

NORTHNEY TRAFFIC WORKING GROUP REPORT

AUGUST 2003



St Peters Road, Northney

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INTRODUCTION

Residents have become increasingly concerned about the speed of traffic along Northney Road, St Peters Road and Copse Lane leading through the North East corner of Hayling Island. In answer to a recent questionnaire issued by the North East Hayling Residents Association, the overwhelming majority of residents were strongly in favour of action to seek improvements for controlling traffic speed.

The Chairman of the Association formed a working group to look at the problem. One of the first actions by the working group was to analyse the returns of the one hundred and three completed questionnaires. The results are at annex B.

DISCUSSION

THE PROBLEM

The speed of cars dictates to and shapes the character of Northney village. Domination by the car has altered village life. Villagers rarely meet and chat in the road, prams and pushchairs are not normally seen on the road, children and elderly do not walk down the road unescorted, the child's cycle is restricted to being a garden toy and animals are exercised with apprehension.

Modern cars reach high speeds in short distances. The average car driver driving through the village is focused only on the road, oblivious to the fact that there are no footpaths, that the road is narrow, that driveways exit blindly into the road and that the meandering character of this rural road through Northney, often prevents drivers seeing more than thirty metres ahead. Vehicles power up whenever the road opens out regardless of what might suddenly emerge to obstruct their path. Speeds in excess of the limits are frequently seen and when there is a hold up along the main Havant Road down the centre of the Island, this rural side road becomes a rat run to avoid the congestion on the main road. In this situation the through drivers seem unable to resist the temptation to speed and make up time.

Minor accidents are frequent and the incidence of injury to pets high. It is only a matter of time before there is serious injury or fatality along this route unless more effective calming measures are taken.

There is an urgent need to counter domination by the car and co-ordinate motor traffic with other more vulnerable user's requirements.

THE ROUTE

The Route, in this report, is Northney Road, St Peters Road and Copse Lane. These roads lead one into the other for a distance of 2.4 miles from Havant Road at Langstone Bridge, to meet Havant Road again in Stoke village at the southern end of the route. The road is classed by the Local and County Authority as a rural road. It passes through a designated area of conservation and borders Chichester Harbour Area of Outstanding Natural Beauty. Civic Authorities wish to maintain the quiet country aspect of this route.



Figure 1 Northney Road, St Peters Road and Copse Lane through Northney and North Hayling to Stoke and Fleet

----- shows pavement

There is no pavement along 2.2 miles of the 2.4 miles length. The most densely populated sections are without any safety margin between house and road.

There are 140 houses along the road most with drives exiting 'blind' directly into the road, 64 are either side a half mile stretch between Northney Farm southwards to Thorney Terrace. 8 side roads join with 6 having blind exits into the road.

There are 3 lots of stables and several fields from which horses, pony and traps are regularly exercised along the whole length of the road. There is an active church and village hall, both spilling traffic and pedestrians into the narrow road.

Tractors and large machinery use the road to access fields. Cows cross the road twice a day between Spring and Autumn from Northney Farm.

Two hotels, three caravan and camping sites, a marina and a small industrial park en route add to the traffic. The vehicles are often towing caravans or boats.

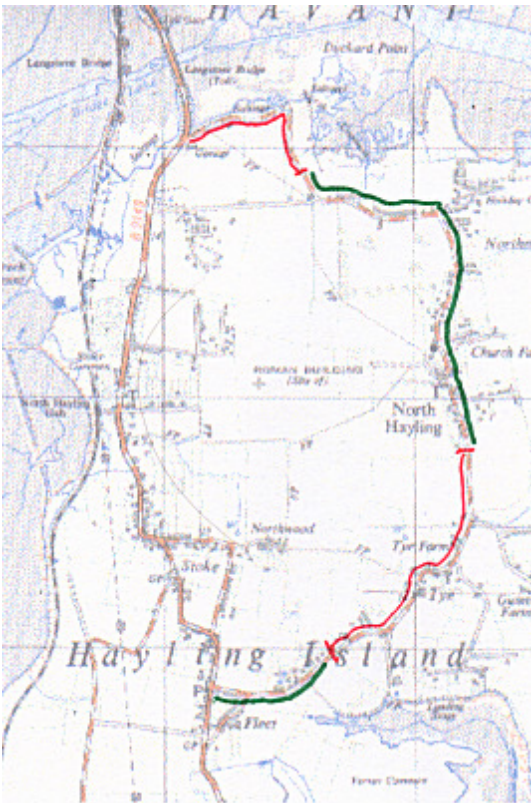
A hundred years ago mainly horse drawn vehicles ambled down this country road. The route and width of the road has remained unchanged, but the speed of today's vehicle has changed dramatically.



