

## Twyford Parish Highways Concerns

The purpose of this table is to record highways (and pavements) safety and maintenance matters of concern to residents of Twyford. It refers to the nature of concerns and HCC's responses about the feasibility of actions to address them. It will provide improved understanding of limitations to desired action: what is possible and when it may be implemented; and if not possible, why it is not so that residents are informed accordingly. It will also aid prioritisation of issues competing for resources for their resolution.

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Column 1 = Priority . 1= Action required asap 2= Action sought 3= Noted but not being progressed until higher priorities are resolved

**Junction Safety (Highbridge Road & Main Road)**

<p>1</p>	<p><u>Concern:</u> 5 June 2019 - remedial works to the Highbridge &amp; Main Road junction (to address the recommendations of an Accident Assessment conducted in 2018) remain outstanding (because they need to be scheduled for the best deployment of resources). <i>CrashMap notes several serious and other accidents</i></p> <p><i>[Background: 16 Feb 2019 : In view of the increased frequency of serious accidents, please would you inform me of the findings from the accident investigation reports regarding the causes of the serious 2017 (1) and 2018 (2) accidents. I note detailed reports can be purchased from CrashMap but I hope that you can release some information as a Freedom of Information request. Please would you also let me know of any recommendations arising from those findings; and what (if any) action will be taken by HCC to reduce the likelihood of further serious accidents recurring. Please note that the map does not yet show it but there was also a more recent accident just into Colden Common causing major disruption during the evening rush 'hour'.</i></p> <p><i>We are pleased that action has been taken by HCC to: improve the width of the pavement, clear drains and gullies to reduce flooding, replace one of the faded speed limit signs and carry out cutting back of vegetation at the Highbridge Road junction. However, I remain concerned about the high speed of some traffic and that cars and motorbikes frequently overtake despite poor sight lines (due to the dip, bends and roadside vegetation (e.g. by the bus stop layby); hence this further email to you.]</i></p>	<p><u>Response to background email of 16 Feb 2019:</u> I can confirm that reported injury accident data in Hampshire is the property of Hampshire Constabulary. While we have access to this police database, which we use to identify locations where there are recurring patterns of injury collisions and to design measures to assist in reducing casualties, this is not our data and we cannot pass on this information to third parties, including answering a freedom of information request. To access this data you may wish to contact the Collision Records Team on 02380 479678 or email at collision.records@hampshire.pnn.police.uk. To prioritise locations for inclusion in our casualty reduction programmes we use the police database to identify locations where accidents with a similar pattern have occurred and/or serious injuries are involved. Route studies are also considered where injury accident patterns exist over longer lengths of road. We always respond to reported concerns, but we only progress investigations where they form part of a pattern or where serious collisions have occurred. Collisions which result in either fatal or life changing injuries are investigated through a specific Casualty Reduction Partnership consisting of officers from Hampshire County Council, the district council and Hampshire Constabulary. In these investigations the five-year injury accident history is carefully examined to ascertain if there have been previous collisions with similar circumstances, and a site visit takes place to consider if</p>	
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		<p>there are any appropriate measures that will enhance safety.</p> <p>The junction of the B3354 / B3335 was subject to an individual investigation by the Casualty Reduction Partnership following a serious collision involving a motor cyclist which occurred last year. Although there were factors contributing to the collision that were unrelated to the road layout, the Partnership concluded that some <b>minor signing improvements and coloured surfacing in the hatched areas may assist in deterring overtaking through the junction. This work is planned to take place in the new financial year.</b> The data for this investigation is not available to the public for reasons pertaining to the General Data Protection Regulations and also because it contains sensitive information relating to the Police investigation.</p>	
1	<p><u>Questions to HCC 5 June 2019:</u></p> <p>1. <i>When will the remedial works be carried out?</i></p>	<p><u>HCC Response:</u></p> <p>1.</p>	<p><b>Open</b></p>
2	<p>2. <i>Can HCC repair potholes there before any painting [see Annex1]; (which could be done at the same time as the Kiln Lane and Church lane junctions, to aid the efficient deployment of the painting unit (can repainting of road warnings (Slow and Keep Clear) also be done in Park Lane Twyford following road repairs earlier in 2019).</i></p>	<p>2. <u>HCC Enquiry Reference 21438786</u> states the defective surface where the link road meets Highbridge Road is not a sufficient safety hazard to warrant action.</p>	<p><i>Question this?</i></p>
1	<p>3. <i>Due to the accident history of the junction and volume of traffic using it, can the junction be added to a list of key sites for regular grass cutting; rather than it needing to be reported and treated as an urgent ad hoc task? See Annex 1 photo</i></p>	<p>3. HCC Enquiry Reference 21438786 [21438778?] states that the vegetation height as at 10th July was not sufficient to be a safety hazard. It was however cut on 11th July by Cllr. Cook (who was unaware of the HCC response but was concerned about the danger). As part of verge cutting a swathe around the edge of the triangle was subsequently cut on 23<sup>rd</sup> July.</p> <p>TPC suggested it could if necessary be added to its contract for local cutting services</p>	<p><i>Next steps?</i></p> <p><i>Chase again in Spring!</i></p>

