



Bishop's Waltham Parish Council
A Meeting of the Parish Council's Planning and Highways Committee will be held in
the Ruby Room in the Jubilee Hall Bishop's Waltham
on Tuesday 27th February 2024 at 7.00pm.

The meeting will be open to the public unless the Committee directs otherwise.

Agenda

All papers/reports are available from the Council office (except where classified as confidential).

1. To receive and accept apologies for non-attendance
2. To note the resignation of the Vice Chair of the Committee and elect a replacement
3. To receive and accept declarations of disclosable pecuniary interests relating to items on this agenda
4. To receive and accept any personal, pecuniary and non-pecuniary interests relating to items on this agenda
5. Public Session – *for information only*
6. Parish Lengthsman's Report - to consider any motion put to the meeting as a result
7. Parish Council's Tree Warden's Report - to consider any motion put to the meeting as a result
8. Parish Rights of Way Warden's Report - to consider any motion put to the meeting as a result
9. To approve the minutes of the Planning and Highways Committee – 30th January 2024
10. Actions Arising from the meeting of the Planning and Highways Committee – 30th January 2024
- for information only
11. Financial position year to date – *to note current position*
12. Planning Applications: to ratify responses from Chairman, Vice Chairman and Clerk
13. Planning Applications for consideration:

24/00302/DIC

Plans and Reports

Annexe, Newtown Farm House, Tangier Lane, Bishop's Waltham SO32 1BA

Closing Date: 29.2.24

24/00320/TPO

T2 Oak – Remove/fell to near ground level

T5 Oak – Remove/fell to near ground level

T6 Oak – Remove/fell to near ground level

Reason: Clay shrinkage subsidence damage at the property

The Bungalow, Woodlea Nurseries, Wintershill, Durley

Closing Date: 1.3.24

SDNP/24/00333/FUL

Installation of 15kw of solar to power granted building SDNP/21/03396/FUL.

Ground mounted on plot roughly 20 x 3m

Ivy Cottage, Vernon Hill, Bishop's Waltham SO32 1FH

Closing Date: 4.3.24

24/00028/LIS

Proposal to change four timber windows, to be replaced with new traditional timber butt casement windows.

(Further detail listed in application)

Midi Cote, Bank Street, Bishop's Waltham SO32 1AN

Closing Date: 8.3.24

SDNP/24/00650/HOUS

Front porch and single storey rear extension (Amended Scheme)
Farthings, 5 Dean Lane, Bishop's Waltham SO32 1FX

Closing Date: 18.3.24

SDNP/24/00673/FUL

Proposed demolition of existing stable block, to be replaced with barn containing 6 stables and storage for tractor and hay
Seagrave Stables, Vernon Hill, Bishop's Waltham SO32 1FH

Closing Date: 4.3.24

14. Planning Applications: Decisions by WCC Delegated Officers/Committee, SDNP Planning Authority and Appeal Decisions - *for information.*
15. Correspondence – Safety Concerns for Pedestrians on Beeches Hill – *for consideration*
16. Road Markings at The Crown Roundabout – Paper from Cllr Conduct – *for consideration*
17. 'Twenty's Plenty' Initiative – Update – *for consideration*
18. Speed Indicator Devices and Speedwatch Camera – Appointment of Working Group – *for consideration*
19. Chairman's report – *for information only*
20. Requests for future agenda items – *for information only*
21. Date of next meeting – Tuesday 26th March 2024
22. Motion for confidential business:
The following motion will be moved on the completion of the above business: That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the public and press be temporarily excluded, and they are instructed to withdraw in accordance with the provisions of the Public Bodies (Admissions to Meetings) Act 1960.
23. WCC and SDNPA Enforcement Lists – *for consideration*

EMcKenzie

Clerk to the Committee
20.2.24

RoW Report for February 2024

Footpath 43 kissing gates: The ongoing wet weather is continuing to delay the installation of the two kissing gates. The ground may not now be dry enough until after March. However, gradual progress is being made towards a third kissing gate on this RoW at Park Lug. Southampton Ramblers have confirmed that they will give us £600 for its purchase, I have checked that the gate will fit the fence line, and I have carried out a Land Registry search to establish who the landowner of the field is beyond Park Lug. The contact for the Ramblers Group is now contacting him to obtain his permission to replace the stile as she also needs his permission to replace a fourth stile along the same footpath but further into Durley.

Bridleway 15: A horse rider contacted the Parish Council with concerns about the overgrown state of this path which runs between Dean and the Corhampton road. She had already reported it on the HCC Countryside website last summer at around the same time that I had also reported it as being completely impassable. I checked the map on the website and it appeared that the problem had not yet been resolved. I contacted our Engagement Officer who has told me that the bridleway had been checked in January and was considered to be all right. He said that there are plans for it and another bridleway in the area to be cut back severely to bring them up to an acceptable standard.

A meeting of our Footpath Volunteer wardens is planned for 13th March. We have yet another new volunteer bringing our number to 8.

Ben Partridge, our Engagement Officer, is moving on to a new post within HCC.

Ruth Shields

February 2024

Bishop's Waltham Footpaths



Hampshire
County Council

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BISHOP'S WALTHAM PARISH COUNCIL

Minutes of the meeting of the Parish Council Planning and Highways Committee held at the Jubilee Hall, Bishop's Waltham on Tuesday 30th January 2024 at 7.00pm

Present:	Cllr Conduct Cllr Jones Cllr Jelf Cllr Nicholson Cllr Pavey Cllr Williams Cllr P Wilson	Vice Chairman Chairman
Non-Committee Members	Cllr J Marsh	
Also in attendance	Mrs McKenzie Mrs Shields Mrs Grover Mr Wall	Committee Clerk/Executive Officer Parish Rights of Way Warden Parish Tree Warden Parish Lengthsman
Members of public	15	

PH163/23 To receive and accept apologies for non-attendance.

None. All present.

PH164/23 To note the resignation of the Vice Chair of the Committee and elect a replacement

It was noted that Cllr Ford had resigned from the Council as of 17.1.24 creating a councillor space on the committee and the position of Vice Chairman thereof.

Cllr Pavey volunteered to be co-opted on the committee for the evening and Cllr Conduct was nominated for Vice Chairman of the Committee.

Resolved: To co-opt Cllr Pavey onto the Planning and Highways Committee, for this meeting, and to elect Cllr Conduct as Vice Chairman of the Committee.

Proposed: Cllr Williams

Seconded: Cllr Nicholson

All in favour

PH165/23 To receive any declarations of disclosable pecuniary interests on items on the agenda.

Cllr Williams – agenda item 14 (PH176/23) as District Councillor and Deputy to the WCC Planning Committee.

PH166/23 To receive any declarations of personal, pecuniary and non-pecuniary interests on items on the agenda.

Cllr Jones - Enforcement issues in Confidential Section agenda item 27 (PH190/23)

Cllr Pavey – Agenda item 13 (PH175/23)

Cllr Williams - Enforcement issues in Confidential Section agenda item 27 (PH190/23)



PH167/23 Public Session

15 members of the public were in attendance. The Chairman asked them to make their contribution at the relevant agenda item point unless raising a general point.

Points raised:-

Tollgate Site – Health and Safety concern raised – WCC and Police aware

Changes to the Local Plan were highlighted and the Bishop's Waltham Design Statement's inclusion was queried as within these updates. Committee agreed to ensure this was identified as a relevant key document for any planning considerations for the town. The consultation to be held in summer was noted for responses.

ACTION: Ensure Design Statement included in Local Plan updates

ACTION: Executive Officer / P&H Committee Chairman

Points raised on the Old Forge application and Screwfix application were noted – both had objections dismissed by WCC Planning Committee.

Two pieces of correspondence regarding parking on the High Street were noted.

PH168/23 Parish Lengthsman's Report - to consider any motion put to the meeting as a result.

Points raised:-

Bus shelter audit completed with recommendations for Committee (agenda item following)

Occasional litter and fly tipping reported and dealt with.

