routed to enter/exit from the Frith End / A325 junction (this may be difficult to carry out?)</li> </ul> <p><b><u>Other high-impact ideas that are thought potentially desirable, but unlikely to be countenanced by HCC:</u></b></p> <ul style="list-style-type: none"> <li>• Close off access to Frith End Road altogether from A325 (would need further consultation).</li> </ul>

	<ul style="list-style-type: none"> <li>• A mini-roundabout, installed at the Jolly Farmer crossroads</li> <li>• 40 m.p.h. speed limit for the whole A325 section from Sleaford to Rowledge.</li> <li>• Noise absorbing tarmac on A325.</li> </ul> <p><b>Ideas thought by the majority of residents to be undesirable:</b></p> <ul style="list-style-type: none"> <li>• Residents who place boulders/etc within 1m of verges outside residential properties render themselves liable to prosecution/damages after any collisions.</li> <li>• A majority of residents agree that “sleeping policemen” are not appropriate.</li> <li>• “Village Gateway” signs (white posts with speed signs if installed at start of Frith End ‘hamlet’ on Nyewood cottages bend are thought unlikely to have much real effect.</li> </ul>
(ii)	<p><b>The following new ideas and information from this meeting were noted for inclusion in discussions:</b></p> <ol style="list-style-type: none"> <li>1) Importantly, Frith End and Blacknest lie within the South Downs National Park – SDNPA’s Guidance on <a href="https://www.southdowns.gov.uk/roads-in-the-south-downs">Roads-in-the-South-Downs.pdf</a> (<a href="https://www.southdowns.gov.uk">southdowns.gov.uk</a>) emphasises that “<i>a National Park is, by definition, special</i>” and sets out practical guidance for RURAL areas “<i>and the low-speed environment essential to (their) prosperous and safe communities</i>” SDNP guide suggests that rural traffic and road design can be “informed and empowered” by using terms such as “transition spaces”, “visual narrowing”, “place making”, “edge friction” and “desire lines.”</li> <li>2) BN Ind Est had a huge sign to warn lorries about low bridge at Bentley station, but the work currently being undertaken at Ind Est entrance has led to the sign being demolished and instead attached to hordings in place because of the site works. The original signage needs re-instating.</li> <li>3) Between Ind Est and bridge there are 3 multiple ‘low bridge’ signs, yet this is failing to deter HGVs from taking this route, causing the lorries to reverse dangerously (and to recurrently damage signs and residents’ gates). Signage wording needs changing, to change HGV actions.</li> <li>4) Recent re-surfacing of the road under Bentley Rail bridge has had the effect of widening the carriageway, and now encourages two cars to try to pass through the bridge at same time.</li> <li>5) The shadow of the bridge makes cyclists invisible when they are under the bridge. The great size of lorries, in conjunction with invisible cyclists, is a very dangerous combination.</li> <li>6) Dips in the road between the Bentley railway bridge and Jolly Farmer crossroads mean that oncoming cars cannot be seen (at night, lights cannot be seen) and people who overtake on this stretch causes a high risk of collision with people travelling in the opposite direction.</li> <li>7) The camber of the road, especially in Frith End near Nyewood Cottages, means that drivers often take that corner very badly, and cross over to the other side of the carriageway. Combined with the lack of pavements, the poor camber increases risk to pedestrians/ cyclists/riders.</li> <li>8) Pedestrian crossing points all through Frith End and Blacknest road have no bollards marking them. Dangerous crossing points include: (i) by bridge near the station (ii) after bridge heading towards Jolly Farmer on right (after Aldix Copse, connecting A.Holt to walk to Binsted.)</li> <li>9) Blacknest Fields is a registered Village Green, which may merit road signage. The point where Bridleway 41 connects with footpath on the road opposite should also be marked with bollards.</li> <li>10) Signs denoting Wildlife can be requested from Hampshire Highways, and would be appropriate for several points along the Frith End and Blacknest Road. It is effective for certain drivers.</li> <li>11) A three mile ‘Beelines’ insect super-highway runs along Blacknest and Frith End road, from Bentley Station SSSI to Dockenfield. There is significant scope to enhance the wildflowers on the road verges, which would give the road a more attractive and ‘special’ rural appearance.</li> <li>12) Broadview Farm planning proposal/appeal – it was suggested that a condition from planning approval should be that CIL funding is all spent on road improvements.</li> <li>13) Should BPC have a Neighbourhood plan? This would increase funding available from CIL, to spend on road infrastructure improvements? (It is noted that parishes with neighbourhood plans receive 25% of all the CIL PCs without get 15%.)</li> <li>14) There was discussion about yellow lines – but lack of road space means no-where to put them</li> <li>15) Emma Moore asked to ensure that horse and other non vehicular needs are properly considered.</li> <li>16) Residents would like to better understand the test of “realistic-ness” as it affects C grade roads.</li> <li>17) There is a strong appetite for ‘DIY’ deterrents, given the lack of effective support from highway authority and police – for example, bird boxes that look like speed cameras, windsock ‘workers’ in high viz, and high viz cardboard cut outs to attach to refuse bins.</li> </ol>

