



Safer Streets Community Meeting 20th October 2026

Background

The main concerns of speed, volume and size of vehicles were established through extensive consultation with parishioners, and backed-up with data obtained in 2022 from surveys carried out by a professional traffic consultant. Over a number of years, the PC has committed a significant proportion of its budget to traffic-calming measures, with the support of residents. Substantial plans were drawn up following site visits and advice from Hampshire Highways (HH), and the first main phase began a few years ago. The four main projects within this phase were village entrance gates; speed indicator devices (SIDs); prohibition of heavy goods vehicles (HGVs); and speed limit reductions. It was anticipated that, should these prove to be ineffective, a second phase would be instigated, comprised of much more costly alterations to the 'streetscape', such as virtual roundabouts and pedestrian crossings. It is important to note that in depth feasibility studies were not carried out at this stage, and proposals were more of a 'wish-list'.

Village Entrance Gates

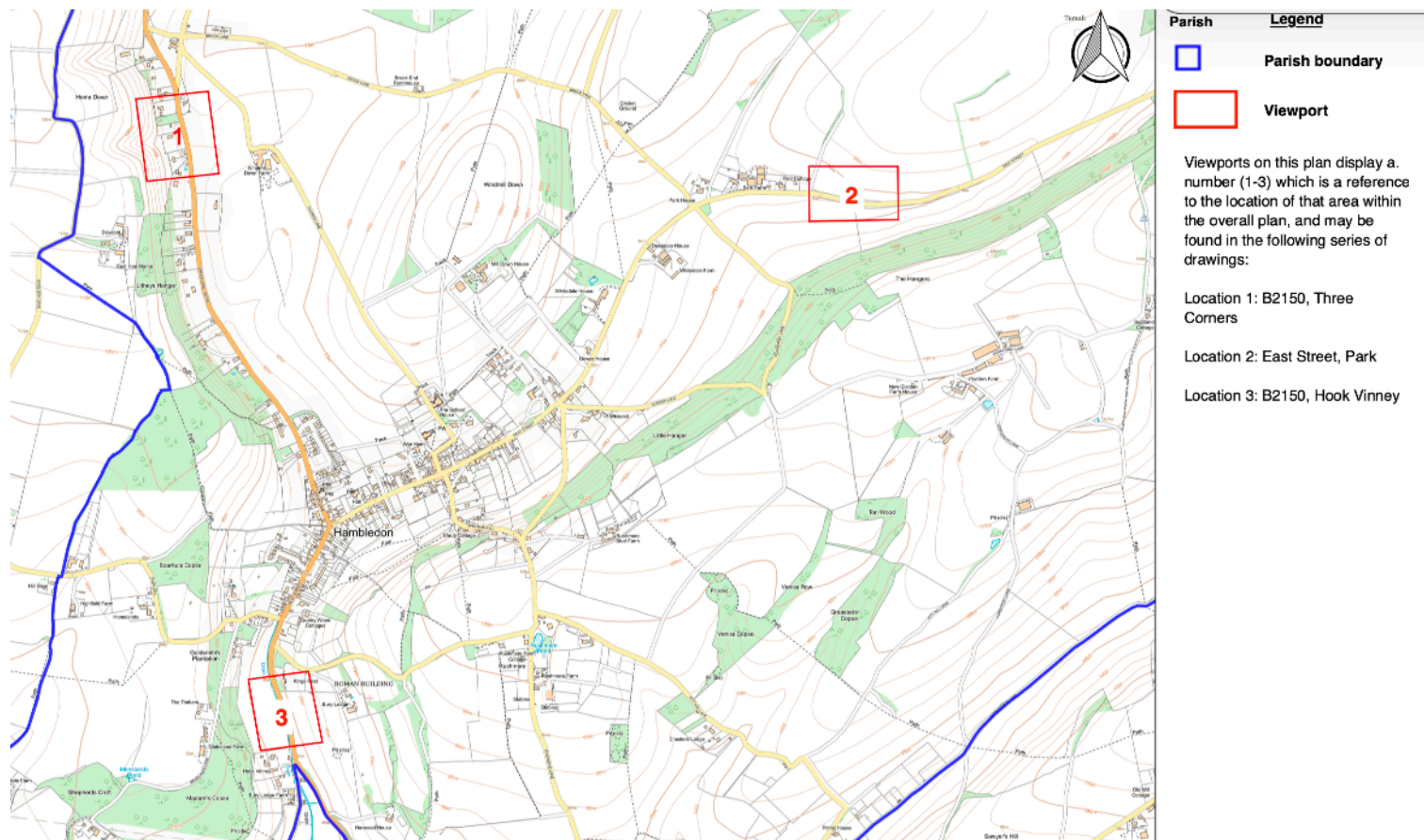
Following a very long, painful process liaising with Hampshire County Council (HCC) regarding the location of village entrance gates, the Parish Council (PC) finally has approval for their design and siting (see graphics, below). The HCC Legal Services team has drawn up a draft S115 licence and issued notices for the scheme under s115F of the Highways Act. These have been placed on site at each of the locations and sent to land owners of the properties immediately adjacent to them. The noticing period should be just over a month in total. They will also need to consult with the Local Planning Authority. It is anticipated that it will be complete end of October/early November, but this is subject to any ongoing changes with the draft licence or objections raised based on the notices.