Attendance due on a 'Signing, Guarding and Lighting' course on 2.2.24.

PH169/23 Parish Council's Tree Warden Report - to consider any motion put to the meeting as a result.

Mrs Grover reported/commented on the following:

Tree planning applications recommendations progressed.

Tree on Palace Grounds noted as requested for retention rather than removal.

Shoots Along the Route – project update

PH170/23 Parish Rights of Way Warden's Report - to consider any motion put to the meeting as a result.

The report submitted was noted.

Kissing gate installation still pending by Ramblers but due when weather favourable.

Regular maintenance plan noted for Runnydown Copse.

Footpath 42A to be checked as an operational action.

Footpath wardens recommending a QR code for footpath signposts – further information to follow at future meeting.

Inaccurate footpath signage on Bishop's Meadow needs amending by Bargate Homes.

ACTION: Liaise with Bargate regarding signage

ACTION: Exec Officer

PH171/23 Minutes of the meeting of the Planning and Highways Committee – 28th November 2023.

Resolved: to approve the minutes of the meeting of the Planning and Highways Committee of the 28th November 2023.

Proposed: Cllr Conduct

Seconded: Cllr Williams



All in favour who were present at the meeting on 28th November 2023.

PH172/23 **Actions Arising from the Minutes of the meeting of the 28th November 2023**
Noted.

PH173/23 **Financial Position Year to Date**
Current position noted.
Resolved: to note the current financial position year to date
Proposed: Cllr Conduct
Seconded: Cllr Nicholson
All in favour.

PH174/23 **Quarterly Budget Review**
Cllr Jones acknowledged that he had reviewed the current budget position with the Finance Manager. The figures were presented as tabled to all Committee members.
Resolved: to note the review of the quarterly budget position.
Proposed: Cllr Jones
Seconded: Cllr Pavey
All in favour.

Cllr Williams left the room.

PH175/23 **Planning Applications: to ratify the responses from the Chairman, Vice Chairman and Clerk.**
Resolved: to ratify the responses from the Chairman, Vice Chairman and the Clerk.
Proposed: Cllr Jones
Seconded: Cllr Conduct
6 in favour, 1 abstention

PH176/23 **Planning Applications for consideration.**

23/02631/FUL **Closing Date: 31.1.24**
Demolition of former ESSO garage and the erection of 6 no. new dwellings with car parking and use of existing access onto Winchester Road
ESSO, Winchester Road, Bishop's Waltham SO32 1BA

Three members of the public spoke with points raised:-

Objection – Planning application against adopted Design Statement for Bishop's Waltham in terms of it being higher than 2.5 storeys in height and proposed building would dominate the surrounding area, particularly the pond.

Objection – too close to the North Pond and building would affect its environment focus and operational needs. Concern about the accuracy of the drawings in the Full Additional Plan 3769058 and the actual land boundary for this site.

Objection – traffic concerns – not just traffic in and out of site but overall flow onto B2177 and heavy traffic on this key road. Requested traffic survey on volume of traffic and pedestrian safety in this area.

The Committee responded to the pedestrian crossing request with the background of discussions regarding this matter taking place regularly with developers in that area and Hampshire County Council/Winchester City Council. The 'crash map' continued to state no real danger along that section of the B2177. The Parish Council would continue to raise concerns



and pursue any opportunity to install a formal crossing point but there were limitations and challenges to this (other responsible bodies and available funding being the two most important).

The Committee summarised that the Parish Council would make the comment to Winchester City Council to object to this planning application on grounds of non-compliance with the adopted Bishop's Waltham Design Statement Policies 5.1. and 5.2. The re-development of the site was welcomed however, and with a reworking of the application to lower the roof line in order to comply with the Design Statement, and open communications with the Parish Council, a renewed application could be favourably reviewed. The planning application would also have to ensure provision for contractors' parking at the site, delivery and storage area and travel control on the B2177 and concern with heavy vehicles on the roads between the ponds.

Also acknowledged were the many concerns and objections raised by residents, as well as the North Pond Conservation Group and the relevant ecology reports submitted in relation to this application. The concern about the accuracy of the drawings in the Full Additional Plan 3769058 and the actual land boundary for this site was also noted.

Resolved: to object to the Planning Application 23/02631/FUL due to non-compliance with adopted Design Statement for Bishop's Waltham, and to note concerns on traffic safety and ecology

Proposed: Cllr Jones

Seconded: Cllr Conduct

6 in favour, 1 abstention

It was noted that this planning application would no doubt be discussed by the WCC Planning Committee and representative should be planned to attend to ensure residents' comments were made in person.

24/00038/FUL

Closing Date: 1.2.24

Change of use from Class E to Sui Generis Use for Canine Welfare Centre for Dog day care and Behaviour and training clinic; parking area and fencing.

Mitre Blue Light Site, Botley Road, Bishop's Waltham

Three members of the public spoke with points raised:-

Objection – noise concerns and affect on neighbours, traffic and access concerns – huge volume increase on current car movements, access road has poor visibility and without adequate splay, ecology report require, over development of the countryside

Objection – traffic concerns – increased volume from lane onto busy B3035

Objection – noise concerns, traffic and access concerns, 2 other dog related businesses already within mile stretch of same road.

The Committee noted that a professional and adequate traffic survey would be required as well as a technical report on noise impact.

Resolved: to object to the Planning Application 24/00038/FUL due to noise and traffic/access concerns.

Proposed: Cllr Jones

Seconded: Cllr Conduct

6 in favour, 1 abstention



23/02618/HOU

Closing Date: 6.2.24

Replace ground floor canopy with part first-floor balcony (1.2m in depth) above with railings and side screens, and associated window/door alterations (part retrospective; amended drawings)

Alice Cottage, 12 Upper Basingwell Street, Bishop's Waltham SO32 1AL

The application was deliberated, and responses noted from the Planning Portal. Materials used considered not in line with those listed within the Design Statement for the conservation area of Bishop's Waltham.

Resolved: to object to the Planning Application 23/02618/HOU due to concerns of non-compliance with the Design Statement for Bishop's Waltham

Proposed: Cllr Conduct

Seconded: Cllr Nicholson

5 in favour, 2 abstentions

23/02843/HOU

Closing Date: 13.2.24

New two storey bay window front extension and covered porch over the front door

Double Dee Park Road Bishops Waltham Southampton Hampshire SO32 1BQ

Resolved: to make a response of no objection to the Planning Application 23/02843/HOU

Proposed: Cllr Jones

Seconded: Cllr Conduct

6 in favour, 1 abstention

SDNP/23/01571/CND – for information only

Discharge of condition 6 of planning applications

Metlands Farm Dean Lane Bishops Waltham Hampshire SO32 1FW

Two members of the public has submitted correspondence highlighting concerns over the footpath route and the development of the hay barn.

ACTIONS:

To request the WCC enforcement team monitor development and discharge of conditions.

ACTION: Executive Officer

To request HCC Area Countryside Access Manager to ensure the landowner allows access to the Definitive Right of Way through his farmyard unless an application is made to divert the route.

ACTION: Executive Officer/ Rights of Way Officer

PH177/23 Planning Applications.

Decisions by WCC Delegated Officers/Committee, SDNP Planning Authority and Appeal Decisions.

Noted.



It was acknowledged that the Planning application 23/01414/HOU had reopened since the Committee had responded to the initial deadline of 8.12.23. A member of the public spoke highlighting that the application had changed from a detached building to a semi to comply with planning recommendations and a green verge was due to be created. The Committee confirmed that this would be discussed under Delegated Authority as it was not on the agenda for this evening and the deadline was 15.2.24.

Cllr Williams returned to the meeting.

PH178/23 Bus Shelter Audit 2024

Considered usage of shelters and seats on current routes.
Review information with Parish Lengthsman for accuracy.
Shelters and seats to be kept clean and tidy to reflect well-kept town reputation.
Bus shelter advertising rights confirmed as held by the Parish Council.
Costs for repairs to the St George's Square bus shelter to be investigated.

