

EWPC Meeting Date: 31.03.2025

Highways Issues Reports

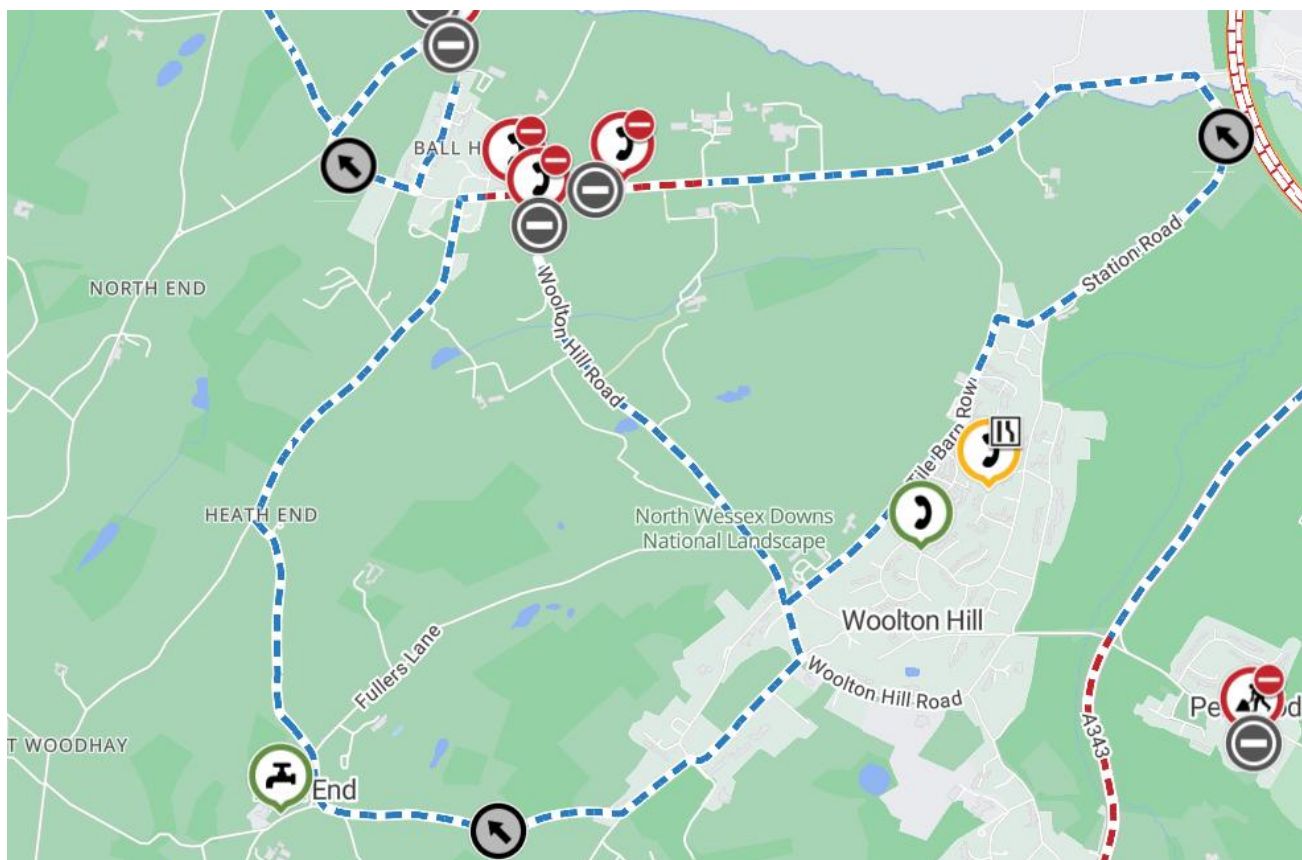
See Highways Issue log.

Highways Maintenance Schedule

The [HCC list of major works for March 2025](#) is published online. No major works are currently anticipated for the Parish, although asphalt preparation work is listed for the A343 at Highclere.

Highway Works Announced in next 3 months

A summary of listed permissions from HCC is shown below. More precise dates for individual locations and traffic diversions may be found by opening the respective icons on the interactive map to be found by locating the appropriate area on [one.network](#)



28 Mar – 1 April

Woolton Hill - Longmead

2 way traffic control

Gigaclear

2 -3 Apr 2025

Woolton Hill Road/Ball Hill Road

Closure and diversion: Openreach cable installation.