St Peters Road 1903



St Peters Road, width unchanged at 4.1 metres, speed 30 mph in both directions



green is 30 mph
red is 40 mph

CURRENT TRAFFIC CONTROL

The route is limited to 30mph with two 40mph stretches. The first 40 mph stretch is from the northern end along Northney Road to just before Duckards Pond, a distance of 0.4 miles. The second from just after Thorney View Terrace to just before Broad Oak Hotel, a distance of 0.6 miles. The 30mph stretches are partially lit with street lights.

Centre of the road markings are standard except for the sharp bend just before Lower Tye Farm where for a length of 50 metres through the bends the centre line marks have been widened to 175mm to emphasis the narrowness and keep traffic well into their own carriageway. Edge of the road lines cover this section from Gutner Road junction to Lower Tye Farm and some other sections. A 40 roundel is painted on the road every 200 metres in the 40mph section and "slow" is

painted on the road before some bends: The 30mph sign is backed by a yellow square at each end of the 30mph sections to make them stand out. There are no repeater 30 signs.

Advisory and warning signs exist for bends and side turnings. Warning signs for horses have recently been added approaching Lower Tye Farm from the south and north. Vehicles in the middle of the road warning signs are displayed on Northney Road just before the farm heading south and just before the industrial park heading north. You are advised of walkers at the bend just before Northney Farm heading south and at the beginning of the 30mph just before Thorney View heading north.

INCIDENTS

The Working Group attempted to get statistical figures for the number and type of minor incidents that seem to happen almost daily. Reports from residents, however, have been spasmodic. The results are at Annex C. The official figures from the County, which only reflect personal injury are also in Annex C.

WHAT IS WRONG

The Offenders - who exceed the limit:

- Reckless drivers who drive fast everywhere - an annoyingly small number in winter rising in frequency in summer
- The rat runners - large numbers making up time when there is a major hold up in Havant Road that can be by-passed by following this route.
- Commercial and farm vehicles - small number with a commercial or domestic incentive for completing the journey as quickly as possible
- Drivers lacking in concentration, particularly if over familiar with the route - a disturbingly high proportion of offenders
- Drivers running late - small number under the misconception that they are saving minutes in fact it is seconds (see annex F)

Speed Limits – the decision to include two 40 mph sections in this 2.4 mile route is wrong.

The first 40 limit is from turning off Havant Road in the north at the bridge, travelling south down Northney Road to just before Duckard Pond. After the turn from the bridge the road is narrow with ditches on each side, there is an unsighted bend and vehicles being driven safely can barely reach 40 mph before slowing for the right angle bend at the Langstone Hotel. Accelerating out of the bend, 40 mph is possible for about a further 100 metres before slowing for the 30 mph and another right angle bend at Duckard Pond.

It is only possible to reach 40 mph for about 30% of this 40 mph limit.

The second 40 limit allows traffic entering the section by the line of poplar trees, a 70 metre burst at 40 mph before slowing for the unsighted corner at Gutner Lane, turning from there on through the narrowest and twistiest part of the 2.4 mile route. Here speeds as low as 15 mph are necessary. When clear of these bends it is barely possible to reach 40 mph before the next 30 mph limit. It is only possible to reach 40 mph for about 10% of this second 40 mph limit.

Frustrated drivers finding it impossible to reach 40 mph for much of the two 40 stretches, in a lack of concentration, accelerate above the limit throughout the remaining 30 mph limits.

There is no section long enough for sustained speeds at the higher limit and the erroneous addition of two 40 mph stretches results in breaking limits throughout.

Road Signs

The haphazard evolution of road signing is wrong. Some are old and some almost hidden by tree branches. Some only indicate the hazard if you are travelling south and others only if you are travelling north. A short 50 metre section on Northney Road from the bridge has recently been given a pavement and a sign saying no footpaths for 350 metres. It should say no footpaths for most of the next 2.2 miles!