ACTION: Investigate repair costs for St George's Shelter ACTION: Exec Officer

PH179/23 Bishop's Waltham to Swanmore Pathway Project – Update

Noted.

Meeting held between Stakeholders on 29.1.24

CIL funding identified for this special joint parishes project on 'active travel'.

PH180/23 Accessibility Project – Update

Noted.

PH181/23 Speedwatch – Update

Noted. Poster ready for circulation to encourage further volunteers to step forward.

Locations suggested by the members of the public present as Winchester Road/The Avenue location as well as the B2177 between the roundabouts. It was stated that the Police contact assesses and confirms sites so these will be discussed with them when appropriate.

Speed Indicator Devices due to be reinstalled this Spring.

A member of the public also requested a review of a the road layout and possible road crossing by Sainsburys.

PH182/23 Correspondence – Basingwell Street Car Park Bin Store – with Full Council Resolution

Points raised by members of the public present:-

- Why was bin store installed? Disabled parking bays moved too slowly and need more of them. Concerned over lack of consultation with businesses and the health and safety aspects of crossing road to use bins.
- Clarified position with regard to Portuguese bins mentioned in a facebook post and confirmed no link to Parish Council actions.

The Committee explained that the bin store had been installed due to comments about unsightly bins in Lower Lane and Houchin Street, along with Hampshire Highways concerns about unauthorised bins positioned unsafely on the highway. The Chamber of Trade and businesses had been consulted on this matter with mixed responses. It was felt that the bin store would provide a location for business use if Hampshire Highways enforced the no bins on the highway regulation. Shop owners were already walking into the highway to use the bins and crossing the road occasionally would be within a normal risk assessment for any business. Hampshire Highways had been asked to slow the traffic in Houchin Street further but, due to cost analysis, no actions could be taken. The usage of metal rather than wooden railings was noted



as standard WCC practice and a softening of fencing had been requested, although this was a further costing matter to be considered.

The member of public who raised the question of quota of disabled parking bays in a car park was thanked. It was confirmed that 6% were required and so additional places were currently being reviewed by WCC. It was acknowledged that WCC were slow to mark the new disabled parking bays but this was due to costing and scheduling of a contractor and this was being pursued as a priority.

The Full Council resolution was noted as to pursue WCC for timely marking of disabled parking bays and softening of fencing, and to review the bin store facility in due course.

PH183/23 Correspondence – Proposal for Pedestrianisation of the Lower High Street

The proposal was duly deliberated. Two members of the public spoke in opposition of the proposal citing disruption to the High Street, concern over 'killing the high street' and the need to consult traders who benefitted from the regular movement of parking customers as well as deliveries. The Chairman outlined the pros and cons of potential high street changes, especially with regard to loss of parking and traffic flow. It was also reiterated that the yellow lining was always present in the High Street and the recent more dedicated enforcement was a legal requirement that drivers were now adhering to.

The factors presented by Hampshire County Council were noted in terms of access for businesses, displacement of parking, increased volume of traffic using side streets and the high cost of this potential project with no budgeted funding for such. It was concluded therefore that the Council was not minded to further consider this initiative at the moment, having already spent considerable time reviewing and surveying residents in recent years about this matter and currently working on traffic calming and traffic safety flow in the High Street. The Council are also aware that many traders and drivers are keen for high street parking so any suggested changes to this will potentially be contentious. Any further high street ideas would be considered in the future when surveys, of residents, visitors and traders to gather responses on any suggestions, will be circulated.

ACTION: Reply to correspondent with Committee response

ACTION: Executive Officer

PH184/23 Correspondence – Road Safety on Winchester Road into Bishop's Meadow Estate

The Chairman presented the correspondence and thanked Cllr Jelf for his response to the resident. A member of the public present raised concerns about the speeds in and out of the town at this location and the top of Albany Road. Special concern was mentioned about the crossing on the crest of the hill and the pedestrian refuge at Ashton Corner. Similar concerns about traffic speed and visibility were raised for the Deer Walk estate on Coppice Hill. The idea of 30mph signs at each of the boundary points was suggested. An update on the 20s Plenty initiative was highlighted with powers to be possibly delegated to Parish Council in the future. It was noted that SIDs were on a 14-day rotation and could not be in a fixed location for any longer due to licencing of such. A member of the public suggested that physical barriers are better at interrupting speed than signage, which was duly noted.

PH185/23 Suspension of Standing Order 3x

Resolved: To suspend Standing Order 3x to allow the meeting to exceed 2.5 hours

Proposed: Cllr Williams

Seconded: Cllr Wilson

All in favour



PH186/23 Chairman's Report.

Cllr Jones reported that he had attended an Emergency Planning course with WCC and also the Emergency Planning Scenario Training with HCC for BWPC specifically. He had attended the BW In Bloom quiz night as part of community engagement.

PH187/23 Requests for future agenda items.

An agenda item on fly tipping concerns were requested by members of the public but the Chairman reassured those present that this was being addressed as a whole Council issue and discussed at those meetings on the second Tuesday of each month.

PH188/23 Date of next meeting Tuesday 27th February 2024.

Noted.

PH189/23 Motion for confidential business:

The Chairman then moved: That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the public and press be temporarily excluded, and they are instructed to withdraw in accordance with the provisions of the Public Bodies (Admissions to Meetings) Act 1960.

All members of the public left, or had already left, at this point.

PH190/23 WCC and SDNPA Enforcement Lists – for consideration.

Declarations of interest noted.

Continue to monitor and chase enforcement updates when appropriate.

Reminder given that the WCC Enforcement Team are limited in resource and have to prioritise certain cases which may include lengthy legal matters.

There being no further business the meeting closed at 9:38pm.

Bishop's Waltham Parish Council

Actions Arising from the Planning & Highways Committee meeting 30.1.24

Minute Number	Subject	Action	Date for completion	Action by	Notes
PH080/23(III), PH098/23	Dog bins	Sites at Botley Rd and Winchester Rd to be considered	Sep-23	EO	Agenda item Sept 23 to consider sites - Deer Walk, Shore Lane, Botley Rd
PH094/23	Blackthorn on Ftph 39	Ascertain owner and request removal	Complete	EO	ROW officer deferred this action to when necessary
PH105/23, PH132/23	Speedwatch Group	To consider further publicity and liaise with PCSO	Nov-23	EO/BN	Liaison with PCSO in progress. Updating volunteer list.
PH105/23, PH132/23	Speedwatch Camera	To charge battery and position on Cricklemede	Nov-23	BN	In progress.
PH118/23	School Crossing Patrol	To write to HCC about H&S concerns	Nov-23	EO	Matters in public domain
PH119/23	Risk Assessment	To review RA with PL	Complete	KJ/EJ	Mon 30.10.23 midday
PH127/23	Lower Lane Depot	To check final status of planning application	Complete	EO	
PH129/23	Parking Survey Result	To issue summary	Complete	EO	Newsletter March 2024
PH130/23	HCC Tree Project	i) To apply for trees ii) Encourage landowners iii) To liaise with H&G	Complete	EO	Plan made - application to be progressed and submitted. Letters to landowners prepared. Liaised with H&G and gained approval 21.11.23
PH142/23	20s Plenty	To monitor discussions at WCC	Jan-24	EO/JW	Ongoing
PH144/23	23/02530/TPC	To note response to WCC	Complete	EO	Works listed by WCC with no objection
PH145/23	Kissing Gate Installation	To gather alternative quote for installation	Dec-23	EO	Referred back to Ramblers
PH145/23	Footpath 2 Issue	To report to HCC	Dec-23	EO	
PH148/23	Bus Shelter Posters	To investigate posters for poster holders	Jan-24	EO	
PH148/23	Printer for road signs	To investigate cost	Jan-24	EO	
PH155/23	Accessibility Plan	To meet with HCC	Jan-24	EO	Working group - KJ, BN, PW. No date yet provided by HCC
PH157/23	Parking Update - Notice	To update on social media	Complete	EO/JW	FB update on monitoring
PH167/23	Ensure Design Statement included in Local Plan updates	To monitor changes and ensure DS included	Oct-24	EO/KJ	
PH170/23	Footpath Signage	To liaise with Bargate re footpath signage	May-24	EO/ROW	
PH176/23	Enforcement	To ensure WCC/SDNP check Metlands Farm dev.	Complete	EO/ROW	Email sent
PH176/23	Footpath route	To ensure Metlands Farm footpath route clear	May-24	EO/ROW	
PH178/23	St George's Square Bus Shelter	To seek costs for repairs	May-24	EO	
PH183/23	Response to correspondent	To reply to proposal on Lower High St pedestrianisation	Complete	EO	Letter provided