Additional to the Highways Issues Log the following are reports of recent activity.

Woolton Hill Road

Further to the report of 24.02.2025 regarding an incident on Tuesday 21st January in which a 6yrs girl was struck by an approaching car as she cycled from the junction of Broadlayings on to Woolton Hill Road without looking, a meeting was held with the Executive Head of Woolton Hill Schools (Paul Davies) to better understand current safety guidance in place for pupils and parents and further information sought from HCC - Safer Roads & Parking – Traffic.

Woolton Hill Schools: currently comprise 120 pupils at the junior school and 97 at the infant school, for both of which activities within and in the immediate surrounds of the schools are fully risk assessed according to HCC and HSE guidance.

School days begin at 8.45 am (WHJS) and 8.55am (St Thomas') with all pupils expected to be in school by this time. The peak periods of pupil/parent movement are therefore 08.30 -9.00 and 15.00-15.45. A one-way set-down/collection traffic flow operates through the Junior School car park. However, the parking spaces are increasingly filled by staff (20).

Measures enhancing road safety provided by the schools for their pupils include:

- Personal Social Health Education (PSHE);
- "Quackers" Breakfast and after-school clubs enable adjusted set-down (>07.30) and collection times (<16.30);
- Adult monitoring of pupil transit between infant school and junior school (4 adults per 25 children in hi-viz);
- Child cycling training in Year 6 with cycling proficiency certificate by Key Stage II ("Bikability");
- Budget provision for a school patrol ("lollipop") person at Junior School during arrival and departure.
 - Note: this position has now not been permanently filled for some time although advertised.
 - The advance warning "School Patrol" warning signs continue to operate during the appropriate set-down and pick-up periods.
- Regular newsletters to parents may include guidance on road safety measures and parental monitoring of children both on foot and on bikes/scooters.

School Patrol: The recruitment of a replacement crossing patrol person is considered to be the most pressing traffic safety factor at present. The issue of traffic calming measures additional to the statutory 30mph limit was discussed, for which the Exec Head reported prior experience of significantly worse traffic conditions at other locations. If any further reduction of speed limit were to be considered, a 20mph zone in the immediate vicinity of the school entrance during set-down and pick-up periods would be his preferred option. It however was noted that such a scheme would not have extended to the junction at which the incident in question took place.

HCC Traffic Safety: To enable reasoned and informed discussion on any change proposals which may arise HCC Strategic Transport Dept was also contacted to seek information on benefit studies and approximate costs and legal needs attached to such a scheme, should such a speed restriction zone be sought. They have responded that advisory 20mph speed limits outside schools in conjunction with 'School' warning signs and Flashing Amber Warning Lights, can be considered where a suitable source of external funding can be identified, or internal funding allows. Schools must have an active School Travel Plan and must participate in the County Council's Road Safety Education programmes and Children's Services Bikeability training scheme. However, in its [policy](#) adopted January 2024 HCC further requires schemes to be delivered on a full cost recovery basis meaning that Parish and Town Councils or community organisations will need to cover the full costs of any changes.



Costs will vary according to the condition of the existing equipment on site. Replacement of an existing sign where flashing amber lights are already in place, such as is the case on Woolton Hill Road, and no alterations to the post are required would cost in the region of £250. If installation and connection of a new sign and post with flashing amber lights is required, this could cost in the region of £3000.

As the speed limit in this case would be advisory only, no changes to Traffic Regulation Orders would be necessary. (GD: It should be noted that such speed limits are **not** subject to police enforcement.)

[Current HCC Guidance](#) states that: *Parish and Town Councils are now able to apply for 20mph speed limits and zones in residential areas, towns and villages throughout Hampshire. Residents with an interest in 20mph restrictions are advised to contact their local **Parish or Town Council** in the first instance.*

HCC provides a [“Self-Assessment Guide”](#) to enable PC’s to determine suitability of application for such a scheme. Woolton Hill Road is classified by HCC as part of the “Secondary Distributor Road Network” and as such would require existing mean speeds to have been recorded as being lower than 26mph for it to be considered suitable for 20mph zonal implementation. Recorded overall averages exceed this level at 85 percentile (31mph) which may predicate against a 20mph zone application. However, the 50%ile average recorded speed drops to 23 – 24mph during school delivery/collection times would be within the required spec.. (85%ile = 28 – 30mph)

Study Evidence: a comprehensive [study on impact of speed reduction to 20 mph](#) (Atkins, AECOM and Professor Mike Maher, University College London) was commissioned by the Department of Transport and reported to Parliament in November 2018.