## Speed Limits

1	<p><u>Concern 5 June 2019:</u> residents have concerns about speeding traffic (and the apparent lack of enforcement). Residents have requested lower speed limits at many locations.</p>		
3	<p><u>Questions to HCC 5 June 2019:</u> 1. <i>Could Twyford have a 20mph zone, especially by the school from Hazeley Road by the Surgery to the other side of Norris's Bridge (Shawford Road).</i></p>	<p><u>HCC Responses:</u> 1. <i>HCC advised orally that it does not adopt 20mph limits as there is insufficient evidence that these improve safety.</i></p>	<p><i>Challenge County policy?</i></p>
1	<p>2. <i>Could Twyford reduce to 30mph the section of Main Road from Manor Farm Green to Tollgate Cottage]</i></p>	<p>2. See below</p>	
1	<p>3. <i>Can the limit be 40mph between the villages of Colden Common and Twyford (as exists between Colden Common and Fair Oak) . Crashmap notes several accidents; and 2 not involving emergency services have been noted in 2019.</i></p>	<p>3. See below</p>	<p><i>TPC Agenda 26 Sept 2019</i></p>
	<p><u>Other Questions to HCC 5 June 2019:</u> 1. <i>Who decides speed limits and what criteria are used to implement or reject requests for reductions?</i> 2. <i>What formal process exists for requests for lower speed limits to be submitted?</i> 3. <i>What steps must be taken to formally instigate a report to explain why a requested speed limit reduction will not be implemented?</i></p> <p>Email to HCC 12<sup>th</sup> Sept. 2019 "I have read the HCC Policy statements about speed management being important for creating safer roads to ensure that people can live and enjoy their local area without intimidation from traffic travelling at excessive speed; but that speed limit changes will be prioritised according to their impact on casualties.</p>	<p><u>HCC Responses:</u> 12 Sept extracts: Our current casualty reduction priorities ... mean that we generally now only consider speed limit reductions where there are recurring patterns of speed-related injury accidents reported. Speed is often perceived as the main cause of accidents, but this is actually not the case, with various driver error factors more often recorded by the Police.</p> <p>Speed limits have been implemented as part of other schemes and projects in the past, but our criteria is now very much casualty led. Whilst our primary focus is casualty reduction, we comply with Department for Transport guidance on setting local speed limits, which includes many other issues to consider such as the layout and character of road and implementing realistic speed limits to try and achieve driver compliance.</p> <p>Our Safety Engineering Team (SET) has access to the Police</p>	

<p>Twyford Parish Council will be discussing speed limits and residents' requests for reduction (especially where casualties have occurred in recent years and months) at its next Full Council meeting, and I would be most grateful for any guidance that you can provide concerning criteria for determining when and where existing limits might be reduced and the process for any such application. We have access of course to Crashmap and also photos of other collisions and aspects of driver behaviour that are of concern, are there other information sources we should also refer to? It would help to explain to local residents why other locations are given priority when regular accidents are observed locally."</p>	<p>database of all injury accidents reported throughout Hampshire and this is used to formulate our annual safety scheme programmes. We regularly monitor the Police database and will intervene where there are emerging or worsening trends. If you have any specific locations of concern, we can check the data and advise if reduced speed limits or other casualty reduction measures could be considered, although I would add that this can be a resource intensive process and would ask that you refer only locations of significant concern. As I'm sure you will appreciate, we receive many similar enquiries related to traffic speed and safety concerns countywide on a daily basis.</p> <p>.... you may find the following link useful for further information on our casualty reduction priorities and current policy – <a href="https://www.hants.gov.uk/transport/roadsafety/makingroadssafer">https://www.hants.gov.uk/transport/roadsafety/makingroadssafer</a></p> <p>Andy Smith, Team Leader, Traffic Management East (Winchester, Fareham, Gosport, East Hants, Havant, Hart, Rushmoor)</p>	
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### Twyford High Street (B3335) near Park Lane