Co-ordination of All Road Users

Co-ordination of safe speeds between users is wrong. Too much priority is given to the motor

vehicle. The most critical section of the route is where houses line either side of the road from Northney Farm southwards for half a mile to Thorney View Terrace. Here in the heart of the village, 64 houses have their drives exiting directly into the road. Most are blind exits. There are no pavements, the width of the road is just 4.1 metres, pedestrians walk in the road and residents tend the frontage to their gardens standing in the road. 4 side roads exit blind into the road. St Peters Church and the Village Hall spill pedestrians and slow moving traffic directly into this stretch. Horses are exercised many times a day and large farm vehicles traverse frequently in this section. To co-ordinate safely, with these other road user requirements in this critical section, a much lower speed by motor vehicles, than 30 mph is necessary

THROUGH TRAFFIC

The Working Group carried out a sample survey of traffic using the route as a through route, one weekday in June between 7.45 and 8.15 in the morning and 4.45 and 5.15 in the afternoon. 13% of the traffic was through traffic.

This figure increases to around 80% when there is a major hold up on the main Havant Road. To minimise disruption the Havant Borough Traffic and Transport Manager told representatives from the Working Group that programmed road work was only scheduled on the main Havant Road in winter months when traffic volumes were lighter and therefore easing any rat run tendencies.

The detailed through traffic survey results are at annex D

LOCAL AND COUNTY AND NATIONAL VIEWS

Emergency Services

A member of the Working Group contacted all three services Fire, Police and Ambulance for an official view and found they were in support of any calming measures approved by the Local Authority. The Local Authority checks that any cumulative effect of the growing number of traffic calming schemes does not compromise required response times or unwittingly lead to increased patient discomfort or damage to the sophisticated equipment now carried in emergency vehicles.

Off the record conversations with lower levels in the emergency services did not find any opposition to humps, pinch points or any other calming measure. Their wholehearted support was for prevention rather than clearing up when prevention failed.

Hampshire Traffic Police

Hampshire is one of two counties to retain a traffic section. It is small. PC Kevin Joyner met with the Working Group and was very helpful. He listened with interest but focused on the road's low accident statistical record, though acknowledging that only fatalities and serious personal injuries find their way into the county records. He had carried out a speed survey for 7 days in March 2002 revealing that northbound 8.5% and southbound 5.4% of traffic exceeded the speed limit. Although conceding that the survey period over an Easter weekend was not representative he said with the results of this survey the case for action was weak. He did agree to repeat the exercise though has not yet done so. He was sympathetic to the speeding problem but when viewed in comparison with problems elsewhere in the county, priority for action here was in his opinion low.

Local Authority

The Traffic and Transport Manager of Havant Borough Council, Martin Leach, ' was impressed with the NEHRA questionnaire and the Working Group analysis. He took a copy for his files. He knew the road well, understood the problems and had walked the ground. He had initiated the latest additions of yellow square backing, enhancing 30mph signs, horse warning signs, widening

the middle of the road markings on the worst bend and the short new stretch of pavement by Langstone Bridge. He was keen to keep the rural aspect by not overdoing signs or traffic calming measures. Expense and budget would inevitably be a deciding factor and low serious accident figures would not help our cause in comparison with many problem areas elsewhere in the borough.

County Authority

Graham Carter the Senior Engineer of the Highways Department of Winchester County Authority said that although they ultimately controlled the budget they would take their lead from the Local Authority. He asked that a copy of the Working Group's final report be sent to him.

Department of Transport

The Working Group selected 25 Traffic Advisory Leaflets to study from the DEER Traffic Calming Bibliography. The ones studied are listed in Annex E. The leaflets gave good advice on factual experience and analysis of a large variety of measures and schemes, which the Working Group took into account along with comments from the results of the NEHRA Questionnaire when forming their proposals. DETR's position although originally focusing on the serious problem of child pedestrian accidents has evolved over the years to include environment reasons for calming measures as well as accident prevention.

The Government has set national road casualty reduction targets, by 2010, of 40% reduction in the number of people killed or seriously injured in road collisions, 50% reduction in the number of children killed or seriously injured and a 10% reduction in the slight casualty rate.