Cost Centre Report

	Current Month Actual	Current Month Budget	Current Month Variance	Year To Date Actual	Year To Date Budget	Year To Date Variance	Total Annual Budget	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>400 Planning & Highways</u>											
1251 Hire Fees - Lengthsman	0	435	435	0	4,380	4,380	5,250			0.0%	
4157 Road Tax & Insurance	643	0	643	(861)	1,507	2,368	(1,300)	439	439	66.2%	
4276 Contractor - Dog Bins Svcing	0	0	0	(1,503)	1,500	3,003	(2,000)	497	497	75.1%	
4306 Op Costs - P C Vehicles	0	125	125	(4,037)	1,250	5,287	(1,500)	(2,537)	(2,537)	269.1%	
4309 Materials - Cleaning	0	10	10	0	90	90	(100)	100	100	0.0%	
4310 Materials - Tools / Minor Items	0	10	10	(66)	90	156	(100)	34	34	65.7%	
4313 Materials - Signage	0	50	50	0	100	100	(100)	100	100	0.0%	
4315 Materials - Dog Dispenser Bags	0	50	50	(302)	500	802	(600)	298	298	50.3%	
4324 Mtce - Bus Shelters	0	0	0	0	250	250	(500)	500	500	0.0%	
4330 Mtce - Town Clock	0	0	0	0	150	150	(150)	150	150	0.0%	
4333 Mtce - Footpaths & Cycleways	0	0	0	0	500	500	(1,000)	1,000	1,000	0.0%	
4334 Mtce - Street Furniture	0	0	0	(117)	300	417	(300)	183	183	39.1%	
4335 Mtce - S I D	0	0	0	0	100	100	(100)	100	100	0.0%	
4350 Minor Assets	0	0	0	0	0	0	(250)	250	250	0.0%	
<u>499 Capital - Planning & Highways</u>											
1099 Income - Asset Disposals	1,250	0	(1,250)	1,250	0	(1,250)	0			0.0%	
1302 Grant - Stiles / Kissing Gates	0	0	0	0	500	500	500			0.0%	
4350 Minor Assets	0	0	0	0	250	250	(250)	250	250	0.0%	
4363 BW to Botley Bridleway	0	0	0	0	50,000	50,000	(50,000)	50,000	50,000	0.0%	
4375 Speed Indicator Device (ES)	0	0	0	0	2,500	2,500	(2,500)	2,500	2,500	0.0%	
4403 Planter (HCC Grant)	0	0	0	0	1,000	1,000	(1,000)	1,000	1,000	0.0%	
4404 Stiles / Kissing Gates	0	0	0	0	1,000	1,000	(1,000)	1,000	1,000	0.0%	

Detailed Income & Expenditure by Phased Budget Heading 31/01/2024

Month No: 10

Cost Centre Report

	Current Month Actual	Current Month Budget	Current Month Variance	Year To Date Actual	Year To Date Budget	Year To Date Variance	Total Annual Budget	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
4407 Replace Bus Shelters	0	0	0	0	10,000	10,000	(10,000)		10,000	0.0%	
Grand Totals:- Income	1,250	435	(815)	1,250	4,880	3,630	5,750			21.7%	
Expenditure	(643)	245	888	6,886	71,087	64,201	72,750	0	65,864	9.5%	
Net Income over Expenditure	1,893	190	(1,703)	(5,636)	(66,207)	(60,571)	(67,000)				
Movement to/(from) Gen Reserve	1,893			(5,636)							



Bishop's Waltham Parish Council

Planning and Highways Committee

27.2.24

Agenda Item - Planning Applications: to ratify responses from Chairman, Vice Chairman and Clerk.

24/00109/FUL

Closing Date: 27.2.24

Proposed change of use of the ground floor of the former Banks Bistro, Bank Street, Bishop's Waltham to residential, creating two x two bedroom flats

Banks Bar and Bistro, The Old Granary, Bank Street, Bishop's Waltham

Recommendation: No objection

24/00059/LIS

Closing Date: 27.2.24

Proposed change of use of the ground floor of the former Banks Bistro, Bank Street, Bishop's Waltham to residential, creating two x two bedroom flats

Banks Bar and Bistro, The Old Granary, Bank Street, Bishop's Waltham

Recommendation: No objection

Proposal: to ratify responses from Chairman, Vice Chairman and Clerk



Bishop's Waltham Parish Council
Planning and Highways Committee

27.2.24

Agenda Item - Planning Applications - for consideration

24/00302/DIC

Plans and Reports

Annexe, Newtown Farm House, Tangier Lane, Bishop's Waltham SO32 1BA

Recommendation: No objection. Monitoring.

Closing Date: 29.2.24

24/00320/TPO

T2 Oak – Remove/fell to near ground level

T5 Oak – Remove/fell to near ground level

T6 Oak – Remove/fell to near ground level

Reason: Clay shrinkage subsidence damage at the property

The Bungalow, Woodlea Nurseries, Wintershill, Durley

Recommendation: Review report on damage to bungalow. Refer to Tree Warden for comment.

Closing Date: 1.3.24

SDNP/24/00333/FUL

Installation of 15kw of solar to power granted building SDNP/21/03396/FUL.

Ground mounted on plot roughly 20 x 3m

Ivy Cottage, Vernon Hill, Bishop's Waltham SO32 1FH

Recommendation: No objection. Solar panels already in situ.

Closing Date: 4.3.24

24/00028/LIS

Proposal to change four timber windows, to be replaced with new traditional timber butt casement windows. *(Further detail listed in application)*

Midi Cote, Bank Street, Bishop's Waltham SO32 1AN

Recommendation: No objection.

Closing Date: 8.3.24

SDNP/24/00650/HOUS

Front porch and single storey rear extension (Amended Scheme)

Farthings, 5 Dean Lane, Bishop's Waltham SO32 1FX

Recommendation: No objection.

Closing Date: 18.3.24

SDNP/24/00673/FUL

Proposed demolition of existing stable block, to be replaced with barn containing 6 stables and storage for tractor and hay

Seagrave Stables, Vernon Hill, Bishop's Waltham SO32 1FH

Recommendation: No objection.

Closing Date: 18.3.24



Bishop's Waltham Parish Council

Planning and Highways Committee

27.2.24

Agenda item: Decisions by Delegated Officer to Winchester City Council, WCC Planning Development Control Committee, South Downs National Park Authority and Appeals inspector up to 21.2.24

23/02772/HOU

Closing Date: 30.1.24

Demolish existing garage and rebuild on same site but slightly bigger using existing base

Thornbury, the Avenue, Bishop's Waltham SO32 1BP

Application Permitted.

23/02618/HOU

Closing Date: 6.2.24

Replace ground floor canopy with part first-floor balcony (1.2m in depth) above with railings and side screens, and associated window/door alterations (part retrospective; amended drawings)

Alice Cottage, 12 Upper Basingwell Street, Bishop's Waltham SO32 1AL

Application Permitted.

