

EWPC Meeting Date: 24.02.2025

Highways Issues Reports

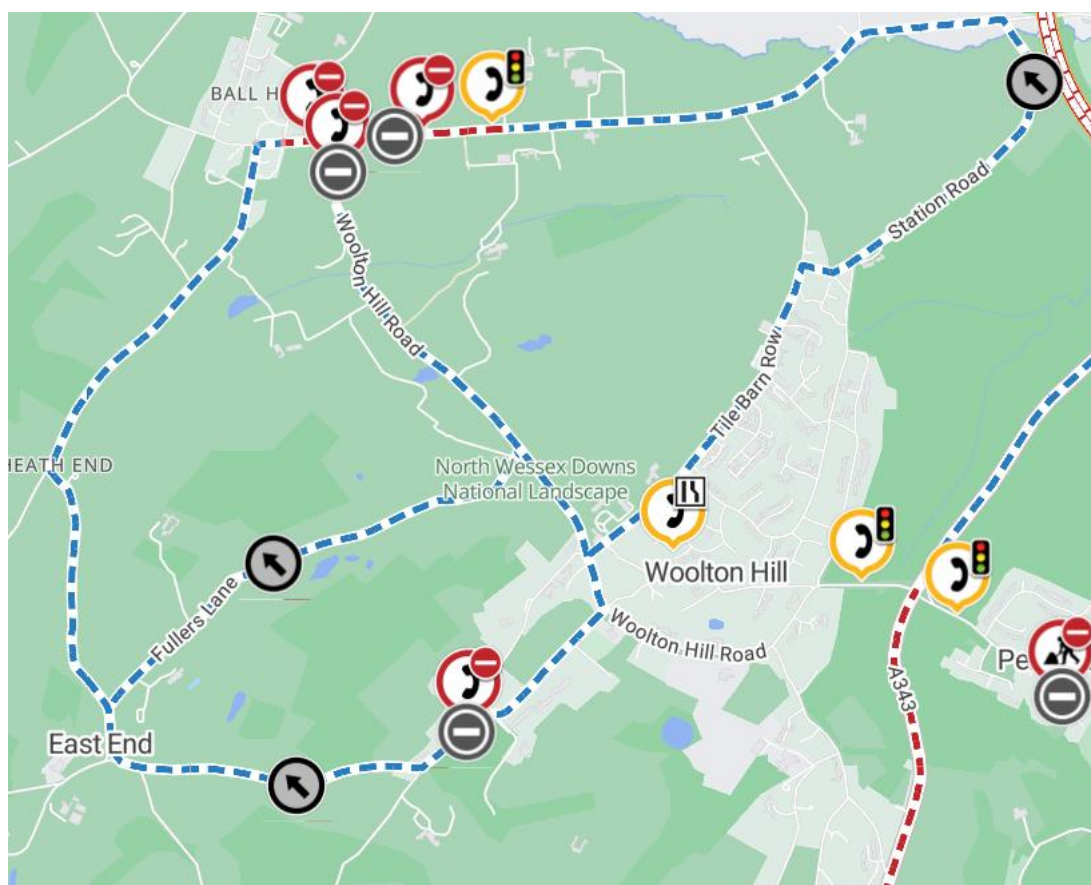
See Highways Issue log.

Highways Maintenance Schedule

The [HCC list of major works for February 2025](#) is published online. No major works are currently anticipated for the Parish, although lining 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](#)



25 -27 Feb 2025

Woolton Hill Road

Traffic control. Multi way signals
CityFibre

27 Feb – 3 Mar 2025

Ball Hill Road

Traffic Management 2-way signals
Openreach maintenance

10 – 14 Mar 2025

Greenacres

Traffic management 2-way give and take
Gigaclear

2 -3 Apr 2025

Woolton Hill Road/Ball Hill Road

Closure and diversion: Openreach cable installation.

12 May 2025

Abbey Wells Road

Closure and diversion

Gigaclear installation.

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

Car/cyclist collision – Woolton Hill Road

On Tuesday 21st January a 6yrs girl was struck by a car on Woolton Hill Road 0.4 miles from the junior school to which her 8yr brother was being accompanied by a parent. Unfortunately, the child failed to look both ways prior to entering the road and cycled into the road in front of an approaching car.

Ambulance and police attended and happily the girl suffered only bruising. The parent reported the incident to the Parish Clerk with a request that the EWPC support the instigation of a 20mph limit around the 2 schools during the time of school drop off and pick up.

The issue of traffic calming measures additional to the statutory 30mph limit is an ongoing topic within the Parish, with various actions undertaken over recent years. Where 20mph zones are implemented elsewhere, they generally use additional traffic calming measures to slow vehicles down to speeds below the limit, such that the designated zone becomes 'self-enforcing'. Additional to the natural presence of parked vehicles resulting in single lane traffic flows during school drop off/pick up times, the existing speed restricting bollards and the additional active school flashing warning lights are all designed to alert drivers to their approach to schools, with particular attention to the area of school access. This is however difficult to extend to locations beyond immediate school proximity.

The rotating locations for the SID include proximity to the Junior School, to where it coincidentally was re-sited shortly after the accident. Previous analysis of traffic data has indicated that, during school arrival and departure times, a high percentage of traffic is indeed within the designated speed limit. Guidance from the [Association for Road Traffic Safety and Management \(ARTSM\)](#) indicates that such road traffic SIDs have been proven to be most effective at reducing speed when in position for short periods. (see also SID report below)

Following this incident GD has arranged a further meeting with the Head of the Junior School to discuss any further measures which may be taken to enhance compliance, and to ensure that children, parents and indeed all road users, are aware of the general hazards of traffic and are duly trained or supervised where necessary, especially when on the actual highway. Contact with the HCC Strategic Transport Dept will also be renewed to examine options for any viable additional controls.

**GD liaise with: 1. Executive Head of Woolton Hill Schools (Paul Davies)
2. HCC Strategic Transport**

Speed Indicator Device (SID)

Coincidental to the incident detailed above, the SID was already scheduled to be positioned opposite the Junior School entrance from 22 January.

The summary statistics shown below are for full workday traffic numbers. However, the 85th percentiles for the principle school activity hours of 08.00 -9.00 and 15.00 – 16.00 were 28.7 and 28.2 mph respectively. Indicating that the existing speed limit was generally respected.

As with previous data from near the tennis club, there was disappointingly once again an outlier speeding event of 60 mph at 07.05 on 26 January. This again exceeds not only the local limit but indeed the national limit for a "C" road and is unlikely to be impacted by any variant of the listed restriction level; it is hard to conceive of a method to further deter such a driver other than by permanent photo active camera. The traffic flow and speeding incident rate are however unlikely to warrant such installation by HCC; they will nonetheless be consulted on this and any additional options.(See above)

Recent SID Key Data:

22 Jan– 2 Feb 2025

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

Note: Councillor Hurst attended a meeting of Hampshire Cultural Trust and HCC at which indications were highlighted that management of SIDS for North Hampshire would move to another UA, although the Hampshire Traffic Police would retain ownership of enforcement for North Hampshire. Such developments will be monitored for any impact on local activities.

GD: monitor policy documents on SID management

**GCD
23.02.2025**