<p>Priority 2</p>	<p><u>Concern:</u> 5 June 2019 The necessity for wide or long vehicles to encroach onto the 'other lane' (and sometimes the pavement) whilst travelling on the High Street Twyford between Brewers Lane and Park Lane. <i>Accident noted May 2019. See also Annex 1</i></p>		
	<p><u>Questions to HCC 5 June 2019:</u></p> <ol style="list-style-type: none"> <li>1. <i>Can specific signage be used to warn motorists of encroachment on their lane?</i></li> <li>2. <i>What triggers (e.g. what volume of large vehicles or accident history) would necessitate other measures having to be adopted (e.g. traffic lights for one way flow)?</i></li> </ol>	<p><u>HCC Response:</u></p>	<p><i>Open</i></p>

**Norris's Bridge, Shawford Road and Finches Lane**

2	<p><i>Concern – by meeting of 5 June and subsequent email early June 2019 The pointing of brickwork needs to be completed (Finches Lane approach to Norris Bridge)</i></p>	<p><u>HCC Response 28th June 2019 (to WCC email):</u> The scope of the recent bridge painting works did not include pointing repairs to the brickwork pillars on the bridge. Following an enquiry after the bridge painting had been completed an inspection of the issue was carried out and it was concluded that pointing repairs are required to some small areas. It was also noted that the areas of the carriageway directly adjacent to the bridge parapets which needed to be cleared out to facilitate the painting work requires some repairs. Both these aspects of bridge maintenance will be programmed in the near future, but due to the nature of the road at this location, a temporary road closure will be required to allow the work to take place safely. The date for this work will be subject to authorisation from the road space coordinator.</p>	<p><i>On a list. To be monitored</i></p>
??	<p><i>Can the existing section of pavement (nearest Norris's bridge) be enhanced and action be taken to prevent vehicles being parked on that pavement?</i></p>	<p><u>HCC Response: 23 July 2019</u> I have already raised a job for this footway to be resurfaced unfortunately I have no power in when this is going to be done, as it will require a road closure . I think it may be worth trying to get some sort of bollard to prevent the parking issue</p> <p>Supplementary – Suggestion made to residents about a No Parking sign on their wall (per email of 18 July 2019)</p>	<p><i>To be monitored</i></p>
1	<p><i>The pavement on the south side of Finches Lane (by Ballard Close) has grass that needs cutting back</i></p>	<p>[per Twyford PC this is the responsibility of Ballard Close Trustees and Humphrey's Holdings have assisted previously] Lengthsman visit 14 Aug. A 1m swathe of grass beside the pavement to be cut to improve visual appearance and aid pavement users.</p>	<p><i>Closed?</i></p>

1	A tree restricts light from the lamp-post at the corner of Queen Street and Finches Lane.	<p><u>HCC Response 25<sup>th</sup> June 2019 (to WCC email).</u> The Highways team will ensure that the vegetation is cleared from around the light, but clarification is sought as to the location. Specific location was provided on 10 July by TB (gmail) via an annotated map.</p> <p>Lengthsman visit 14 Aug – Branches lower than 2.4m to be cut</p> <p><u>HCC email 14 Aug (to WCC emails)</u> ...this has been passed to our Arbiculture colleagues to have the branches dealt with. I will follow up with them today to ensure this work is prioritised. [Lucy Stannard]</p>	<p><i>On cutting list – to be monitored. SC chased 13 &amp; 14 Aug.</i></p> <p><i>To be monitored</i></p>
1	Very long grass is preventing the use of a bench (Hazeley Road/Finches Lane where it meets Queen Street)	<p><u>HCC Response 25th June 2019 (to WCC email):</u> This location will be cut, and the area will be added to the schedule for regular cutting from next year on. It is, unfortunately, not currently being given regular attention.</p> <p>Lengthsman visit 14 Aug 2019 – Grass to be cut</p>	Monitor for 2010
	Can HCC carry out vegetation cutting on Finches Lane from the High Street to the School Lane access?	<u>HCC Response:</u>	Open

