

Rowlands Castle Parish Council

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FAQs regarding Proposals under HCC's Community-Funded Initiative For Consultation with local residents in August 2024

What is the Community-funded Initiative and how does it work?

In the face of cuts to its own funding in 2016, this Initiative was developed by Hampshire County Council (HCC) to allow local communities to fund straightforward, minor traffic management measures within a limited framework.

Any such works must be approved by Hampshire Highways. A Highways Traffic Engineer visits the proposed site(s), advises on what measures are feasible before drawing up plans and final proposals for the Parish Council, once they have been approved for safety.

Why have these roads been identified for works and not others in the Parish?

Under this Initiative, the Parish Council has already implemented works to Manor Lodge Road and Finchdean Road, then a few years later to Woodberry Lane, Durrants Road and Finchdean village. The Parish Council then turned its attention to the remaining through-roads ie Woodhouse Lane/Bowes Hill and Redhill Road, plus measures to emphasise the approach to The Green and village centre.

What is the rationale behind the proposals?

On Woodhouse Lane, it is to raise awareness of the 40mph then 30mph limits before the bend where the road becomes Bowes Hill, by the junction with Links Lane.

On Redhill Road and Finchdean Road, it is to emphasise the approach to the village centre and its amenities.

On Redhill Road by the mini-roundabout system, it is to remind motorists they are entering a village with all that entails.

Why isn't Whichers Gate Road included in these proposals?

Significant developers' transport contributions were made to HCC as part of the Bellway Development which is now called Woodlands Avenue and Oak Tree Close. One of the four criteria for its spending was for traffic calming on Whichers Gate Road. Since then, the Parish Council and local County Cllr have lobbied HCC over many years as to how it intends to spend this money. Finally, a meeting was held between HCC officers and local representatives in November 2023 during which some proposals for the Road were discussed and broadly approved. Now we are waiting on HCC to progress matters.

Why aren't there more works planned for Bowes Hill or Redhill Road?

Bowes Hill: The Highways engineer commented on the lack of verge widths and that the many existing residential access points present site constraints, making it difficult to apply any suitable measures. In addition, the regular street-lighting down the round means speed reminder roundels are not feasible – see *Facts for Note* at end of FAQs.

Redhill Road: The Highways engineer commented on the lack of verge until further down the road, which together with the high demand for on-street parking and presence of regular street-lighting make it difficult to apply any suitable measures within the Initiative framework.

Why can't more substantial measures be included like 'build-outs' or 'platforms'?

Hampshire Highways has to authorise any works to the highways so we cannot undertake such works ourselves. Consultation would also be required to check public sector service vehicles eg buses, ambulances, fire engines approved the proposals. Parish councils have very limited powers regarding roads and measures such as these are beyond the scope of such powers and the remit of this Initiative. Hampshire Highways has also become increasingly averse to such measures on the grounds of cost, maintenance and liability. Some roads are also not deemed to be suitable for such measures, according to guidelines and/or regulations and/or traffic density.

Why does the gateway signage have to be at the proposed height?

Gateway signage is generally positioned at 1500mm high so that it is more visible and impactful and not overly-affected by splash-back from passing vehicles in wet weather.

How much are these works going to cost and how are they to be paid for?

The works are estimated to cost c £13,000 including design costs. All the funding will come from the Parish Council's ear-marked reserves for this Initiative, which have been saved up over several years from the precept collected from residents via their Council Tax payments each year.

Will there be any ongoing costs once these works are completed?

The additional signage measures should be low maintenance unless they are significantly damaged eg by a collision. Once the lining works have been undertaken then re-lining will be required, probably every 3 to 5 years depending on usage. This will cost roughly the same amount as the original lining, depending on inflation, because whilst the lining is relatively cheap, the management of the road during the works is more costly.

When will the works be undertaken?

Once the consultation process has been completed and assessed, the timeframe for undertaking the works rests with Hampshire Highways and its contractor(s). There may be a substantial delay before the plans are implemented.

Why isn't more being done to combat speeding in the Parish?

We are aware that speeding is an issue throughout the Parish, especially in the south, however parish councils have very limited powers in this respect.

The Parish Council currently has 3 speeding devices: one Speed Limit Reminder and two Speed Indicators. All are battery-powered so that they can be readily circulated year-round between the 9 locations in the Parish authorised by Hampshire Highways. The advice is to circulate all such devices on a regular basis to maximise their effectiveness for drivers.

Last year, we successfully applied to East Hampshire District Council for 3 average speed cameras for Manor Lodge Road, which data shows is the busiest road in the area and was also suitable for such cameras. We have the cameras and we still await Hampshire Highways installing the required socket and pole before we can use them; the wait has been frustrating. The intention is to use the data they will collect to persuade police to pursue those who speed, especially on a regular basis.

In time, we will review purchasing more average speed cameras and/or other devices as funds and equipment availability permit.

Facts for Note

- By law, on speed-restricted roads, speed limit roundels (either on the road surface or by the roadside) are only permitted if there is little or no street lighting ie street lamps are more than 200yards (183ms) apart. Such roundels are not permitted otherwise because the lamp-posts are considered to dictate speed instead.
- Various signage (on the road and by the roadside) is permitted at the entrance to a speed-restricted 'zone', and reminder roundels are permitted within such zones if lampposts are further apart. HCC currently favours 'dragons teeth' (triangles increasing in size) road markings on the approaches to 30mph zones/residential areas.

Lisa Walker - Clerk to Rowlands Castle Parish Council
August 2024