PRESSURE GROUPS

Transport 2000

"Transport 2000" acts as a national and local watchdog on transport matters. Its expressed aim is "To stand up for the environment and ordinary people when they are in danger of being forgotten". They have a web site at www.transport2000.org.uk. The Working Group studied their literature and advice. It had much to offer but the Working Group felt that it was inappropriate at this stage to seek any more help than provide background material. Its Executive Director sits on the Commission for Integrated Transport advising the Government but little was known of "Transport 2000" by local authorities.

Campaign for the Preservation of Rural England

CPRE, a registered charity with HM The Queen as Patron, campaigns for the protection and enhancement of the countryside. Details can be seen on the Internet at www.cpre.org.uk. It has recently been promoting the need to designate specific rural lanes, "Quiet Lane" status with, where necessary 20 mph limits. Quiet Lanes are certain minor rural roads paying special attention to the needs of walkers, cyclists, horse riders and the mobility-impaired. They are designed to enable users to enjoy rural lanes in greater safety and encourage car drivers to respect more vulnerable road users. They aim to encourage appreciating the beauty and tranquility of rural lanes rather than travelling along them from A to B as quickly as possible.

Motoring organisations opposing the idea believe this should be achieved by Highway Authorities routing policies and not by spoiling the countryside with a plethora of traffic calming measures.

The term Quiet Lane has legal status and the Transport Act Chapter 38 Section 268 authorises local authorities to designate any road for which they are the traffic authority as a Quiet Lane. Quiet Lanes are essentially self enforcing but the decision on how to implement the status, design of signs and

other measures is done in consultation with local people. To date 31 counties have Quiet Lanes planned into their Local Traffic Plan. See Annex H for details.

Member of Parliament for Havant

David Willett's office expressed interest in our activity and offered help and support if appropriate in the future.

PROPOSALS

The Working Group spent a considerable amount of time studying background material, highway regulations, reading reports and analysis of up and running schemes. The Group also visited examples of schemes in the area. One of the Group, a member of the West Sussex Highways staff was able to give most useful steerage on regulations and technical feasibility. He has also provided financial information to cost the proposed options.

In reaching its proposals the Group asked the following questions:

1. Did the proposal urbanise the route or incite cries of horror from residents?
2. Did the proposal improve village life and environment.?
3. Had the proposal a good chance of being effective?
4. Was the cost likely to be acceptable, conceding the area had a low serious accident profile?

No 1 and no.4 above ruled out using the considerable variety and ingenuity of road humps and chicane runs.

No2 ruled out an avalanche of signs, instructions and vivid road squares.

No.3 ruled out doing nothing.

No.4 taking a hard practical view ruled out cameras, flashing speed indicators and frequent uniformed police checks. Although some authorities have portable flashing speed indicators that are erected periodically for short periods in turns around the borough.

To take into account differing views in the Group, the Group developed three options. These options are detailed in Annex A but in summary are as follows:

- Option One
 - Establish a Community Speed Watch Scheme based on that being used in Avon & Somerset area. Impose 30 mph limit throughout.
- Option Two
 - Impose 30 mph throughout. Revise road signing and create a gateway principle in the critical section, Northney Farm to Thorney View Terrace.
- Option Three
 - Designate the whole route 'Quiet Lane' status with a 20 mph limit for the critical half mile from Northney Farm to Thorney View Terrace and a 30 mph limit elsewhere.

The Working Group developed three clear options but elements could be taken out of each to achieve a compromise or one improved solution.

The only long term, cast iron solution to resolve the safety issues expressed in this paper and to improve the environmental well being of the village is to adopt Option Three with periodic execution of Option One. The village will then recover its soul and enjoy a safer blend of road user activity. Some in the Working Group felt that the only realistic way forward was to pursue the more easily obtainable Option One or Two.

All the Working Group felt that the short term answer was in the local Residents hands. That is to promote self regulation and diligently stay well within the limits at all times. Slow speeds by all residents will soon ensure other traffic complies, slow down the rat runners and prove that this route is no quick alternative through the island.

TIME TRIALS

To gauge the effect of the proposals on journey times a trial was carried out. The details are at Annex F but in summary are as follows for the 2.4 miles route:

A	Driving to the limit of current speed restrictions	4 minutes 48 seconds
B	Driving to a 30mph limit throughout the 2.4 miles (Option 1 & 2)	an extra 23 seconds
C	Driving to 30mph and 20mph (Option 3)	an extra 56 seconds to A

It was interesting to note that the time taken to drive between the start and finish going directly down the main Havant Road at the permitted 40 mph limit, instead of down the side route of Northney Road, St Peters Road and Copse Lane, was 2 min 28 sec.