ii	<b>Clarify potential sources of funding for traffic calming measures.</b> Alison is clarifying sources of funding to pay for traffic calming measures. The most effective approach is generally for parishes to put forward their neighbourhood CIL funds and then supplement these by bids for strategic CIL funding. <i>Action ongoing.</i>
iii	<b>Deciding when to publicise residents' safety concerns</b> It is agreed that residents gain little from articles in the local paper that merely complain about problems. <i>However, once the designs for traffic calming measures have been scoped and costed, it is agreed that appropriate publicity should be developed.</i> Frith End and Blacknest's huge traffic problem has been gone on for decades and large numbers of residents who have 'put in the work' for change are adamant that the problems should now be taken seriously. Three salient, recurrent questions are: <ul style="list-style-type: none"> <li>• <b>"Why is it so hard for Frith End to impose a 30mph speed limit?!"</b> The 2012 report that suggested 30 mph cannot be imposed in dark sky areas without streetlights seems wrong!</li> <li>• <b>"Why is HGV use from a rural Industrial Estate in South Downs NP impossible to regulate?"</b> HGVs are felt to be as important an issue as speeding.</li> <li>• <b>"Why has Frith End received no funding for traffic calming or cycle routes after the expansion of Bordon-Whitehill?"</b> Extra traffic caused by 3,600 new houses built in Bordon, now combined with new traffic restrictions through Kingsley, have made the Blacknest road a rat race, and it is felt essential to do something about this as quickly as possible.</li> </ul>
iv	<b>Next meeting dates – a further public meeting will be held after the Site Visit by Hampshire Highways.</b>
6.	<b>A.O.B.</b>
6.1	<b>New police contacts were noted:</b> New Police Officer for Alton Rural is Rebecca Swift, (28990) <a href="mailto:rebecca.swift@hampshire.police.uk">rebecca.swift@hampshire.police.uk</a> . Police Community Support Officer, Jessica Ponsford, (18524) <a href="mailto:jess.ponsford@hampshire.police.uk">jess.ponsford@hampshire.police.uk</a> Alton Neighbourhood Policing Team, Hampshire Constabulary, Hatch House, Mill Lane, Alton, GU34 2SX.

Meeting closed 8.25pm.

## Appendix A: Item (4) - Updates on various local traffic issues

Item 4	Transport Updates and Matters Arising
1	<b>Resurfacing work on Bridleway 41</b> <i>Tender has been awarded for re-surfacing of Bridleway 41 'wet patch' and entrance gateway. Subject to release of s106 funding by SDNP, this work is expected to commence in November, for completion before the end of December.</i>
2.	<b>Flooding problems / desired resurfacing work on Bridleway 62 (South edge of AH Straights Inclosure)</b> <i>British Horse Society is taking the lead to obtain funding to re-surface a further section of Bridleway 62, to be carried out in 2023.</i> <i>This will not include the section of Bridleway 62 closest to Frith End Road.</i> <i>The strategy is for Binsted Parish Council to lead on finding funding for this final Frith End section, focusing on its value as a cycle track as part of EHDC's aspirations to increase cycle provision.</i> <i>Forestry England is unlikely to find resources to rectify its blocked culvert from the lake in Straights, or to dig out the drainage ditches. They recognise this is overdue, but have a long Civil Eng works backlog.</i>
3.	<b>Bentley Station and Wey Valley Community Rail Partnership</b> <i>Preliminary approval has been given for BPC to 'adopt' Bentley Station, through the Wey Valley Community Rail Partnership initiative.</i> <b>Background</b> <i>For many years six East Hampshire stations - including Alton, but not Bentley - have been part of the East Hampshire Community Rail partnership – <a href="http://EastHampshireCommunityRailPartnership.com">East Hampshire Community Rail Partnership</a> (<a href="http://easthampshirerail.co.uk">easthampshirerail.co.uk</a>).</i> <i>In May 2022, <a href="http://SouthWesternRailways.com">South Western Railways</a> formed two new Community Rail Partnerships (CRPs) and has recruited Lucy Lomax as the Line Officer for the new Wey Valley CRP, which will serve stations on the Alton to Guildford line, including Bentley station.</i> <b>What are Community Rail partnerships?</b> <i>Community rail originally developed as a grassroots movement to safeguard neglected and at-risk parts of the rail network. The entrepreneurial spirit of the organisations formed, combined with their local knowledge, helped transform these lines into thriving feeders to the rest of the rail network. Since 2004, when the</i>