**Parking (Hazeley Rd, Dolphin Hill & Finches Lane) and dropped kerbs.**

1	<p><u>Concern 5 June 2019:</u> Severe lack of street parking on Hazeley Road from the Twyford General Store and Post Office to beyond the Surgery. [Note TPC request for extension of restricted parking approved by FPC Jan 2019] A few parking bays with a 2 hour restriction exist but there is a defunct dropped kerb within this zone. Further east towards the surgery a short dropped kerb which technically prevents parking and then further dropped kerbs and white roadside lines exist. The lay-by to the east of the surgery has hedge growth encroaching and no pavement for pedestrian access to the surgery.</p>		
2	<p><u>Questions 5 June 2019:</u> <i>1. Who is responsible for removing dropped kerbs and white lines and for imposing parking restrictions?</i></p>	<p><u>HCC Response 25 June 2019:</u> [See supplementary below re parking restrictions] No response re dropped kerbs</p>	Open
3	<p><i>2. In view of the need for temporary parking what else can be done to facilitate more temporary parking near the Twyford Surgery and to assist the nearby businesses (P.O and shop, chiropractors, dentist, pharmacy). Could the lay-by be extended or another added towards the east; and a pavement installed?</i></p>	<p><u>HCC response:</u> 25th June 2019(to WCC email): we would need require the location and purpose of the lay-by to be clarified to establish an appropriate source of funds.</p>	Ongoing
1	<p>Supplementary info – in Jan 2019 TPC submitted a project request to WCC requesting 2 further spaces with restricted parking – subject to normal informal and formal consultation. See email of 14 Aug 2019 – when it was confirmed no further action had yet been commenced.</p>	<p>HCC liaised with WCC :Response of 14 June 2019 (WCC email) It is on the Traffic Regulation Order programme for investigation and probable implementation in 2019/20 subject to resources being available.</p>	Monitor progress



## Pavements (Hare Lane section on Main Road and others)

1	<p><u>Concerns 5 June 2019:</u> Pavement works (from the Twyford Parish boundary at Woodland Drove to Hockley link) scheduled for 2016/17 but then pulled for budget cuts.</p> <p>A section by Hare Lane which was not done when the pavement was last restored in around 2000 (because Southern Water were carrying out works at the end of Hare Lane) The pavement width remains severely restricted. The width is insufficient for two persons to easily pass and hence is difficult for uses of push-chairs, and adult mobility scooters.</p>	<p><u>HCC response:</u> 25<sup>th</sup> June 2019: I have asked the local engineer to carry out an Ad Hoc safety inspection of the footway, and I can confirm that any areas that are deemed to be a safety defect will be repaired in line with our policy. In the longer term we will look at providing a new surface, but this will have to go through the usual assessment against other such priorities.</p> <p>If funding was not provided for a previous submission for a major footway scheme through Twyford that was a decision made by the Operation Resilience Team or Asset Management Team. It would not be for the local maintenance office.</p>	Open To be monitored
1	<p><u>Questions to HCC 5 June 2019:</u> 1. Can the pavement by Hare Lane be improved?</p>	<p><u>HCC Response:</u> With regard to the siding out order we have placed locally for the footway near Hare Lane, if it is found that the footway unearthed is in need of repair then we would have to assess whether funding would be outside the local office available budget and another submission raised for funding through Operation Resilience. If localised repairs can be achieved through the local office I will ensure that a works order is raised.</p>	Open To be monitored
2	<p>2. Can anything be done to stop vehicles mounting the pavement at the Highbridge road junction or for the pavement to be enhanced to stop mud being spread over the pavement?</p>	<p><u>HCC response:</u> 25th June 2019: We believe this relates to the verges along Winchester Road, Twyford and Main Road, Colden Common, near Highbridge Road. There are orders in place to address this issue. See supplementary below</p>	Open