23/02843/HOU

Closing Date: 13.2.24

New two storey bay window front extension and covered porch over the front door

Double Dee Park Road Bishops Waltham Southampton Hampshire SO32 1BQ

Application Permitted.



Bishop's Waltham Parish Council
Planning and Highways Committee

27.2.24

Agenda Item – Correspondence – Safety Concerns for Pedestrians on Beeches Hill
– for consideration

Correspondence has been received from a resident of beeches Hill as in papers following.

Proposal: to consider the correspondence tabled and recommend any actions as a result.

Executive Officer
22.2.24

Hampshire County Council
Winchester City Council
Bishops Waltham Parish Council
Hampshire Police and Crime Commissioner
Mrs Flick Drummond MP

1st February 2024

Ladies and Gentlemen,

I wish to highlight *in the starkest possible terms* the dangers facing pedestrians on Beeches Hill, particularly now during long, dark nights and freezing temperatures. The problems arise from a range of issues, spanning the authorities addressed and requiring coordinated action. The principal points:

- As a main artery towards Winchester, M3 and A34, Beeches Hill is a busy road.
- Particularly when proceeding down this steep (10%) narrow hill, traffic exceeds the existing 30 mph limit, which is not enforced in any manner.
- Heavy goods vehicles heed no attention to the warning that the road is unsuitable for them. In addition to presenting additional dangers to pedestrians, these cause much congestion and could impede the access and transit of emergency vehicles.
- Pedestrians have no option other than to walk in the road and, in addition to the recklessness shown by some drivers and cyclists, their plight is exacerbated by:
 - The lack of pavement except for a short distance at the bottom of the hill.
 - The narrowness of the road results in unsafe clearance between pedestrians and passing vehicles.
 - Effectively no street lighting to support pedestrians in the road.
 - The lack of any surface water drainage causes additional danger:
 - Water running down the road could freeze.
 - The edges of the road have been eroded causing trip hazards.
 - Spray from passing vehicles is most unpleasant for pedestrians.
 - The road is never swept leading to a build-up of leaves and mud, obscuring road markings around the traffic calming chicanes and elsewhere.
- Public footpaths emerge onto Beeches Hill in two places: one is beyond a corner blind to traffic; and the other brings walkers directly onto the road at its narrowest part.

I wrote to Winchester County Council (forwarded by the Parish Council) in July 2021 which resulted in an online 'Teams' meeting with members of both the Parish and County Councils on 4th October 21. To avoid undue repetition, I have attached my original letter. All the points I made at that time remain pertinent and actions promised at the virtual meeting appear not to have materialised.

So, what has changed?

Risk Assessment and Management

It has become clear that undue reliance is placed on the website 'Crashmaps' as the arbiter when determining the likelihood of traffic accidents and the risks involved. Using the data of collisions which have taken place collected by this site, HCC will decide if action needs to be taken to enhance road safety measures. Especially in the case of Beeches Hill, this methodology is fallacious because:

- It depends on all accidents and collisions being recorded which local evidence shows is not the case [see later].
- Focusing on collisions between vehicles, is not a correct measure of risk for collisions with pedestrians which will have much more serious consequences.
- This concept was introduced in HCC's Future Traffic Management Policy¹ in 2016, where it is stated that priority will be given to "investigation where injury accidents are currently occurring." Nonetheless, that policy was concerned principally with how HCC could save money and remain within budget: this is not a proper yardstick by which constituents should be kept safe.
- Reliance on such data is palpably against any recognised method of risk assessment. Stated simply, authorities should not act only after accidents have already occurred but, instead, should take precautions to prevent them.
- Fundamentally, the absence of incidents does not equate to a risk-free environment.

Common sense must prevail. I would challenge any councillor to walk down Beeches Hill – by day or night – and declare it is safe for their children.

The Highway Code

In the face of the climate emergency, everybody is being encouraged to walk instead of drive and empirical evidence is that more people are taking this advice. Other factors apply too and the number of pedestrians, including those with children and buggies, is growing, thus increasing the risk commensurately.

Text of an email from a new resident in November 2023:

My family and I have just moved into Margarets Cottage, Beeches Hill. We are super excited to start a new chapter in such a stunning village. However, due to unforeseen health issues I can no longer drive and the lack of footpath and 40mph speed limit on part of the road means the walk to and from school feels incredibly unsafe.

On Saturday 29 January 2022, changes were made to the Highway Code. Under the 'hierarchy of road users' principle, pedestrians should now be offered top priority over other road users. Drivers act as if unaware of the changes introduced and this is a situation in which local authorities must act to promote the new guidance.

¹ HCC Decision Report "Future Traffic Management Policy" reference 7468 dated 16 May 2016.

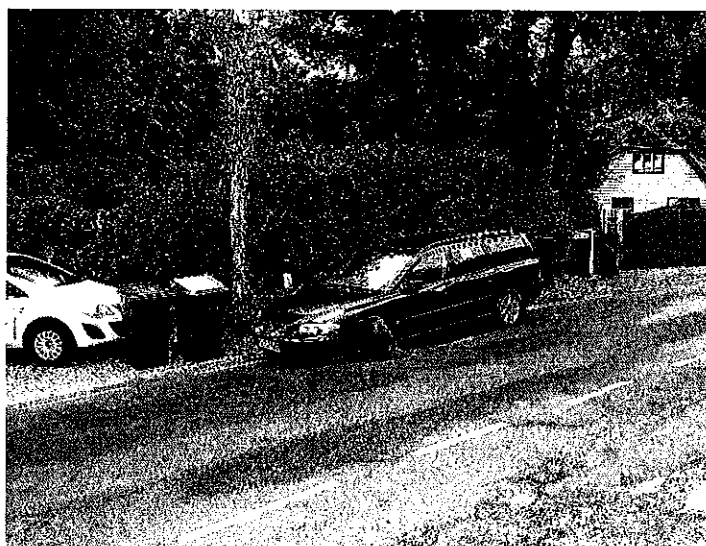
Highway Code extracts:

- Cutting the number of deaths and injuries that occur on our roads every day is a responsibility we all share [including the police and local authorities].
- This new 'hierarchy of road users' principle applies most strongly to drivers of large goods, passenger vehicles, vans/minibuses, cars/taxis and motorcycles.
- Rule 204 - The road users most at risk from road traffic are pedestrians, in particular children, older adults and disabled people.
- Rule 205 - There is a risk of pedestrians, especially children, stepping unexpectedly into the road. [Vehicle drivers] should drive with the safety of children in mind at a speed suitable for the conditions.
- Rule 207 - At 40 mph (64 km/h) [a] vehicle will probably kill any pedestrians it hits. At 20 mph (32 km/h) there is only a 1 in 20 chance of the pedestrian being killed.
- Rules 212 & 163 - Drivers should allow at least 2 metres (6.5 feet) of space and keep to a low speed when passing people walking in the road (for example, where there's no pavement). They should wait behind them and not overtake if it's unsafe or not possible to meet these clearances

Across the Country, new schemes for traffic control are being announced to reflect realities of traffic behaviour. Many 20-mph speed limits are being introduced in town centres but, in such locations, pedestrians are on pavements. So, those having to walk in the road should be given even more consideration. Hampshire Councils are out of step and seem unwilling to act even where the need can be shown to exist.

Incidents on Beeches Hill

'Crashmaps' records just two events in the vicinity of Beeches Hill. In the first, in August 2019, a resident's car was forced off the road by a car speeding down the hill. The second, in November 2020, occurred in Shipcote Lane when a pedestrian resident was seriously injured when hit by a van. Nonetheless, residents are aware of other dangerous incidences and near misses, with some evidence shown here:



This car was discovered on 16 August 2022 opposite Primrose Terrace, assumed to have been in a heavy collision with another vehicle, there being no evidence of other damage.



Before and after photos, showing how the 4-inch bolts of an angle-iron reinforcing strip had been ripped from this post on 18 January 2023, bending the iron over. Incidentally, note too the stream of water running down the road.