COST AND FUNDING

Hampshire County Council's 2003/2004 budget is £64 million for the improvement of transport, roads and the environment. Havant Borough Council's 2003/4 budget is £747,000 for highway enhancement to the County Council services within Havant Borough.

The main source of funding is through the local highway authority's Local Transport Plan (LTP). These plans set out the authority's policies and strategy on transport on a five yearly basis. Current LTPs run between 2001/02 and 2005/06 but will be reviewed in 2004. The LTPs are submitted to central Government who approve and provide funding for the measures contained in the LTP. Each year most authorities submit an Annual Progress Report (APR) to central Government detailing how the policies in the LTP are being implemented and transport funding used. These APR's can contain bids for additional funds not included in the original LTP.

Plans such as Quiet Lanes that increase cycling or widen transport choices, particularly along a route that has lost its bus service, should be attractive to central Government.

Local authorities can seek external funding from other sources, such as the European Union, private investment or land fill tax. The area Parish Council might also contribute if they are interested in promoting a specific proposal.

Details of the cost of each proposed option is at Annex G. In summary the approximate costs are:

Option One	£4,530
Option Two	£6,530
Option Three	£7,840

These are unit costs and do not include the deployment costs if the conversion is a one off rather than in conjunction with other work in the area.

WAY FORWARD

- The Working Group commends this report to the North East Hayling Residents Association Committee for action. Committee support should be followed by a consultation period where residents and local interests can comment on the proposed options.
- It is important to include all commercial, farming and leisure interests
- An abbreviated version of the report could be given to interested parties with copies of the full report available on request.
- A response may be encouraged by including a short pre-planned returnable form to record reactions, as was done with the NEHRA Traffic Questionnaire
- The Working Group believe that more weight should be given to reactions from those living on Northney Road, St Peters Road and Copse Lane as opposed to those living off these roads. It was clear in the analysis of the NEHRA Questionnaire that the problem was more acute to those living on the road.
- If a consensus is achieved then local Councillors and the local member of Parliament should be informed before seeking local media coverage.
- Following media coverage, assuming no over riding objections by this stage, the application to Local and County Authorities should commence. The costs involved for any of the proposed options in this report are not difficult to achieve within the authority's allocated budgets. However, progress will only be achieved by a concerted and persistent campaign. Hampshire Constabulary are very luke warm to Option 1. The Local Authority believe we are low priority and DETR emphasis the need for wide consultation and consensus for changes such as Option 3.
- The Working Group believes that with the national trend towards more emphasis on safety and the environment, now is a very opportune time to present the Northney case.
- The Working Group's observation throughout its study period was that Hampshire lags behind many other counties in innovative traffic control planning and that the UK is a long way behind many countries in Europe and the North American Continent. The current Local Transport Plan (LIP) runs from 2001/02 to 2005/06. The number of Quiet Lanes proposed in the Annual Progress Reports which Local Authorities produce setting out the implementation of their LIP is 83 Quiet Lanes in 31 different counties. Hampshire has no plans to establish any Quiet Lanes (see Annex H) and is also against Community Speed Watch schemes.
- Annex I gives some illustrations of where residents elsewhere in the country have taken action into their own hands. Though impressive the Group did not believe this to be the best long term solution.

CONCLUSIONS

- This is a unique route which apart from resurfacing and a growth of road signing, has changed little in the last hundred years.
- In its short 2.4 miles it supports a very wide cross section of user.
- The existing traffic control format is not working indeed it encourages a higher average speed than necessary and is entirely unsuitable for the type of hazard that may be encountered along the 2.4 miles of this meandering rural road.
- A much better balance of safety for its diverse usage is required by improving the priority of the vulnerable road user at the expense of the dominant powerful motor vehicle.
- Although low in serious accident statistics it is high in accident risk features.
- There is sympathy for the speeding problem in Northney at borough and county level.
- With the National mood towards more care of the environment and better control of traffic now is a good time to lodge the local residents concerns and proposals.
- The route is an ideal candidate for Quiet Lane status in the Local Authorities Long Term

Transport Plan

- Self Regulation, in the short term, by resident drivers staying well within the limits ensures others will comply.
- A period of consultation is needed using the 3 options developed by the Working Group.
- Option Three offers the only long term permanent solution.
- Assuming local consensus the preferred option or a combination of features from different options will need pursuing with consistent and persistent vigour.

