

## **Road Safety Working Group – Tuesday 9<sup>th</sup> February 2016.**

### **Discussion Items**

#### **1. Traffic overrun on The Green**

Advice from CCC limits what can be done there. However, we do have costs for a grasscrete “occasional” running surface along the edge of The Green. This proposal will be added to our list of potential projects and prioritised along with the others.

#### **2. Possible 20 mph Zone within centre of village**

We are still awaiting costs from CCC for this proposal, and again, it will be added to the list of potential projects.

#### **3. Speedwatch Data**

All data is now being published on the HPC website and HPC Facebook page, so the public can see the results directly.

#### **4. Hop Row pedestrian crossing**

The Local Highways Improvement Funding bid went in to CCC on 14<sup>th</sup> December 2105, but no further information is available on whether or not this bid was successful. We await developments.

#### **5. Pedestrian safety on The Rampart**

The issue of the lack of footpath along this street was raised and discussed. Costs will be obtained from CCC and it was agreed to add a proposal to our wish list.

#### **6. Top Corner**

The HPC order for the works has been sent to CCC, and it is now a matter of time. The project needs to be passed through their internal safety audit process, then an internal order will be given to their contractor to carry out the work. He has a period of 13 weeks within which to do it, so it could be in place by May 2016. The job itself will only take them about 4 days.

#### **7. Street Lighting**

The HPC lighting upgrade to our parish lights is progressing well. For the CCC lighting, Balfour Beatty has been working around The Green again, installing the taller units.

#### **8. HCV Issues**

HPC has representation on the HCV Group, which seeks to address issues caused by hauliers using village routes. This group has recently met with CCC at Shire Hall, to present their proposal to introduce weight restriction limits on some of our roads.

Some hauliers have agreements laid down as planning conditions over which routes they can use. It is evident that not all of them stick to their agreements.

Mick George, however, has embarked on a voluntary “good neighbour” policy and the only vehicles of his, which are seen within the village, will be delivering/collecting here.

HPC receives a monthly list of his “transgressions”, and any driver found to be within the geozone without good reason will be dealt with.

HPC will endeavour to reach agreements with other similar companies.

## **9. Speed-Activated Traffic Lights**

These installations are rare in the UK (we are only aware of one in Scotland).

However, they are legal, and we will be seeking to install one on Station Road, if we can afford it. They work on the principle that if you are exceeding the limit when approaching the lights, they will turn to red and you will have to stop. If you are at the speed limit, you will sail straight through unhindered. There is therefore no incentive to speed: in fact, quite the opposite, as by doing so, you only delay yourself.

## **10. Community Roadwatch**

This group is not connected with Speedwatch and seeks to monitor the “normal” level of speeding that Speedwatch itself doesn’t pick up. This is achieved by radar measurements by operatives who are not as obvious as Speedwatch volunteers.

HPC will be considering its position on this at the full council meeting on 10<sup>th</sup> February.