Before, after and later photos of a side wall, with the iron reinforcement first being hit and bent, and then hit again and completely knocked off.



Courtesy of Google's Street View, the first shot shows the damage to another wall, and the second shows the significant remedial measures thought necessary by the resident.

As reported in my last letter, there was a collision on 13th August 2020 opposite Primrose Terrace between a car at speed coming down the hill with a fire tender proceeding up the hill. This occurred despite the latter vehicle operating its warning lights and sirens. Again, this is missing from Crashmaps. All these incidents raise an obvious question. If drivers are proceeding in such a careless manner so as to hit substantial objects like these and cause such damage, how can authorities expect them to drive differently when pedestrians are walking in the road? The dangers and the prevailing conditions are not appreciated, with vehicles going so fast that drivers are unable to react in time to prevent collision. In every case, these occurrences would likely have been fatal to any pedestrian.

The Speed Limit

To obtain expert guidance, at the outset I approached Hampshire Police for its assessment of what might be called a safe speed down Beeches Hill. The response² was disappointing, stating:

“ . . . all drivers should drive to a speed that they consider safe as dictated in the highway code. You are right that traffic officers are highly trained in road safety. However we do not attend roads to make assessments on road safety, this is a matter for the council. The only exception to this is if officers attend the road due to a traffic collision having occurred there which has resulted in an injury. If a collision involving an injury has happened, then the attending officer completes a report which indicates likely factors that caused the collision and these are shared with the council and highways agency to improve future road safety in order to prevent further accidents.”

Again, the nonsense is cited of establishment experts being prepared to take action only after an accident has taken place. Nonetheless, responsibility is thus placed firmly on the County Council to decide road safety and to act accordingly.

Indeed, the Council's own guidance³ states that it should “Address communities' concerns about traffic-related issues – addressing issues that have an adverse impact on the quality of life for local residents.” However, it is the safety of residents being addressed here and more than just a 'quality of life' issue. Key aspects of this policy paper are relevant to the situation on Beeches Hill:

- Several statutes are already in place which enable highway authorities to manage traffic, particularly within the South Downs National Park as here.
- Policy TM2 – The underlying aim is that speed limits should be set at a level which reflects the function and geometry of the road and takes account of the needs of all road users [my underlining].
- Policy TM8 – Traffic calming covers a wide range of measures which are aimed at slowing traffic or deterring through-traffic. Objectives should be aimed at reducing injury accidents, to reduce the impact of traffic in residential areas or locations where there is a high volume of vulnerable road users.
- Guidance is also provided concerning 20 mph speed limits, either by zone, limit-only or sign-only, where road safety issues that involve pedestrians exist.

² Email from Postmaster Contact Management dated 12 July 2019 [Submission: CDS-37701-19-4400-000]

³ Traffic Management Policy & Guidance dated January 2014.

It appears therefore that HCC is not applying its own policies in providing proper protections to pedestrians. It is noted that HCC has just updated its guidance for the establishment of 20-mph limits and zones⁴, including a mechanism for parish councils to request and fund these restrictions. Nevertheless, HCC will oversee the revised technical assessment criteria so that it continues to decide whether such schemes are enacted or not, deciding too the priority for implementation across Hampshire. Besides funding arrangements, little has changed because only the Highway Authority, can approve such initiatives and action lies ultimately with HCC.

With the traffic-calming chicanes already in place, the introduction of a 20-mph zone between the two should be relatively straightforward and not involve great expense. This is also an efficient way to avoid a profusion of road signs currently missing to warn drivers of the many hazards that exist.

A 20-mph zone as proposed would not, however, address the danger to pedestrians at the lower part of the road. Quoting the Highway Code's Rule 207, at 40 mph – the existing speed limit – a vehicle would probably kill any pedestrians it hits. The preferred solution would be the provision of a permanent pavement and, unlike further up the hill, there is room for this. Failing that, there is the strongest justification for extending the 30-mph speed limit to the junction with Lower Lane as the minimum safety measure for pedestrians.

Proposals:

- 1. Bishops Waltham Parish Council should request a 20-mph zone between the existing traffic-calming chicanes on Beeches Hill.**
- 2. Hampshire County Council should approve the above proposal on grounds of the hazards to pedestrians and afford it a high priority.**
- 3. Hampshire County Council should investigate the construction of a pavement from Vernon Hill to Lower Lane.**
- 4. HCC should immediately approve and extend the 30-mph speed limit on Beeches Hill to the junction with Lower Lane.**

Driver Awareness and Enforcement

As recently as April 2023, HCC has updated its policy on temporary speed signing involving Speed Indicator Devices (SIDs) and Speed Limit Reminder signs (SLRs)⁵. Again, only the Highway Authority – HCC – can consent to the erection of such equipment, provided the Parish Council has been granted an S72 Licence and after the purchase of the SLR/SID sign face and post.

For Beeches Hill, the location of an SLR/SID is all important. There is a current facility for one to be placed on the approach up the hill towards the lower traffic-calming chicane. In approaching this area, traffic will have previously been subject to the 40-mph limit, so should need to slow by 10 mph. Nonetheless, the SID has been positioned there infrequently with gaps much greater than the minimum 8 weeks cited. Conversely, there is no such signing down the hill where the greatest speeds have been observed. This is not surprising because:

⁴ Traffic Management Policy Update: 20 mph Speed Limits & Zones dated 15 January 2024.

⁵ HCC's Temporary Speed Signing Policy and Guidance [Version 10] dated April 2023.

- The approach limitation is the national speed limit – 60 mph.
- Coming down the steep 10% hill, drivers have to brake quite hard to reduce their speed to overcome their existing momentum. Lifting a foot from the accelerator pedal is insufficient.
- There is no additional warning of the speed limit in force. In fact, the national speed limit sign at the entrance to Shipcote Lane can confuse.
- The warning sign to expect pedestrians in the road is on the steepest section.

Quoting from the updated policy, article 1.3. states, “Mobile speed warning signs can be used at sites where speed is a concern even though there may not be a history of crashes.” This overcomes the absence of Crashmap data and provides a ready solution, but still requires a thorough assessment of hazards.

Another section of this policy should be highlighted, viz: “overuse at a site can dramatically reduce the effect and so it is recommended that sites are used no more than three times a year.” The reverse of this logic is also true: where there is no enforcement at all, drivers believe they can drive with impunity. Whilst an SID/SLR would help the situation, the occasional presence of a speed detector van would reinforce the speed limit. In nearly seven years as a resident, I have not observed such a van even a single time.

Proposals:

- 5. Bishops Waltham Parish Council should urgently apply for an S72 Licence to place a mobile speed warning sign at the top of Beeches Hill for traffic entering the parish from the north.**
- 6. Hampshire County Council should approve the above proposal on grounds of the hazards to pedestrians and afford it a high priority.**
- 7. The Police and Crime Commissioner should approve measures to enforce the speed limit on this busy road with multiple hazards.**

HGVs

As raised in my previous letter, the current signs warning of unsuitability for HGVs are ineffective, being seen only after lorries have made the turn into Beeches Hill, with no prior warning signs as used in other areas of Bishops Waltham. Accordingly, existing signs are ignored. However, the amended Highway Code introduces a new element to this issue. Rules 212 & 163 state that drivers should allow at least 2 metres (6.5 feet) of space when passing pedestrians. Beeches Hill is not wide enough in places to allow such a clearance, especially when there is other traffic. Accordingly, a mandatory width restriction should be applied to the road rather than the current ‘suitability’ advisory notices to HGVs.

Proposal:

- 8. Hampshire County Council must introduce a width restriction on Beeches Hill to follow Highway Code guidance to protect pedestrians.**



Drivers pay no heed to warning signs advising that Beeches Hill is unsuitable for HGVs. The result is frequent disruption, noxious fumes in a residential area, damage to private driveways and obstruction should emergency vehicles need to attend or transit through.