	<p>community rail concept was adopted as government strategy, the nature and focus of community rail activity has evolved, and nowadays includes:</p> <ul style="list-style-type: none"> <li>• supporting station adoption schemes, ranging from solo station adopters reporting faults, to larger groups transforming station environments and delivering outreach initiatives</li> <li>• encouraging a shift to walking, cycling and public transport by promoting cycling and walking routes and public transport options to and from stations,</li> <li>• building the confidence of people with particular support needs to travel by train</li> <li>• encouraging the development of redundant station space for community benefit</li> </ul> <p>For example, the adoption of Beccles station (East Suffolk) enabled the station to be restored and repurposed into a community hub with facilities for local community groups, offices for local SMEs and meeting rooms that can be hired out at affordable rates. The rooms host fitness classes; and local U3A.</p> <p><b>What would be involved in getting Bentley station included in the Wey Valley CRP?</b></p> <p>Meeting to be held with BPC in November, to confirm if the parish council is prepared to act as ‘sponsor’ for Bentley station in the CRP. Seems likely to involve gathering materials for CRP’s website about local walks/facilities around Bentley station, to promote local area; and Council providing a contact point, and bank account, through which any grants could be paid.</p>
<p>4.</p>	<p><b>Farnborough Airport concerns</b></p> <p>A somewhat vague response to BPC letter has been received from MP Damian Hinds, on the subject of parishioners’ concerns about Farnborough airport noise and expansion.</p> <p>Farnborough Noise lobby group has offered to organise an Evening Briefing for Binsted, Bentley and Froyle parishes, noting that Binsted is suffering a double whammy’ by increased overflight from planes landing and taking off at Farnborough.</p> <p>The latest briefing from Farnborough Noise group highlights the following concerns:</p> <ol style="list-style-type: none"> <li>1. The CAA has backtracked on its commitment to measure aircraft noise in the PIR and is not correctly following CAP1616.</li> <li>2. A formal complaint has been sent to Rushmoor Borough Council regarding breaches of the 2010 S106 planning consent by Farnborough Airport.</li> <li>3. A meeting had been arranged by Jeremy Hunt MP with CAA, FAL and FACC on 16th November to discuss the PIR. (Obviously this seems likely to have been re-arranged!)</li> <li>4. Government’s Net Zero strategy has been deemed ‘unlawful’ by the High Court.</li> <li>5. Farnborough Airport is seeking to increase flight numbers by the back door, through what is felt to be a stitch-up with the CAA.</li> <li>6. The House of Lords Climate Change Committee published a report about the behavioural change needed by the public to tackle climate change. The use of private jets is a highly relevant topic to this.</li> <li>9. The next FACC meeting is at 2.00pm Thursday 3rd November.</li> </ol>
<p>5.</p>	<p><b>Shipwrights Way Crossing safety concerns (at A325 Bucks Horn Oak)</b></p> <p>BPC is writing to Zoe Cox at Forestry England, to re-iterate its concerns that the Shipwrights Way Crossing at A325 is unsafe for cyclists and pedestrians, and to ask Forestry England to consider making funding provisions in its strategic investment plans, for:</p> <ul style="list-style-type: none"> <li>• replacing the fast-growing roadside hedge on concave curve on southbound A325 carriageway with bollards, to improve sight lines.</li> <li>• Installing on-demand flashing lights (not traffic lights) at Shipwrights A325 crossing</li> <li>• Improved signage for Shipwrights Way between Bentley station and AH Visitor Park.</li> </ul>