Once formal approval and the S115 licence have been received, the PC will order the gates from its preferred supplier, Glasdon, and arrange installation. The total cost (estimated at £9,500) will be covered by the PC, using funds built up from budgeted money over a number of years.



Gates manufactured from rigid Everwood, wood-effect material in white; complete with four horizontal slats and sign to read 'Welcome to HAMBLETON Please drive carefully' (white text on green background) with logo incorporated above.

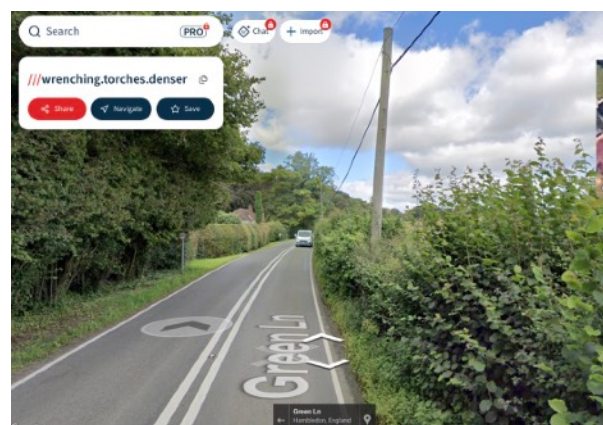
Proposed Entrance Gate Locations



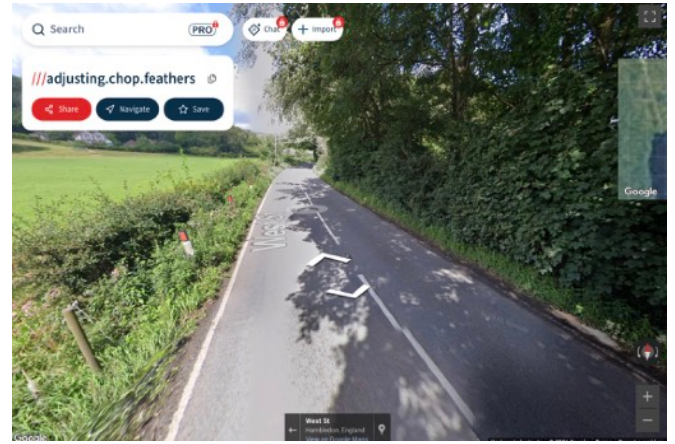
Speed Indicator Devices

The PC is wholly in support of implementing a speed indicator device (SID) scheme in the village. It has the funds available (estimated total costs £13,000), and has carried out extensive research to find the best devices and optimum locations to site them. However, without HCC approval it can do nothing more.

The PC first attempted to contact HCC regarding SIDs back in November 2025. It took until April 2026, after chaser e-mails and intervention by our then County Councillor, Malcolm Wallace, to receive any sort of response. Many PC hours were then dedicated to putting together the application which proposed four sites within the village (see below). These were carefully chosen as they were considered speeding ‘hot spots’, whilst adhering to the rules and regulations imposed within HCC’s ‘Temporary Speed Signing Policy and Guidance April 2026’.



Above left: B2150 (Green Lane), opposite Valeo, sign facing Droxford; above right: B2150 (Green Lane), adjacent to The Firs, sign facing Hambleton



Above left: B2150 (Green Lane), between Lashley Meadow and Stewarts Green, sign facing Droxford; above right: B2150 (Well Hill), sign facing Denmead

Within less than two working days a response was received, objecting to all four locations, mainly due to what they considered unsafe conditions for the operative (putting up and taking down the device). The bases for these objections did not appear to be backed-up by the rules stated in the guidance document. The likelihood in a rural village of finding a road-side location with a deep verge and space for an operative to park a vehicle off the highway is nigh on zero. This has resulted in the frankly comedic position of not being able to use traffic-calming measures in areas where there is a risk of speeding drivers!