1	<p>3. Can earth and encroaching vegetation be removed from sections of the pavement in Twyford High Street, by Colleton House</p>	<p><u>HCC response:</u> 25th June 2019: We believe this relates to the verges along Winchester Road, Twyford and Main Road, Colden Common, near Highbridge Road. There are orders in place to address this issue. However, if these are not the right locations please let me know.</p>	Open
	<p>Twyford High Street by Church Path</p>	<p>See above</p>	Open
	<p>Coxes Hill to Hockley Link?</p>	<p>See above</p>	Open
	<p><u>Supplementary email follow-up</u>  12 Aug: ...[Lucy Stannard Highway Support Officer, Hampshire Highways, Hampshire County Highways, Trafalgar House North, Trafalgar Street, Winchester, Hampshire, SO23 9DH] are you also responsible for overseeing the B3335?</p> <p>..this has had a trim of approx 18 inches ish and already the pavement is still the victim of overhanging foliage that makes the walkway rather interesting with pushchairs and walkers who in fact wish to walk alongside one another.  Plus ... I .. walked along the said stretch of B3335 and kicked back areas of the path that over many years has now taken residence across the path making it narrower. So where I see the Highways assisting us is a complete restyle of the grassed area ...  Perhaps you could look into this PLEASE?</p>	<p><u>Supplementary Response of 13 Aug [Lucy Stanard]</u>  The footway along the B3335 has an order in place with our contractor to have the footway reinstated to its full width, however I am unable to give a timescale more specific than within the next six months at this stage.</p>	To be monitored

#### **Dropped Kerb by Northfields phone box**

2	<p><u>Concern 5 June 2019:</u> A resident of Northfields with mobility difficulties has difficulty accessing the northbound pavement at the Northfields road junction with Main Road. There is a dropped kerb near the old telephone box but it is of insufficient width for his mobility scooter</p>		
	<p><u>Questions for HCC 5 June 2019:</u> Can an improved drop kerbs be installed for users of Northfields to have better access towards Winchester (and Twyford centre).</p>	<p><u>HCC Response:</u></p>	Open

### Cycle Routes/Shared Pavements etc

1	<p>Concerns 5 June 2019: Otterbourne has cycle spaces marked at the roadside along Main Road. How can the safety of cyclists from Colden Common and Twyford along the Main Road (B3335 and B3354) be improved? Cycling occurs on the pavement, is a shared path possible?</p>	<p><u>HCC Response:</u> <i>HCC responded orally on 5<sup>th</sup> June that it is unlikely as the width required for a shared path is insufficient. A formal response is outstanding.</i></p>	
	<p><u>Questions 5 June 2019:</u> <i>Are there any steps that can be taken to aid cyclists' safety along the Main Road?</i></p>	<p><u>HCC Response:</u></p>	Open
2	<p><i>Can any sections of the pavement be used or improved to enable them to be used as shared paths, for example the sections of 50 mph (Colden Common to Twyford) and 60 mph (Hockley Cottages to Hockley Link)</i></p>	<p><u>HCC Response:</u></p>	Open

### 'Old Dairy' Bus Stop on Main Road

1	<p><u>Concern 5 June 2019:</u> There are too many children using the stop to be able to use the existing hardstanding. The stop is on Main Road (although sometimes the traffic is slow moving due to congestion the speed limit permits vehicles to pass at 50mph)</p>		
	<p><u>Questions 5 June 2019:</u> <i>1. Can safety of the 'Old Dairy'/Tollgate bus stop be improved? Can the hard standing be extended in length and preferably width (away from the road).</i></p>	<p><u>HCC Response:</u></p>	Open
	<p><i>2. Can the Twyford Moors stop be used by children attending the Westgate School? When and on what basis was the decision taken to withdraw the stop from use and were the increased dangers to the children affected properly documented and risk assessed?</i></p> <p>Supplementary email sent to HCC School Transport on 13 Aug.</p>	<p>An oral response from Twyford Parish Council was that it is not cost effective to require the Westgate bus to travel to the Twyford Moors bus stop.</p> <p><u>HCC Response:</u></p>	Open

