

Minutes of the Transport Working Group - 23rd September 2025 7pm The Binsted Inn

Present: Alison and Alan Melvin; Julian Thomson; Pete Day and Jo Ibbotson

Apologies: Mike Mordecai, Graham Jones, Jason Locke, Dominic Hearne, Ian McArdle

Approval of previous minutes from June 2025.

Outstanding actions: Julian kindly volunteered to clean the Frith End bus stop.

Progress on Frith End and Blacknest traffic calming scheme.

Alistair from Hampshire Highways (HH) updated Alison on Monday;

- Speed reduction consultation closes Friday. Next step will be for HH legal team collate consultation feedback (likely to take 2-3 weeks), so we should know if any major objections by end of Oct. If there are none, approval route will be faster (2 -3 months) - alternative (if objections) can take 6 months. HH thinks implementation of 30mph before traffic calming will be preferred and shouldn't compromise approval of the calming measures.
- HH has begun to draw up HGV signage measures.
- Success in our discussions with HH regarding the re-lining of exit at junction of Weybank with Station Road- supported by HH to include without derailing overall scheme.
- We also hope it will be possible to include 'pedestrians in the road' signs in the s106 scheme; and there's a dearth of horse riding signs around bridleways. Further discussion points are whether action can be taken to improve safer of pub junction and bridge underpass (especially for cyclists) and timing (implementation still hoped to be by April 2026.)

Actions:

- Next significant step will be a face-to-face meeting between Alison and HH at end of October.
- Alison to contact Emma Moore to check status of BHS' discussions with HH on horse signage.
- Alison to contact Blacknest Ind Estate' tenants (Yodel HGVs still driving through Frith End.)

Responses to consultation on Binsted School road safety issues

Mike has collated 11 responses - most from local residents, 3 from parents at the school. Jo summarised these; most common issues arising:

- poor sight lines/speed of through-traffic/appalling parking/dangerous driving at junction of The Street with lower end of Church Street
- parent parking and dangerous turning on/opposite white lines outside school, competing with pedestrians in road
- insufficient space in nearby parking in BPC-owned area near Wickham

Some suggested improvements:

- reinstate the walking bus (a popular choice)
- double yellow lines in The Street and on corner, prohibit parking on wall side opposite school
- buy additional land for parking outside Wickham
- reinstate steps entrance on lower side of school to reduce pedestrians in The Street
- work with Hampshire on School Streets project and Agata on Hampshire Schools Travel Plan, Alison suggested [South Downs new road guidance on 'community approaches to travel'](#) and SDNPA's longstanding reference document ['Roads in the South Downs'](#) may also be relevant.

Actions:

- All agreed cannot progress without agreement of the school; Jo to arrange meeting with Henry (HT) to discuss. During meeting, to flag up limitations of eg lollipop person!
- Jo to contact Agata in HCC Travel Planning Team and Jo/Alison to ask Emily Summers-Mileman (SDNP Place Making Officer) if SDNPA has guidance for design of schools' road entrances.

Progress on SID operations

BPC now has 3 SIDs which are currently rotated across 9 locations and Alison has applied to HH for permission to use our SIDs at 7 further locations. So far 2 of the 7 new locations have been approved (in Station Road and Bucks Horn Oak) - Alison hopes to soon hear HH's response to our alternative suggestions for the remaining 5 locations not initially approved. Each of the new locations will need extra height speed post extender - these cannot be installed by volunteers so will ask HH for quote as soon as HH advises approval of remaining new locations.

The SID programme is currently managed by 4 volunteers (Alan, Alison, Pete, Julian). TWG plans to recruit additional volunteers, to assist with the increased workload from having 3 SIDs and expanded number of approved locations, and to reflect the need to replace Elan City SID batteries every 2 weeks (rather than Westcotec 3 weekly replacement). Jo suggested that we recruit people who are close to the new SID locations - Jo thinks she can assemble some Station Road volunteers. It was also agreed to ask Graham and Ian McArdle for Church St and BHO volunteers.

As well as changing SID locations and batteries, volunteers download and analyse the data collected. Alan has downloaded the first sets of data from Elan City SIDs to his smartphone (Location 3 in Frith End Road, close to A325 junction; and from Location 2, Binsted East). He also needs to set up the Elan City analysis software on his PC, before sending the data to Pete to analyse and publish/share.

