



TRANSPORT WORKING GROUP – 21 JULY 2026 7:00pm

Venue: Binsted Sports Pavilion

MINUTES

Present: Cllr Alison Melvin, Alan Melvin, Clerk Mike Mordecai, Nial Dunne, Cllr Jo Ibbotson, Clive Berg, Andrew Laner. Dennis Waby, Sandie Baker and Jackie Raine (all Isington) joined the meeting.

Apologies: Cllr Graham Jones, Ian McArdle, Cllr Dom Hearne, Pete Day, Harriet Paskell

Resignation: Jules Thomson, who was thanked for his much-appreciated work for TWG.

1. **Approval of Nov 2025 TWG Minutes.** Proposed: Alan Melvin; Seconded Alison Melvin
2. **Discussions and policy background:**
 - **Parish tour with HCC Cllr Antonia Cox:** undertaken by Mike and Alison, to discuss traffic issues.
 - **Webinar on government's [2026 Road Safety Policy](#)** - Mike joined online webinar run by Project EDWARD (a nationwide road safety initiative). Interesting takeaways included:
 - **Early stats from the Welsh Assembly on impact of its 20mph speed limit** in residential areas: 100 fewer deaths p/a; 22% fewer collisions p/a; <2 min increases in avg. journey times for vast majority of journeys; journey times became much more predictable.
 - **Douglas Knox noted that Surrey CC has been taking a much harder stance on reducing rural roads' default 60 mph limit.** If councils decided to reduce speed limits on these roads, the current national guidance is to look at limits between 30-50mph: but Surrey's research suggests that cars average 25mph on very narrow roads, so (given that 30-50mph is only 'guidance'), Surrey isn't afraid to impose 20mph where they think necessary. Overall, they appear to be taking a very proactive stance on reducing rural road speed limits - they get some resistance but mostly it's been welcomed by communities, parish councils, walkers, cyclists and horse riders.
 - **Essex CC** has taken this a step further, by a project to categorise all their rural roads (using mapping tools and local knowledge) for speed limits. A rural road (as defined by central government) is simply any road passing through an area defined by government as a rural (using population density). So rural roads can be major trunk roads (e.g. A31/A325) or winding single-track lanes. They're thinking about blanket speed limits for each category rather than looking at individual cases/petitions from local resident groups/Parish Councils. This approach seems to be gaining traction: work is apparently being done to consider if this could be rolled out nationally.
 - **National Emergency Briefing screened in Alton on 19 June:** local transport solutions were discussed.
3. **Speeding and Traffic Volumes:**

SIDs:

 - **SID volunteers:** Clive and Andrew have joined TWG as SID volunteers (alongside Alan and Alison Melvin, Graham Jones, Ian McArdle and Pete Day) to manage SIDs, battery recharging and data.
 - **Risk Assessment:** All SID volunteers will sign to confirm they have read the risk assessment.
 - **SID Deployment:** BPC's new SID and solar panel has been installed on A325 southbound at Bucks Horn Oak (BHO); our original SIDs have also been installed in Isington and Station Road. Next, volunteers will install brackets/SID at BHO northbound; and will run southbound BHO and Isington units in 'spy' mode. We will then establish a rota for volunteer teams to move units (monthly) and refresh batteries (fortnightly). Forward rota will be published in SID Info Pack.
 - **Extension of SID post in School Road Rowledge:** After many years and much negotiation, approval has finally been obtained to site a SID on the School sign (which is in Surrey.) Hampshire Highways has been commissioned to carry out the post extension work.
 - **Collection and analysis of data from Elan City SIDs:** Alan will set up Elan City software on PC to enable phone-collected data files to be uploaded for analysis. A 'Data Analysis' meeting will be held

in 2H August to review data collected. This will include a comparison of Hampshire Highways' historic traffic volumes data (collected by wires) with our SID traffic volume data.

- **Funding for an additional SID:** BPC's old Westcotec SID has not completely died, but it is much less effective than ElanCity SIDs, especially at locations where actual traffic speeds are significantly below maximum speed limit (e.g. Station Road). It was agreed that Alison will request £2.3K from BPC Finance Committee to replace the Westcotec unit with a new ElanCity SID.

Community Speed Watch (CSW):

- Frith End's CSW team was thanked for continuing weekly speed watch sessions. From Nov25-Jun26, these resulted in Hampshire Constabulary sending 25 x 1st-time letters & 4 x 2nd-time letters to drivers whose speeds exceeded 46mph (in the 40mph area.)

Average Speed Watch (ASW) cameras:

- It was noted that Kingsley PC is getting no engagement from Hants Constabulary on their new ASW camera. Alison has had no response from her question to ASW community on Facebook on whether any UK police forces are acting on ASW reports – we assume 'not'.

Police enforcement of speed limits:

- Hampshire Highways has a regular meeting with police and is willing to ask them to carry out requests from BPC. Alison has emailed the speeding hotspots at which we want police to carry out speed enforcement, and to request they visit Binsted school at pickup time.