### Flooding in Segars Lane

	Concerns 21 June 2019 [NOTE also raised prior] : flooding (including on some past occasions raw sewage and sanitary products)		
1	Contact was made with D. Ingram of WCC on environmental health grounds. S. Water investigated and reported a blocked surface water manhole but that the foul water sewer was flowing freely. D Ingram asked HCC to investigate (25 June 2019) D Ingram 15 July WCC email – The blockage appears to sit with a surface water drain. Per M. Seed's email of 25 <sup>th</sup> June Highways have committed to undertaking a CCTV survey to access the situation but have not deemed it an emergency. A 'sit rep' has been requested as to when it is scheduled.	<u>HCC Response:</u> 16 July 2019 – WCC email refers: Closure of the problem is being arranged and a letter drop is ready to go – within the next 2 months.	<i>Open</i>

### Road and Pavement defects – ad hoc requests for repair since 5 June 2019

1	<u>Surface defects by service covers</u> 1. Main Road B3354 (near Moorlands) & High Street ((near Beaulieu Cottages) On line and email 9 June	HCC Response 20 June to WCC email. 1a) The Main Road repair by Southern Water is temporary. Traffic signals are needed. Local Highways team are monitoring. 1b) High Street observed as completed	<i>Review</i>  <i>Close</i>
1	2. Hazeley Road near Dolphin [Noticed]	2. White lines [noted still as at Aug 14 2019]	<i>Monitor</i>
1	<u>Road Potholes</u> 1. Manor Farm Green 9 July ref 21438707	HCC response – No sufficiently defective to be a hazard	<i>Review?</i>
1	2. Highbridge Road junction 9 July (again) ref 21438709	HCC response – No sufficiently defective to be a hazard	<i>Review?</i>

1	<u>Park Lane – repainting</u> 9 July 2019 Ref 21438711		
1	<u>Vegetation &amp; Sightlines</u> Highbridge/Main Road junction	See junction table above	Closed
2	Main Road B3335 Twyford Moors bus stop [ref 21438778] 10 July. No visibility of persons at the bus stop due to hedge growth	Cut by Sue Cook 21 <sup>st</sup> July	Closed
2	Cox’s Hill 30mph signs – TPC Lengthsman discussion July. Email 19 July 2019 and 13 Aug. Limited visibility of signs	Partially cut by Lengthsman Aug 14 <sup>th</sup> . HCC response 13 Aug - on a programme	<i>Monitor</i>
2	Main Road 50mph sign by Twyford bus stop 9 Aug ref 21444370 Sign not visible		<i>Open</i>
1	<u>Pavement issues</u> 9 Aug (further to March report) Ref 21444367 and email to M Seed Hole from missing bollard by The Bungalow	New Bollard on order. Hole to be temporarily filled by sand.	Monitor

## CLOSED ITEMS – FOR REFERENCE PURPOSES

The following tables show issues raised but for which no action was taken with the reasons; the second table lists issues raised and the action taken (which may help identify the agency involved and whether the issue will be addressed in the future as part of a periodic works programme or need to be taken forward as a new item).

### Main Road (B3335/B3354) Usage Survey and the potential for restrictions (e.g. Vehicle weight limits)

<p><u>Concern:</u> At the Colden Common Annual Parish Assembly a resident asked why a weight limit could not be placed on traffic using Main Road (B3354) and the Assembly was told the road had a strategic importance and that a survey had confirmed almost all very large vehicles had a legitimate purpose for travelling through Colden Common.</p> <p>In order to better understand the special status of the route and hence why weight, width or length limits may be difficult to impose (for example where road width limitations exist on the B3335 between Brewers Lane and Park Lane in Twyford) R. Humby was asked on 5<sup>th</sup> June 2019 to provide information that Cllrs Bronk and Cook could quote.</p> <p><u>Questions to HCC [5<sup>th</sup> June 2019]:</u>  <i>Is there a name for the special route, what is the actual route (Hockley Link to ?) and what special features are attached to it (are any limitations to use available)?</i>  <i>When was the survey conducted and what key data did it generate: nature and volume of road use?</i>  <i>Are there any current plans to refresh the data?</i></p>	<p><u>HCC Response:</u> No response has been received; but some of the same questions were subsequently raised by Colden Common Parish Council's Chair of Planning and Transport Committee (as recorded below); and the response below from HCC's Team Leader Traffic Management East was published by CCPC.</p>	<p>Closed</p> <p>See below</p>
<p>Subsequent question to HCC by Colden Common Parish: Warwks CCs web site clearly states the</p>	<p><u>HCC Response published by Colden Common PC:</u> We are aware of some ongoing local concerns about HGV's using Main Road and</p>	