HCC offered three alternative locations:

- location 1 - West Street; on opposite verge behind Royal Mail box and green electrical cabinet (facing south);
- location 2 - Green Lane; on existing 30mph repeater (extension post required); next to Rushmere Gate (facing north); and
- location 3 - East Street; on edge of verge by Donkey Field entrance gate (facing north east).

These were reviewed at the September 2026 PC meeting and councillors voted unanimously against proceeding as they believe that SIDs in these locations will have no effect on traffic speed, driver behaviour, or education of the speed limits to be adhered to. Consequently, the costs involved would not be good use of public money. The first two in particular are unlikely to have any level of impact since vehicles are usually parked alongside the road in these locations, which naturally slows traffic.

Numerous requests for a site meeting to look at suitable alternatives have been refused:

'Due to the high level of demand for highway-related services and the need to manage limited resources effectively, opportunities to attend site meetings to discuss individual issues are now significantly constrained. Accordingly, in order to enable officers to respond efficiently to the large volume of enquiries received, it is not possible on this occasion to accommodate a site meeting.' [10/08/26]

'At present, we do not have any alternative locations that we would recommend, as we consider the proposed sites to be appropriate. Given that this remains a preliminary enquiry and no fees have yet been paid, I am unfortunately unable to justify further work investigating additional options at this stage.' [08/10/26]

Sadly, the PC feels that it has run out of options regarding SIDs. It has been in close contact with MP Dr Danny Chambers, who has directly approached Hampshire County Council, and the Police and Crime Commissioner, but to no avail. The situation is beyond frustrating, and makes a mockery of the County Council's supposedly endorsed 'Working Better Together' initiative.

Speed Limit Reduction from 60mph to 40mph at Park and Prohibition of HGVs

In July 2026, the PC was told by the Director of HCC Universal Services (via communication with Dr Danny Chambers MP) that '...a speed limit reduction from 60mph to 40mph would not comply with current Department for Transport speed limit guidance' and '...an HGV restriction would require exemptions for loading and unloading meaning such a scheme would be costly without achieving the desired outcome.'

Village Centre 20mph Speed Limit

There are stringent technical requirements associated with reducing speed limits to 20mph. The following has been extracted from the HCC's 20mph Speed Limit Self Assessment Guide:

'Driver compliance is key for a 20mph speed limit to be successful. Department for Transport (DfT) research has shown that reduced speed limits through signs alone, have minimal impact on driver behaviour. 20mph speed limits should be seen as formalising the speed at which the majority of drivers are already travelling, rather than being a means to reduce traffic speed overall. The aim of the revised 20mph policy is therefore to facilitate realistic 20mph speed limits without an excessive reliance on Police enforcement. The County Council's revised policy position sets out the "before" mean average speed thresholds for the different categories for the hierarchy of roads where 20mph limits can be considered without the need for additional traffic management measures.'

Data collected during the traffic survey commissioned by the PC back in 2022 indicates that there may be a case for applying for a 20mph zone within part of the village. However, it is likely that an up-to-date survey will need to be arranged (at the expense of the PC), and a lot more detailed research conducted before an application is considered. It is important to remember that applications to change speed limits require a Traffic Regulation Order, which currently cost in excess of £15,000, with no guarantee of approval, and before any works are actually undertaken.

Changes to the Streetscape

Due to lack of support from HCC and insufficient parish funds, the reality is that the more major traffic-calming projects planned for later phases are highly unlikely to be achievable. Major works such as virtual roundabouts, pavements, pedestrian crossings and spaces; pinch-point redesigning and low-level planting; and lane line removal on highways would again require a Traffic Regulation Order. Approved work would have to be funded solely by the PC. With current estimates totalling £143,500, this is sadly highly unrealistic for a parish the size of Hambledon.

Conclusion

Councillors are acutely aware that the speed, volume and size of traffic using the roads through Hambledon is a major concern for villagers. They are also conscious that some residents consider the lack of progress effecting change an indication of insufficient will or effort by the Parish Council. It is hoped that this information, and the opportunity to share your views this evening, will help everyone understand how bureaucratic red tape severely limits what the PC can achieve. That said, we can celebrate the small win of having the village entrance gates approved, and the councillors are fully committed to investigating the feasibility of a 20mph speed limit zone.