RECOMMENDATIONS

- That the Committee endorses the Northney Traffic Working Group Report and its proposed options.
- That the Committee embarks on a consultation exercise including residents, farming, commercial and leisure interests to gauge the response to the options.
- Assuming a consensus then local councillors and the Member of Parliament for Havant should be briefed followed by seeking local media publicity.
- Assuming no significant objections arise from the above then a well planned persistent campaign should be executed to achieve acceptance of the preferred option with the Local and County Authorities.

Working Group: Dorothy Hunt, Sarah Watson, Tom Dyche, Eddie Green, George Parker, Ray Perrett, Martin Rhodes OBE

Annexes	A	Options
	B	NEHRA Questionnaire analysis
	C	Incidents
	D	Through Traffic Survey
	E	DETR Traffic Advisory Leaflets
	F	Timing Runs
	G	Costs
	H	Proposed Quiet Lanes
	I	Unofficial Measures

OPTION 1

COMMUNITY SPEED WATCH SCHEME

AIM

To address speed relating offending in partnership with the community.

OBJECTIVES

- A significant reduction of speed offenders within 12 months.
- A single speed limit of 30 mph throughout the route.
- Make this rural side road less attractive to fast through traffic diverting from the main Havant Road.

HOW

The scheme uses members of the local community to monitor speed with speed monitoring equipment at a selected location. Volunteers will receive the appropriate training. The minimum number for a viable scheme is 6. Each volunteer should be prepared to contribute one hour each week. Volunteers must be over 18 with no upper age limit. Risk Assessments will be conducted. The Safety of all road users is paramount. The following rules will be followed:

- Must not stand in the road at any time
- Must not obstruct any footpath
- Fluorescent jackets must be worn
- Volunteers must be suitably trained
- The device must not be aimed at individuals outside vehicles
- Must not attempt to conceal speed monitoring activities from passing motorists
- Minimum of 2 monitors at any one time
- One to be in possession of a mobile phone

Liability Insurance for volunteers will be taken out.

Offending vehicle details are recorded on a timed, dated and signed CSW daily activity sheet. The sheet will be submitted to the local co-ordinator at the end of each session. This will include the names of the volunteers witnessing the offence, the location of the monitoring, the offending vehicles make/model and the registration number together with the vehicles recorded speed.

Letters will be sent to the owner of the vehicle exceeding the limit. After a repeated offence details of persistent offenders will be passed to specialist Road Policing Unit officers who will consider planned target intervention with a view to prosecute.

The following factors would mitigate any challenge on privacy, Human Rights considerations

- There is a pressing social need
- It pursues a legitimate aim
- It is strategy in the reduction of crime and disorder
- It promotes and protects public safety
- It protects rights and freedom of other villagers for a safer environment
- It is the least intrusive method
- It is proportional to the problem

REASONABLE

Only 23 sec would be added by the change to 30 mph throughout the route (see Annex F)

The overall aim to reduce speed related offending in rural communities is one that is shared by the police and the majority of the community they serve. The initiative aims to share the burden of speed reduction and empowers the local community with the practical means to tackle this issue. The methods used to achieve this are reasonable and comparable with Neighbourhood Watch schemes in monitoring and reporting crime in the community.

REALISTIC

The estimated cost of setting up the scheme is low (see Annex G) Once established it will be virtually self sufficient and not dependant on the police. A target of 5% offender reduction per year is in line with the DTLR target of 40% casualty reduction by 2010.

Achieving this option may be difficult because:

- The guideline for supporting this scheme in Avon & Somerset Constabulary is that in the location 50% of the traffic speeds at over 10% of the limit. Northney's only police traffic survey gave figures well below this guideline..
- In correspondence with Hampshire Constabulary the Working Group found them opposed to this type of scheme. However, advice is that pressure from groups such as NEHRA is the most likely way to change Hampshire's view.

Liability Insurance in schemes elsewhere costs about £500 a year. If the Hampshire Constabulary were not keen to find the sum the local Parish Council might.

