



## MINUTES of TRANSPORT WORKING GROUP MEETING – 17 SEPTEMBER 2024 7:00pm

Venue: BINSTED PAVILION, GU34 4PB

**Present:** Cllr Alison Melvin, Cllr Dominic Hearne, Julian Thomson, Pete Day, Nial Dunne, Jo Weeks

**Apologies:** Mike Mordecai (Clerk), Cllr Jason Locke, Alan Melvin

### 1. April 2024 TWG Minutes

Approval of minutes – Proposed by Dominic, Seconded by Pete.

### 2. Status of Speed Calming for Frith End and Blacknest

#### 2.1 Hampshire Highways s106 discussions

Encouraging progress has been made during the summer to secure traffic calming funding promised 12 years ago as part of the Bordon-Whitehill regeneration. Hampshire Highways (HH) confirmed by email to Alison that up to £150K (“a ceiling, not a target”) has been allocated by HH’s s106 budget holder for Frith End / Blacknest traffic calming, which will now be transferred to the HH Engineering team responsible for designing/executing traffic calming schemes in E Hants and Winchester areas. At Alison’s July meeting with Tracey Webb (the newly-appointed lead of this team) she emphasised that priorities amongst the community’s wish list of safety improvements were: 30mph speed limit in Frith End; traffic calming buildout at Frith End village northern entrance; safety improvements to A325/FE road junction; and HGV controls. TWG agreed that focusing on 30mph limit is vital - this limit seems to be a precondition for approval of measures such as buildouts, a verge side planter licence, and possibly other measures.

**Action:** Alison and Mike will meet Joe Folland (HH Engineering team) to scope what can be achieved for the available budget, and potential timelines.

#### 2.2 Meeting with SDNP Transport Officer

Alison reported on her August meeting with Alex Pringle, SDNP Transport Officer. It included discussion of SDNP’s approach to illuminated bollards in the National Park, an issue that apparently blocked 2012 Frith End buildout plans and was a question raised this summer by HH. Alex confirmed that reflective bollards (without lighting) are now accepted as sufficient for horizontal buildouts (lit bollards required for ‘vertical’ buildouts.) TWG agreed liaison with Alex should be continued. **Action:** Alison will invite Alex for a site visit.

#### 2.3 Blacknest Golf HGVs

HGVs (both articulated lorries and large aggregate vehicles) travelling through Frith End to Blacknest Golf have been a persistent problem throughout the summer. Alison reported that back-and-forth correspondence with Blacknest Golf and with HH’s Ian Ackerman had culminated in a commitment by the Golf to liaise with HH to install temporary signage to route such HGVs via the HGV route approved for Blacknest Industrial Estate. No such signage has so far been installed.

**Action:** Alison to write again to Ian Ackerman at HH, to press for action on temporary HGV signage.

#### 2.4 Collision Reporting

The apparent absence of collisions in the parish is an ongoing barrier to securing traffic calming measures. TWG noted that no-one would wish for high ‘KSI’ (Killed & Seriously Injured) statistics. However, collisions resulting in minor injuries that should be recorded on Dept of Transport’s ‘Crashmap’ are not being reported. This gives the false impression that local roads and junctions are safer than they are. For example, A325/Frith End junction, Frith End Road, and Jolly Farmer junction have poor safety records, with frequent serious collisions involving (fortunately, and so far) non-fatal injuries – yet HH did not object to recent Blacknest Golf’s planning application, partly on the basis that the road/junctions have good safety records.

**Action:** Jo W agreed to draw together collision reports submitted by local residents.

#### 2.5 Maintenance of hedges and road sign visibility

Severe HH budget reductions have resulted in hugely reduced hedge maintenance operations. BPC’s ‘lengthsman’ contract, in combination with residents who have volunteered to clear vegetation around signs, has enabled many of the parish’s traffic signs to be kept visible. However

Lengthsman's insurance does not cover them to work on roads where speed limit exceeds 40mph. Consequently signage on A325 cannot be kept clear unless work is done by HH.

**Action:** Alison will re-report to HH the need for its teams to cut back vegetation on signs at LHS of Frith End Road/A325 jct. This vegetation is on pavement, not part of the resident's hedge.

### 3. Speed Cameras, SID and Speed Watch

3.1 **Speed Cameras** – 3 ASW speed cameras were installed in May, but still need further calibration.

The location for signage for the speed cameras has been agreed with HH. Signage was ordered in August, and will be installed by HH, although this could take up to 6 months.

**Action:** (i) Dominic, Alison & Alan will tweak the cameras and liaise with ASW to confirm.

(ii) Alison will send Mike a copy of recent SID data report, to upload as exemplar to BPC website.

3.2 **Repair of current SID machine**

The SID machine is currently out-of-action. The problem appears to be the failure of an internal battery which controls the SID timestamp, leading to error message when trying to import SID data to the stats analyser. **Action:** Alan will attempt a 'DIY' SID timestamp battery replacement. Failing this, it will be necessary to return the SID to Westcotec for servicing.

3.3 **Selection of second SID machine**

The TWG agrees with advice from Hampshire Constabulary that it would be advantageous if BPC can invest in a second SID machine. Alison presented the quotations she obtained from Westcotec, ElanCity and Automate, per Appendix A below. After discussion, it was agreed Automate should not be selected, as it is a re-seller that cannot provide technical backup. It was also agreed important to invest in a machine that produces the greatest impact on driver behaviour (even if a few hundred pounds more expensive), and to select the model that gives volunteers the greatest operational flexibility – e.g. 2<sup>nd</sup> machine to be compatible with existing SID post brackets. **Action:**

(i) Alan and Pete will recommend whether ElanCity or Westcotec is technically superior.