Speeding on rural roads in Isington:

- Isington residents wish to significantly reduce their road's 60mph 'national' speed limit. Dennis Waby has been focusing his campaign for this on the parish council. Mike and Alison reiterated that the parish council fully supports the aim of getting a lower speed limit in Isington - and indeed at other locations in the parish. Official casualty statistics confirm that rural roads present greater dangers of death and injury than urban ones. However, parish councils have little power to influence Highways. Hampshire Highways very rarely approves Traffic Regulation Orders (TROs) to reduce speed limits unless roads have significant 'Killed & Seriously Injured' casualty histories. Each TRO costs applicant c. £30K and the TRO process is long and complex, with high competition between candidate projects: Highways' 'Safer Roads' team and budgets are extremely overstretched.
- Highways do not allow SIDs to be deployed in 60mph areas, so the parish council's SID is being used in 40mph section. This will collect traffic volume data. Alison agreed to get a quote for Highways to collect speed data (wires), although such data may be academic if a TRO is unlikely to succeed.
- Alison will supply wheelie bin signs for use in Isington. (This done on 22 July.)
- Isington residents were asked to suggest locations where signage about specific hazards (e.g. bends, bridge) could improve safety. Alison is willing to work with Highways on suggestions put forward. She has already checked with Highways if other vehicle-activated signage (e.g. flashing beacon on a pre-existing sign, warning of narrow/twisty bridge) can be used on a 60mph road - it cannot. The possibility of 'virtual' (painted on road) pavements was discussed, although it was noted that on very narrow roads this is often not possible.
- Highways' trial to designate some quiet country lanes as 'Quiet Lanes' has been discontinued - costs were high (including a TRO) and much work involved, for little change in driver behaviour.
- **Damian Hinds MP** declined the parish council's request to support [rural 40mph Early Day Motion](#), on the grounds that Early Day Motions are an imperfect mechanism. He suggested that we should contact Highways to obtain a TRO. Alison has replied to explain that we have already tried that. She has emphasised that many people in our parish want action on rural speeding.

4. Frith End and Blacknest Speed Calming Scheme and HGV signage update

- **Installation of Frith End 30mph speed limit signage.** No date has yet been set for this. Highways has advised that all associated work for this is fully 'signed off' and simply awaits contractor availability.
- **HGV signage improvements** for Frith End, originally due to be progressed jointly with speed signage, have still not been finalised. It has, however, been agreed that the HGV signage BPC has requested for Church Street Binsted will be progressed as part of the same works order as the Frith End signs.
- **Full implementation:** Alison is continuing to press for the earliest possible implementation of the full s106 traffic calming scheme and will meet Highways on 26 August to discuss progress.

5. Rowledge and Binsted school road safety issues:

- Jo and Agata Blazevic (HCC Travel Planning team) are working with the schools on Travel Plans.
 - Alison is working with Highways to explore the costs and feasibility of various safety options.
 - Alison and Jo intend to apply for a County Councillor grant towards school safety measures.
 - **Flashing beacon:** Rowledge School does not have flashing lights for school start/finish times. Alison is discussing beacon options and costs with Highways. All beacons require Highways approval and installation (otherwise BPC would need a licence from Highways.) Traditional lights need electricity supply (e.g. recent Petersfield installation cost £4.5K). Solar-powered versions are cheaper (e.g. [SimmonsSigns solar powered school patrol warning lights](#), [Pulsa GPRS unit](#) £2.7K). ElanCity 'EvoFlash' units (also solar powered), if installed on existing school sign, would be only £900. Highways was unfamiliar with EvoFlash unit, so Alison has sent details. If a Travel Plan is in place, Highways could potentially fund/part-fund the beacon.
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- **20mph TRO:** School Road is practically the only Rowledge road not to have a 20mph limit. In 2025 BPC paid Highways to collect traffic data, with view to applying for 20mph TRO. Average speed was 18mph. A TRO will take 18m-2years and cost c. £30K, which BPC would need to pay. BPC and school need to decide if 20mph is worth the cost, given existing low speeds of traffic.
 - **Pedestrian crossing:** A recent minor accident highlighted the need for a pedestrian crossing between the school and carpark (owned by Farnham Town Council). Highways advised a full-blown Zebra crossing would cost c.£200K but will advise on other (cheaper) options (e.g. highlighted crossing with bollards.)
 - **Improving parking at Binsted School:** Alison has requested that Highways review and repaint Church St zig zags (which we understand can be done at Highways expense); and has also requested installation of pedestrian signs between parking strip and school (and making existing sign more prominent). We have asked for Highways' view on whether Church Street is wide enough for a 'virtual' pavement between school and parking strip (it is suspected that the road is too narrow). Note: Highways advised that getting any double yellow lines painted would need a TRO (taking 18m-2yr and expensive). Residents can also (without requiring Highways authorisation) put up no parking signs outside their houses. Extra mobile signs to deter parking inside School entrance itself are being discussed with the school.

6. Highway works

- Highways' delayed closure of Frith End Road for pothole patching is now re-scheduled for 3-5 August.
- The closure of Blacknest Road for resurfacing is scheduled within the period 12-30 October.
- Mike advised that no s106 transport measures have been put in place in recent planning approval for construction of 49 homes by Cala Homes in Holt Pound.
- No dates are known for the work to build A325 roundabout at Haskins/Birdworld.
- BPC will seek further information from Kingsley PC and Cllr Antonia Cox about the new 30mph speed restrictions recently imposed on B3004 in Kingsley. It is understood these have been put in place because the road is subsiding. Concern was noted about Binsted parish impacts from this changed speed limit (on the routes that drivers take), as well as from any work that may be needed to rebuild B3004.

7. HCC's Parish Council Bus Shelter grant scheme

HCC is offering parish councils grants to refurbish existing bus shelters, on the basis that future maintenance costs will be for the parish council. Mike advised that BPC is not keen to take on additional bus shelter responsibilities - the shelter near Barn Owl pub is currently the only one owned by BPC.

9. A.O.B.

- **TWG voiced unanimous concerns about safety at A325 Shipwrights Way crossing** - both its visibility and the 50mph speed limit at the crossing point. After Mike's 2025 response to SDNPA's Active Travel Network Plan consultation, the crossing is now highlighted as 'of concern' on SDNPA's Strategy map. Mike and Alison will bring suggestions for getting action to improve its safety to the next TWG meeting.

8. Next Meeting: Tuesday 22 September, 7pm, Binsted Sports Pavilion