Alison has created a single 'SID Operations' document, containing updated relocation procedures and risk assessments, plus a description of each of the old and new SID locations in HH's updated format (e.g., identifying the locations using What3Words and Google streetview photos.) This has been a lengthy process - thanks to her! Alison noted that the risk assessment states Mike should ensure volunteers are taught to safely install apparatus - but Mike has no knowledge of the process. It was agreed that a 'refresher session' be organised for Mike and all current volunteers.

Mike has confirmed that all volunteers are covered by public liability insurance and the SID kit is covered by BPC insurance policy provided it is included on BPC's Asset Register.

We discussed whether a 4th SID should be acquired, and agreed this would be very helpful -if possible to site semi-permanently in one location, so that solar power (rather than batteries) can be used for 4th unit (recognising that solar powered units can less readily be moved between locations.)

Alison flagged a possible future SID problem that will need managing if approval is given to reduce Frith End speed limit: the existing post on which the SID is deployed in Frith End will be taken down, so BPC will need to refresh permissions to deploy the SID at a new Frith End location. Alison will take action on this after the final details of the traffic calming scheme are finalised.

Actions:

- Alison will work with HH to finalise new SID location approvals and get quote for extension posts.
- Alison, Alan, Pete and Julian will draw up an Autumn SID rota; then Jo, Alison and Ian will aim to recruit and induct 4 further SID volunteers
- Alison, Alan and Pete will work with Mike to finalise the 'SID Operations' document and organise a SID operations 'refresher' session.
- Alan will set up ElanCity analysis software, send data to Pete and meet Mike to agree how best to share and publish SID reports (i.e. how much data should be included on BPC website; and if highlights from the collected data should be used for social media?)

Community Speedwatch

It is unclear how much community support there is to restart Binsted village's Community Speed watch sessions, or to recruit and train new speed watch teams of volunteers for Rowledge and Bucks Horn Oak. It was agreed to defer these discussions until Spring 2026.

Project EveryDayWithoutARoadDeath (EDWARD)

Alison joined a webinar about speed management on rural roads; 43% of UK travel is on rural roads but 60% of deaths. A major issue is driving at unsafe speeds in 'national speed limit' 60mph zones. It was evident from webinar that there are significant differences between police forces in the effort and funding invested in enforcement and education programmes that tackle unsafe driving. Some police forces are also more proactive than others in joint operations (e.g working with Vehicle Standards Agency to fine drivers with poor tyres or overloaded trucks) and in participating in nationwide initiatives e.g. Operation Snap (sharing dashcam footage of prosecuted drivers across regions), Operation Apex (motorcycles) and Operation Tramline (using HGV cab to spot violations such as not wearing seatbelts and using mobile phones when driving).

There seems to be little online information about H Constabulary's participation in these schemes.

AOB: Average Speed Cameras and Police Speed Enforcement

TWG is unclear whether it is worthwhile to continue paying the licence fee for the ASW cameras, given that Hampshire Constabulary is continuing to act on none of the data. Various other parish councils and the ASW company are known to be having ongoing discussions with H Constabulary. It was agreed that Alison will work with William White, BPC's police liaison officer, to research whether any change in the police's stance on this, and to remind the police of their promise to carry out speed enforcement activities in the parish, particularly in Blacknest.

It was agreed that, as BPC's 3 ASW cameras are all in a 40mph speed limit (and will remain so, irrespective of any speed limit reduction in Frith End), BPC work with ASW to calibrate the cameras to calculate average speeds, and erect 'Average Speed Check' signage.

Actions:

- Alison to work with ASW to calibrate our cameras to calculate average speed data.
- William to be asked to further prompt H Constabulary about their promised speed enforcement.

Transport Working Group funding:

Mike and Sally need to know by early October how much money TWG will spend in 2026-7 & 2027-8. It is TWG's current assumption that HH will require no BPC funding contribution towards s106-funded Frith End to Bentley traffic calming measures.

It was agreed to assume (for 2026-7 budget), that we will need post extenders at 5 new SID locations (Highways will send quote). Assume we don't need to pay HH a license fee to add the new locations.

It was agreed to assume we will continue to pay ASW speed cameras licences in 2026-7 and 2027-8.

Also agreed to submit a request for 1 additional SID (for 2026-7 budget).

All items except for ASW licences can be funded from CIL. ASW licence expenses need to be included in Precept budget.

Actions:

Alison to submit expense budgets to include items discussed above.

Date of next meeting 18th November 7pm at Barn Owl if it's open ?!