RISK

The prospect of members of the public monitoring speeding vehicles was initially met with concern by the police. However, by ensuring that volunteers are correctly trained, equipped with high visibility clothing and displaying appropriate signage, these concerns have been addressed. Volunteers will not monitor speed whilst standing in the road and will ensure they are conspicuous to passing motorists at approved locations. The risk involved of monitoring, observing, observing and reporting is evaluated as commensurate to the problem.

THE FOLLOWING PAGES SHOW:

- First warning letter
- Final warning letter
- Village “Tri Signs”



POLICE WARNING

Dear

RE: FORD KA MOTOR VEHICLE REG NO: SPE 33R

The above described vehicle was monitored exceeding the 30 miles per hour speed limit at ASH, Somerset at 4:17 pm on Monday 15th October.

The Avon and Somerset Constabulary is committed to reducing the number of casualties and road collisions each year. We are working with the local community and other statutory organisations to achieve this aim. Reducing your speed will directly contribute to saving lives and will improve the quality of life of people within the area.

Speeding is not simply about fines and endorsements upon a licence. It is the single most common aggravating factor in 1200 road deaths each year.

The local community ask that drivers who pass through their village comply with the speed limit. Speed enforcement will take place in the locality in the future. Upon conviction of a speeding offence a Court may impose a substantial financial penalty, endorse an offenders licence with penalty points or even consider disqualification in certain circumstances.

No further action will be taken in respect of this incident but please take time to read the enclosed literature and please, reduce your speed.

Yours sincerely

PS: If you are no longer the Registered Keeper of this vehicle please inform DVLA. If you were not the driver at the time, please pass this letter and the enclosed literature on to the person concerned.



FINAL WARNING

Dear

RE: FORD KA MOTOR VEHICLE REG NO: SPE 33R

The above described vehicle was monitored exceeding the 30 miles per hour speed limit at ASH, Somerset at 4:20 pm on Tuesday 23rd October.

This is the second occasion that the vehicle has been observed exceeding the speed limit.

Inappropriate speed is the largest contributory factor in road deaths and a major factor affecting the quality of life for people within our communities. Given that on TWO occasions your vehicle has been monitored exceeding the speed limit, I must advise you that the details of your vehicle will be passed to our speed enforcement officers. These officers are tasked with targeting vehicles that are monitored constantly exceeding the speed limit.

This letter is the final written warning you will receive in relation to excess speed. Should you continue to disregard the speed limit, further action will be taken by means of a fixed penalty or court summons.

The community would once again ask you to please reduce your speed.

Yours sincerely

PS: If you are no longer the Registered Keeper of this vehicle, please inform DVLA. If you were not the driver at the time, please pass this letter on to the person concerned.



Starting Your Own Scheme

Do's & Don'ts

If you have concerns about excess speed through your area and would like to take positive action, consider setting up your own Community Speed Watch scheme.

Here are a few do's and don'ts to help you right from the start....

- 1 Do form a local group – consider forming a Neighbourhood Watch/Residents Association or local action group supported by your local parish council. It is recommended that a minimum of 6 volunteers are required for the sustainability of any scheme. The police will not support 'one person' watches
- 2 Do nominate a co-ordinator and a deputy as a point of contact
- 3 Do draw up a rota system between volunteers stating when they intend to take part and what commitment they can offer
- 4 Do select a location with either a 30 or 40 mph limit. The site will be risk assessed at a later stage
- 5 Do ensure that funding for the scheme has been secured prior to approaching your local police (consider sponsorship/grants etc – anticipated cost approx. £1,000 to cover speed detection device, signage, stationary, jackets etc)
- 7 Don't involve anyone under the age of 18 years
- 8 Do select a suitable site for your community speed watch activities in order that this can be risk assessed at a later stage
- 9 Don't consider forming a scheme where there is an existing safety camera nearby

When all of the above have been attended to, it is time for the nominated co-ordinator to contact the local beat manager. He or she will then assist with the next stage. The aim is to ensure that all Community Speed Watch schemes are safe, effective and sustainable.

OPTION 2

30 MPH THROUGHOUT, GATEWAY AND SIGNAGE

AIM

To address speed problems by having a single 30 mph limit throughout and displaying more effective signing.

OBJECTIVES

- Reduce the risk of road traffic accident.
- A general reduction in speed throughout the route.
- Make this rural side road less attractive to fast traffic diverting from the main Havant Road.
- A single speed limit of 30 mph throughout.