<p>process for PCs to request a review and survey of roads: but of course that is dependent on a county council being willing to entertain the idea. It would be really helpful if you could please confirm that HCC will not consider placing weight restrictions on the B3354.</p>	<p>this was mentioned at the recent Colden Common Parish Assembly that I attended with Rob. At the Assembly we stated that any restrictions on HGV's on this route were not practical, being a B-class road and main distributor route.</p> <p>In recent years there have been similar concerns raised by residents of other Parishes all along the route between Twyford and Wickham and between 2012 and 2014 our Strategic Transport team carried out some 'origin &amp; destination' traffic surveys, which comprised various survey points along the route. The main conclusion from these surveys was that the majority of HGV traffic using the B3335/B3354 had origins or destinations local to the Bishops Waltham, Fair Oak and Colden Common areas and was not using this route as an alternative to the M3/M27 corridor, which had been suggested by many residents. A total of 86% of HGVs passing through Twyford on the B3335 had journey origins or destinations to the east (towards Bishops Waltham) or within the study cordon (B3354 corridor).</p> <p>Since then, as explained at the Parish Assembly, our reduced Traffic &amp; Safety resources have been targeted at casualty reduction and we prioritise sites with treatable patterns or clusters of reported injury accidents. <b>With no recurring reports of HGV-related injury collisions throughout this route, and bearing in mind the outcome of the surveys mentioned above, there is no justification for HCC to consider any weight restrictions or other similar measures at present.</b></p>	<p>No action will be taken.</p> <p><i>Monitor for accidents?</i></p> <p><b>Suggestion received that Highways England be approached and pressure to stop sat navs directing traffic via B3335.</b></p>
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### Speed limit reminders – Shawford Road

<p><u>Question:</u> Can 30mph repeat warning signs be placed along Shawford Road?</p>	<p><u>HCC Response 28th June 2019 (to WCC email):</u> The Department for Transport does not allow 30mph repeater signs to be provided where the 30mph</p>	<p>Closed</p>
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	speed limit is within an area of street lighting. Installing 30mph repeater signs in such areas would affect enforcement.	
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### Safety for pedestrians using Norris's Bridge

<p><u>Question to HCC:</u>  <i>Can the road at Norris's Bridge be formally one lane with a priority direction and a painted line or pavement for a pedestrian access?</i></p>	<p><u>HCC Response 28th June 2019:</u>  This has been discussed many times. The response to the Parish Council earlier this year was: "Our reduced Traffic &amp; Safety resources are targeted at casualty reduction and we prioritise locations where there are treatable recurring patterns or clusters of reported injury accidents. Despite local concerns, the safety record through Norris Bridge is good compared to many other less fortunate sites throughout the County, and there has been no justification for inclusion on HCC's safety programmes. A review of Police data undertaken last year showed only one injury accident reported in the vicinity of the bridge. This occurred back in 2006 and was a single vehicle incident where the vehicle in question lost control when exiting a property near the bridge.</p> <p>This is a difficult situation to improve upon and, with appropriate warning signs and road markings already in place, there is little scope for further improvements.</p> <p>There have been suggestions to create a 'virtual footway' with road markings through the bridge, but we would normally reserve the use of edge lines and removal of centre/hazard lines where there is casualty history relevant for those types of remedial measures. There are many narrow roads and lanes and where pedestrians and vehicles need to be mindful of each other's needs, but the use of edge lines to denote a virtual footway needs to be carefully considered against the potential knock-on effects. For instance, pedestrians can be lulled into a false of security and narrowing the road width will mean that some vehicles will likely still need more space than has been provided – i.e. to accommodate two-way</p>	<p>No action will be taken.</p> <p><i>Monitor for accidents?</i></p>
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	<p>movements comfortably or generally to accommodate larger vehicles – and this may also create more frustration between pedestrians and drivers. There has also been some confusion with virtual footways being viewed as cycle lanes and they are often not as beneficial as perceived.</p> <p>We have also previously been asked to install a priority system through the bridge, but this is not practical as this system should only be used when vehicles at each end of the priority section are clearly visible to each other.”</p>	
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