

Traffic & Pedestrian Safety Working Group – Report for HPC 4 July 2022

Councillor Thornton and I have been following various lines of work:

- 20's Plenty: I attended a zoom meeting last week chaired by the founder of '20's Plenty' - Rod King from Warrington. There were 9 people in all from across England. Some interesting points were made:
 - Rod King said that PCs have no power in this area but have influence
 - we should aim to change the POLICY in the county vice changing the speed in one village, i.e. get as many PCs in Hants to support the initiative and to amplify the message being heard by HCC
 - campaign on VALUES which lead to a change in the POLICY - County road engineers need to work to a policy. Politicians need to see what people want and to enable change
 - Values include: better (= healthier and safer) living environment for people in the village
 - Get SDNP engaged - Surrey is rolling out 20MPH across the county (action me to find out what SDNP is doing here although HCC remains responsible for the roads)
 - 28m out of 43m (?) people in England (I presume) now live in areas governed by 20MPH whereas the figure was 1m just 6 years ago - i.e. the change is inexorable. (Wales is about to adopt it across the board in areas which were 30MPH)
 - It is not just about active measures like 20MPH signs but also about passive measures
 - A change from 30MPH to 20MPH generally leads to a 5MPH reduction. Thus, a car doing 31/32 in a 30MPH will slow to 25/26, which is safer, whatever.
 - He pointed us at the following brief on the 20's Plenty website: https://www.20splenty.org/20mph_a_blueprint
 - I managed to borrow a speed measuring device from Rod King BUT it is hand-held and needs a person to operate it full time. See more below.
- HCC consultation on 20MPH
 - This will be sent out in July. It is for individuals and PCs to complete, I gather. We have a lot of data already about what people think and want but no evidence of speed and volume of traffic.
 - John and I met last week with Cllr Hugh Lumby and he told us that evidence is key. HCC will debate this issue in the autumn.
 - We also understand from wider discussions that focus is more likely to be on changes in residential areas, like estates, where 30MPH is currently the norm. (Of note, the way that Wales is implementing it is to establish that where there are street lights (= gen 30MPH) then 20MPH will apply, and where there are no street lights, the existing limits will apply. This is a cost saving way to achieve the end.) We need to work out how HCC policy might translate to us.
- Denmead
 - You may have seen that Denmead has been working for 8 years on this issue on two roads through their village (build-outs in process of being constructed outside the school). This is not a quick fix area! I have been in touch with them.
- Other PCs. The Clerk has put out a call to other local area Clerks to gauge their response to the issue - hopefully we can get them to join us in making a noise.

I believe that we need to continue to pursue a twin track approach:

- **Push for 20's Plenty implementation where we can get it.** Realistically this will easy(ier) to justify, I think, on East and West St between the Green Man and The Dower House (30MPH point). I think we will then have to work to justify 20MPH between the OFTR end of the Village and the 30MPH sign at Lashley Meadow - the problem here is that this is the B2150 and may be considered a 'main route'. I then think we will need to work very hard to justify any changes from Lashley to ThreeCorners, Brook Lane and from the Dower House to Park. But we should try.
- **Push for changes in the event that 20s Plenty does not deliver.**

This means we need to gather supporting evidence to back up our survey. John and I reckon that data gathering at selected spots on our roads over a 2-4 week period, 24/7 is needed. Given that the device sent by Rod King is not really adequate, we now need to press ahead with buying or renting a device. The Clerk is obtaining quotes from three companies for a device that will discretely track speed and number of vehicles (but not registrations) **The PC is asked to agree to us hiring or buying a device that will do the job based on quotes received**

Once I have a decision and way ahead from the PC the WG will discuss:

- where best to locate the speed monitoring/vehicle counting device
- how we can encourage wide participation in HCC 20's Plenty survey
- what our preferred speeds are (we have started that)
- what passive measures we can use - to which end Penny Mahon (Hambledon Greening rep) has kindly agreed to assist us.