Surface Water Drainage

The lack of surface water drainage on Beeches Hill and the resulting parlous state of road edges were raised in my last letter. An appropriate HCC representative was present at the online meeting in October 2021 but no remedial action is evident even now more than two years later. Residents have been advised of two 'surveys' of drainage on 21st January 2021 and 26th January 2022 but nothing more seems to have transpired from these inspections. Residents received no feedback from these surveys but, when talking to the on-site operators, they agreed that the whole downstream system was silted up which cannot be cleared simply by clearing the drain itself. Indeed, the drain grating was damaged during the last inspection and the drain again filled with grit at the next downpour. Other residents have forwarded to me numerous emails over a number of years in which they have made the situation clear to HCC. The spray from a constantly wet road is uncomfortable for pedestrians, but the hazards presented by such a slippery and possibly icy surface are more serious.



The drainage system down Beeches Hill is completely silted up and the least bit of rain causes a stream to run down the road, eroding the edges and causing trip hazards. The possibility of wheels being caught and the subsequent loss of a vehicle's control is a worry.



Water constantly running down the road warrants a warning of ice throughout the winter, but also the resulting stream deposits gravel by Vernon Close. Not only does this exacerbate the slipperiness of the surface, but stones thrown up at pedestrians by passing cars are another danger.

Proposal:

- 9. The lack of surface water drainage down Beeches Hill has been known to the Highways South team for several years; HCC must now take action to address this unsatisfactory situation.**
- 10. The Safer Roads Team should support the above proposal as road safety – both for vehicles and pedestrians – is significantly degraded by such inadequate drainage.**

Road Condition and Sweeping



The bottom traffic-calming chicane is to the left and the top chicane is to the right.

As can be seen from the above photos, there is a constant build-up of leaves and mud at both chicanes, resulting in edges and road markings becoming obscured. There is evidence of red outlining of the chicanes but this is now imperceptible. The road is never swept or other maintenance conducted. What results is the appearance to drivers of a nearly straight passage with little need to slow down, effectively negating the purpose of these chicanes. The damage to the edges of the road can also be seen in these narrowest sections, with the possibility of wheels being caught, causing a loss of control. In addition, there is no provision for pedestrians past the chicanes other than to walk on the carriageway in the path of vehicles.



No clearance is available between a vehicle and a child's buggy at the chicanes where the pillars give no option other than walking in the centre of the road.

Proposal:

- 11. Winchester City Council must ensure regular road sweeping of Beeches Hill which is a residential area.**
- 12. Hampshire County Council should improve the safety of pedestrians past these chicanes.**

Funding the Essential Works

One cause of the increasing danger to pedestrians is the growth in traffic, particularly in the morning and early evening. In part, this can be attributed to the expansive new building estates that have been erected to the east, south and west of Bishops Waltham. Without a commensurate increase in employment opportunities in the town, a proportion of new jobs will doubtless occur in Winchester, with Beeches Hill being a key commuter route. The point here is that monies already received under Section 106 agreements, Community Infrastructure Levies, highway and other developer contributions should be made available for the wider amelioration of problems caused, such as here, and not apply only to the immediate area of such developments.

Conclusion

Individually, these issues should be straightforward to solve as my proposals make clear, but it is their interrelation that makes pedestrian safety on Beeches Hill a more complex matter. Authorities' own policies support the measures suggested and they must follow the same. Importantly, as the amendments to the Highway Code require, the safety of pedestrians should be paramount in the considerations of the authorities addressed who must now combine to take coordinated action.

A Final Point

During the online meeting, a Parish councillor offered to review the situation by walking up Beeches Hill in company with the Parish Lengthsman. I met this gentleman a while later and asked him how the walk went. The essence of his response was, "Walk up Beeches Hill? You must be joking . . . it's too dangerous!"

Yours faithfully,

I have just this morning received the following responses from HCC to my letter:

The Speed Limit –

Proposals:

- a. **Bishops Waltham Parish Council should request a 20-mph zone between the existing traffic-calming chicanes on Beeches Hill.**

Should Bishops Waltham apply for a speed reduction in this area we will work with them to bring this forward subject to the site pre-conditions and funding requirements being met. This process is under development at the present time and the parishes will be aware once complete.

- a. **Hampshire County Council should approve the above proposal on grounds of the hazards to pedestrians and afford it a high priority.**

Beeches Hill has, in the past 20 years, had 2 reportable collisions upon its length. This is a very hard statistic to better and the location would not attract funding under our Traffic Management Policy which prioritises locations for casualty reduction purposes. The 20mph process will sit outside of this policy however will have to be funded locally by the parish.

- a. **Hampshire County Council should investigate the construction of a pavement from Vernon Hill to Lower Lane.**

From initial inspection a footway from Vernon Hill to Lower Lane would require land purchase, drainage re-location and the removal of trees on either side of the carriageway. With the above issues taken into consideration and the construction of a new 450m long footway the budget for such project would be expected to cost in excess of £1m. Given the low population density and high cost, the council could not reasonably consider the project at this time. Should housing development come forward to this part of Bishops Waltham, opportunities may present themselves.

- a. **HCC should immediately approve and extend the 30-mph speed limit on Beeches Hill to the junction with Lower Lane.**

The 40mph section of carriageway between Lower Lane and Dean Lane is set correctly for the road geometry, low quantity of driveways and active frontages. To lower the limit on this section of road would require the installation of traffic calming measures or the above-mentioned footway. If a speed limit is seen as unrealistic to drivers, it will not be respected and risks bringing it and other speed limits into disrepute.

Driver Awareness and Enforcement –

Proposals:

- a. **Bishops Waltham Parish Council should urgently apply for an S72 Licence to place a mobile speed warning sign at the top of Beeches Hill for traffic entering the parish from the north.**

This query should be posed to Bishops Waltham Parish Council

- a. **Hampshire County Council should approve the above proposal on grounds of the hazards to pedestrians and afford it a high priority.**

We will work with the parish should they come forward as per our normal processes.

- a. **The Police and Crime Commissioner should approve measures to enforce the speed limit on this busy road with multiple hazards.**

This query should be posed to the Police and Crime Commissioner.

HGVs –

Proposal:

- a. **Hampshire County Council must introduce a width restriction on Beeches Hill to follow Highway Code guidance to protect pedestrians.**

Beeches Hill is a rural through route for farm traffic. Due to the type of traffic using the road, a width restriction would not pass consultation due to likely objections from the farming community. I believe that when the original chicanes were installed, the local community raised this issue at that time. The road is already very narrow at approximately 3 meters in places. A width restriction would restrict access for emergency services, removal vehicles and deliveries of large goods to residents.

Surface Water Drainage –

Proposal:

- a. **The lack of surface water drainage down Beeches Hill has been known to the Highways South team for several years; HCC must now take action to address this unsatisfactory situation.**

Details of this document have been sent out the Hampshire Maintenance team for their assessment.

- a. **The Safer Roads Team should support the above proposal as road safety – both for vehicles and pedestrians – is significantly degraded by such inadequate drainage.**

Roads maintenance and drainage is the remit of the respective teams. As above, the reportable collisions upon this section of highway are very low.

Road Condition and Sweeping –

Proposal:

- a. **Winchester City Council must ensure regular road sweeping of Beeches Hill which is a residential area.**

I can see from your report that you have addressed this issue with WCC.

- b. **Hampshire County Council should improve the safety of pedestrians past these chicanes.**

Examining the area around the chicanes, the width of the road is approximately 3.6m wide. Allowing for a 3m carriageway, there would not be enough space to install a 1.5m wide footway along this stretch of road.

Of course, I am hugely disappointed by this response, in the vein of, "We don't recognise your concerns and intend no action". Nonetheless, the highlighting is mine where actions do appear to come down to the Parish Council with the responsibility to take matters forward.