Findings on outcomes following a reduction from 30mph to 20mph included:

- Minor changes in driven speeds: median speed fell 0.7mph in residential areas and 0.9mph in city centre areas.
- Faster drivers reduced speed more: 1.1mph and 1.6mph respectively (85th %ile)
- Road characteristics have a much larger impact on driven speeds than whether the road has a 30mph or 20mph limit
- No significant change in short term in collisions and casualties in the majority of case studies
- The majority of people did not notice a reduction in the speed of vehicles, and do not perceive there to be fewer vehicles driving at excessive speeds

In response to this major report, the Parliamentary Advisory Council for Transport Safety (PACTS) states that: *“The changes resulting from 20mph limits are disappointing but not surprising. The study finds that signed-only 20mph limits have very small effects on speed and, surprisingly, no statistically significant effect on casualties in the majority of locations. Local people do not perceive changes and behaviour changes are small. An important finding is that the speed at which people drive is influenced more by the look and feel of the road, than whether a 20mph or 30mph limit is in place.”*

Conclusion: Introduction of a “20mph zone when lights flash” during school set down/collection times only would essentially be as a replacement of the currently unattended School Patrol and would apply to the stretch of road around the Junior School only. Any such signage would be advisory only and would not be subject to police enforcement. Average speeds during these periods are unlikely to vary greatly from those currently recorded.

As the SID is rotated fortnightly around the parish, current data specific to the school vicinity is limited. Further traffic data will be recorded to better determine any speed variability.

GD: ongoing site rotation/analysis of SID data

Speed Indicator Device (SID)

The summary statistics for the three fortnightly periods shown below indicate that the existing speed limit zones around the Parish continue to be generally respected within expectation tolerances and with only an occasional outlier.

As highlighted in the DfT Report cited above, in some instances this is likely a joint product not just of the indicated speed restrictions but of the conditions and layout of the roads in question. (e.g parent parking and traffic calming in school areas on Woolton Hill Road; garage parking in Ball Hill)

Recent SID Key Data:

22 Jan– 2 Feb 2025 (*carried forward due to location relevance to previous topic*)

Location: Woolton Hill Road, Opposite Junior School entrance facing traffic approaching from Ball Hill.

Av Work Day Vehicle Numbers: 1,754 **Peak Volumes/hour:** 210 (08.00 – 09.00)
195 (15.00 - 16.00)

Speeds (mph): 85th percentile: 31.00 **50th percentile:** 26.3

Max Speed: 60 mph (@07.05 on 26.01.2025)

5 - 19 Feb 2025

Location: Enborne Road, Ball Hill - 30 mph repeater at village sign; outbound from Ball Hill

Av Work Day Vehicle Numbers: 790 **Peak Volumes/hour:** 77 (08.00 – 09.00)
64 (15.00 - 16.00)

Speeds (mph): 85th percentile: 32.8 **50th percentile:** 27.1

Max Speed: 55 mph (@18.30 on 14.02.2025)

19 Feb– 05 Mar 2025

Location: Church Road, Woolton Hill - approaching Jct with Woolton Hill Road.

Av Work Day Vehicle Numbers: 1,679 **Peak Volumes/hour:** 184(08.00 – 09.00)
192 (16.00 - 17.00)

Speeds (mph): 85th percentile: 33 **50th percentile:** 27.4

Max Speed: 55 mph (@ 05.55 on 19.02.2025)

05 – 19 Mar 2025

Location: Enborne Road , Ball Hill sign – inbound to Ball Hill from Enborne direction

Av Work Day Vehicle Numbers: 1,870 **Peak Volumes/hour:** 179 (08.00 – 09.00)
164 (15.00 - 16.00)

Speeds (mph): 85th percentile: 32.9 **50th percentile:** 27.4

Max Speed: 55 mph (@ 17.40 on 08.03.2025)

19 - 29 Mar 2025

Location: Abbey Wells Road, Bus stop - outbound to Hollington/ East End

Av Work Day Vehicle Numbers: 856 **Peak Volumes/hour:** 139 (08.00 – 09.00)
106 (15.00 - 16.00)

Speeds (mph): 85th percentile: 32.1 **50th percentile:** 27.1

Max Speed: 50 mph (@ 20.45 on 28.03.2025)

**GCD
29.03.2025**