(ii) Alison will ask ELAN if its machines fit on existing (ie Westcotec) brackets.

(iii) Alison will ask Westcotec if it is possible to upgrade existing machine (e.g smiley face) and if there would be discount for buying two machines, should BPC decide to buy 2 further SIDs.

(iv) All TWG members to research if 'smiley faces' are important to modify driver behaviour.

3.4 **Speedwatch** – The FrithEnd&Blacknest speedwatch volunteers continue to run weekly speedwatch sessions. Binsted village's volunteer team is less active and needs more volunteers. From April – June 2024, the Police sent out the following advisory letters to speeding drivers:

		1st Time	2nd Time	High
		Letters	letters	Speeders
Total Apr-Jun 24				
OW5	Frith End Road	7	0	0
OW7	Blacknest Road	20	0	1
OW6	Binsted The Street	13	2	0

3.5 **Police support for speed enforcement**

**Action:** Pete will examine SID and speedwatch data collected to identify 'hotspot' times, then Mike/Alison will ask police to organise speed traps, informed by information about the times/days that drivers' behaviours present the best opportunity for police enforcement.

4. **TWG Budget Proposals**

It was agreed that TWG will request funding for at least one additional SID machine at October's upcoming Finance meeting. No other expenses are foreseen.

5. **Review of 2024 Jalsa Salana Traffic**

All agreed that Jalsa Salana Traffic Management significantly improved in 2024. However, it was frustrating not to have earlier sight of the Traffic Management plan. Dominic has written to thank the Jalsa Salana team, with feedback on the need for earlier sight of future plans.

6. **SSEN works on B3004**

Jason is attending fortnightly SSEN liaison zoom briefings but was absent at this meeting. It is understood that work is running a couple of weeks behind schedule and will be continuing into the early weeks of 2025.

7. **Date for next Meeting:** Tuesday 26 November, 7pm, Binsted Pavilion.

## Appendix A: QUOTES FOR 2<sup>nd</sup> SID UNIT (Sept 2024)

### 1. ELAN City

- A. **EVOLIS SOLAR-MOBILE Pack**– Fully autonomous Solar powered Evolis radar for permanent placement or mobile use! Includes 80 X 94cm sign, 100W solar panel and two 12V/22AH batteries, mounting bar, traffic data collection and standard pack features. **£2250 + VAT<sup>1</sup>**.
- B. **EVOLIS ULTRA-MOBILE Pack** – Moving to different locations every week or two? The entirely battery-operated Ultra-Mobile pack has an autonomy of 7 days on average. It has a 72cm x 72cm sign, four 12V/22AH batteries, an external battery charger and one mounting bar, traffic data collection and other standard pack features. **£2200 + VAT** (For mobility, need extra mounting-bars pre-installed at each location - £25 each.)

#### STANDARD PACK FEATURES:

- Highly visible 35cm speed digits: 3 rows of tri-color LEDs (or amber-only mode)
- Customizable Message Display
- Bi-Directional Traffic Data collection + Data Analysis & Configuration Software
- **FREE Updates & NO Subscription Fees!**
- Bluetooth® + Smartphone App
- 2 Year Warranty

### 2. WESTCOTEC

- A. Portable Mini Speed Indicator Device (miniSID), battery powered with spare Lead Acid battery, ‘intelligent’ charger, sign weatherproof cover and bracket set: **£2,980 + VAT**.  
Optional dual colour speed display for the above sign for an additional cost of £395 + VAT (bigger case & bracket on unit to accommodate larger battery due to power consumption).
- B. Portable Speed Indicator Device with SLOW DOWN, battery powered with spare Lead Acid battery, ‘intelligent’ charger, sign weatherproof cover and bracket set: **£3,175 + VAT**  
Optional dual colour speed display for the above sign for an additional cost of £270 + VAT.
- C. Portable Speed Indicator Device Smiley / Angry Face, battery powered with spare Lead Acid battery, ‘intelligent’ charger, sign weatherproof cover and bracket: **£3,289 + VAT**.  
Optional dual colour speed display for an additional cost of £270 + VAT.
- D. Portable Speed Indicator Device with 20mph/30mph/40mph roundel, battery powered, spare Lead Acid battery, ‘intelligent’ charger, weatherproof cover & bracket: **£3,396 + VAT**.  
Optional dual colour speed display for above sign for additional cost of £270 + VAT.
- E. Portable Speed Indicator Device (SID) with Thank You / Slow Down Legend, battery powered, spare Lead Acid battery, ‘intelligent’ charger, weatherproof cover & bracket: **£3,607 + VAT**.  
Optional dual colour speed display for an additional cost of £270 + VAT.

OPTIONAL PORTABLE SOLAR POWER SYSTEM: 10W Portable Solar Panel Dimensions: H 355mm x W255 x D34mm - with bracket set: **£650 + VAT**.

OPTIONAL DATA COLLECTION: Data Collection (Download via Bluetooth to your existing Android Device, running on 7.0 or newer version. £379 + VAT.

#### OPTIONAL EXTRAS:

Additional bracket sets at £52 per set excluding VAT.

Combination Padlocks (pack of 2) £21 per pack + VAT.

Additional Lead Acid Battery 12v – 35Ah £84 + VAT.

Signs have 3 Year Warranty covering everything except vandalism, impact damage & theft. Batteries have manufacturer's 1 Year Warranty

### 3. AUTOMATE SYSTEMS

The cost for battery powered radar speed sign: **£2900 + VAT**.

Unit seems identical to ELAN City SID units (text figures 35cm).

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<sup>1</sup> Parish Council can recover VAT.