Bishop's Waltham Parish Council

Planning and Highways Committee

27.2.24

Agenda Item – Road Markings at The Crown Roundabout – *for consideration*

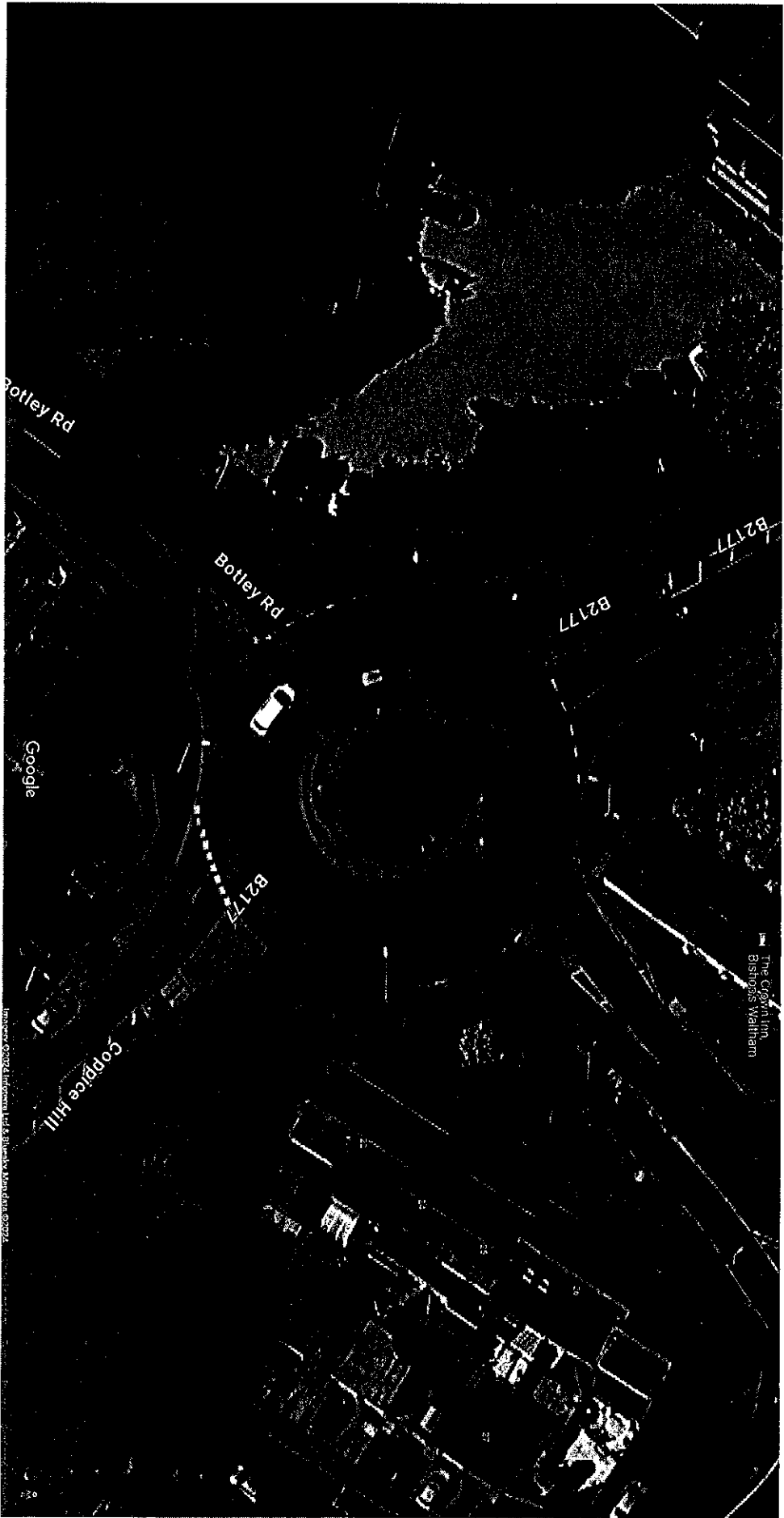
There are currently no official road markings (Arrows) on the approach to the Crown Roundabout indicating which lane you should be inthis is not a problem for most motorists...but on occasions I have witnessed some near misses due to people not being in the correct lane or just driving straight across the roundabout causing other motorists to brake sharply.

I am suggesting that an arrow indicating the left-hand lane would help alleviate this problem as the right-hand lane would be for going straight over or to turn right.

Proposal:

To consider the proposal above and recommend whether or not to refer this matter to Hampshire Highways.

Cllr Conduct 21.2.24





Bishop's Waltham Parish Council
Planning and Highways Committee

27.2.24

Agenda Item **'Twenty's Plenty' Initiative - Update - for consideration**

This initiative is still being discussed at Hampshire County Council and finer details of any plans are yet to be released (See emails from 2023 following).

A Hampshire County Council report, 15th January 2024 provides a 'Traffic Management Policy Update: 20 mph Speed Limits & Zones':

<https://democracy.hants.gov.uk/documents/s115742/Report.pdf>

Outline details of this report were conveyed as an article in the Hampshire Chronicle on 13th January 2024 (*extract of article circulated prior to meeting*).

There is noticeable public concern about speed of traffic in our town and a survey of residents could be set up to ascertain the true level of public support for the whole or aspects of the '20s Plenty' scheme in Bishop's Waltham to be presented to HCC.

Particular concern for slower speeds has been noted at:-

- Coppice Hill
- Winchester Road (Bishop's Meadow/Albany Road)
- Langton Road/Corhampton Road
- Beeches Hill
- Cricklemede
- Botley Road (Crown Hill)
- Hoe Road (Gunnars Park)

These seem to mainly be approaches to the town when speed limits reduce from higher speeds into residential areas.

Proposal: to note and consider the ongoing interest in the 'Twenty's Plenty' initiative and recommend any actions as a result.

Executive Officer
22.2.24

Sent: Friday, February 24, 2023

Thank you for your email regarding the Parish Council's motion passed in favour of default 20mph zones.

The review of the County Council's 20 mph speed limit policy is continuing. The 20 mph Task and Finish Working Group have recently completed its review of information and evidence in supporting and feeding into the wider review of the 20 mph Policy. The 20 mph Task & Finish Working Group reported their findings and recommendations to the Universal Services Transport and Environment Select Committee on 23 January 2023 which in turn will lead to a report to Cabinet in the Summer.

The report 20 mph Task and Finish Working Group to the Universal Services Transport and Environment Select Committee (item 8) and findings from the consultation are available in the link below.

<https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=822&MIId=10909>

At this stage, no new 20 mph speed limits are proposed until the outcomes of the review are known and any policy changes approved. We continue to receive significant volumes of requests for 20 mph speed limits from areas across Hampshire and we are keeping a log of such requests and your enquiry will be added to this list.

I hope this information is helpful.

Nick Adams-King

Lead Cabinet Member for Universal Services (Highways, Transport, Environment, Countryside and Communities)

.....

Sent: Thursday, October 19, 2023

I refer to your email to Councillor Humby regarding the County Council's position on 20mph speed limits. Following increased demand for lower speed limits, the existing policy is currently being reviewed.

An updated 20 mph policy is due to be considered by the Executive Lead Member for Universal Services in the New Year. This will reflect anticipated updated guidance on 20 mph restrictions, recently announced by the Prime Minister as part of the Government's Plan for Drivers, a link to which is provided below.

[The plan for drivers \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

I trust this information is helpful to your Council and residents.

Regards

Martin Wiltshire
Assistant Manager – Safer Roads & Parking, Universal Services



Bishop's Waltham Parish Council
Planning and Highways Committee

27.2.24

Agenda Item Speed Indicator Devices and Speedwatch Camera
Appointment of Working Group
- for consideration

Since Cllr Ford's resignation there has been a vacancy to lead the SID project.

The appropriate staffing also needs to be assigned for the task of installation, checking and moving the units as and when necessary.

Residents are keen for these to be installed and active to address traffic and speed concerns.

Proposal: to appoint a working group or project lead, with associated staffing, to enable this project to progress.

Executive Officer
22.2.24