HOW

- Impose 30 mph Throughout the Route
 - Remove the two 40 mph limit stretches, so that traffic would be limited to 30 mph throughout the 2.4 miles route. .
- Increase White Side Lining
 - White side lining emphasises the narrowness of the road leading to traffic taking more care, particularly when passing. It is proposed to add side lining throughout the critical half mile section between Northney Farm and Thorney Terrace on both sides of the road.
- Establish Gateway Signs
 - Because of the unique nature of the stretch between Northney Farm and Thorney View Terrace special signing is necessary to bring traffic speed down and encourage extra care.
 - Gateway signs just after Northney Farm heading south, and towards the end of the stretch of poplars just before Thorney View Terrace travelling north, should incorporate warnings already there and cover other expected hazards not covered. It should be an attractive and interesting Gateway sign.
 - A Gateway sign is a larger than normal sign combining and replacing all the different warnings in one. The upper section is usually a motif calling attention to the sign and underneath either “Please Drive with caution through our village” or “Drive carefully. No footpaths. Farm vehicles and Horses. Blind exits. Narrow Bends”
 - The motif is quite often decided by competition locally. Isabel Watson of Eastney Cottage has drawn three different examples of excellent motifs any one of which would be suitable for Northney. They are shown in the appendix to this option.
- By Improvement to Road Signs
 - The signs are many and varied having evolved haphazardly. The road signs throughout the whole 2.4 miles length need careful rationalisation, incorporating some into the Gateway sign system plus well sighted meaningful supplementary signage outside the Gateway. 30 mph repeater signs could be placed in the superseded 40 mph stretches. Highway guidelines allow repeater signs in sections without street lighting.
- With Rumble Strips
 - Despite clear signs familiarity with the route or sheer disregard by some will make little difference to their speed. Only a physical means (Option 3) or threat of prosecution (Option 1) is likely to have any effect. However, as a supplement to the effectiveness of the new signage it is proposed to lay rumble strips just after Northney Farm before the Gateway sign heading south and at the line of poplar trees before the

Gateway sign going north. Both these positions are well clear of housing. The discomfort, noise and ground vibration will therefore not affect residents only a vehicle at speed acting as a sharp reminder.

REASONABLE

Trial runs (Annex F) show that only 23 seconds would be added to the transit time by this change.

The overall aim to reduce speed related offending in rural communities is supported by all. These initiatives aim to give a clearer presentation of the problem and hazard of this route. The methods proposed are reasonable and compatible with maintaining the rural aspect of the route.

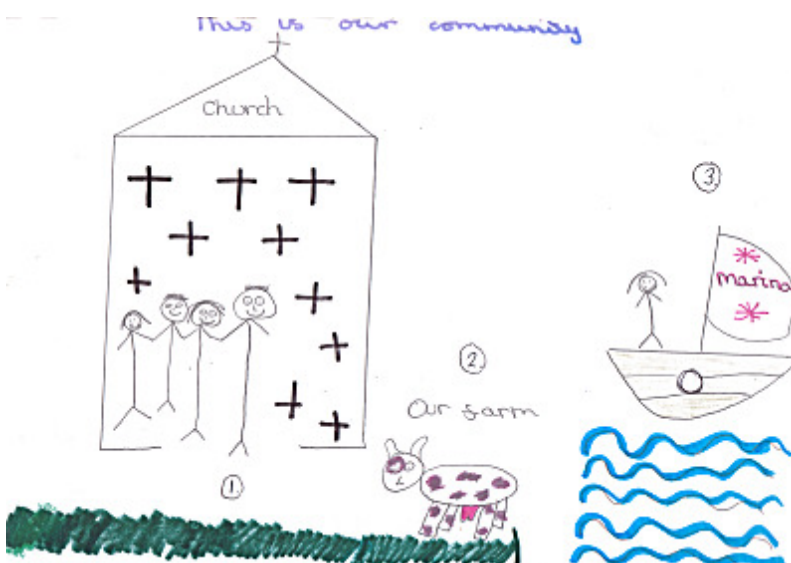
REALISTIC

The estimated cost of this revision of signage is very reasonable (Annex G). The cost in Annex G assumes reflective posts will be acceptable and no cable laying. Once established it will require little maintenance providing the route remains relatively undeveloped. The objectives of lowering the overall speed of vehicles and making the route less attractive to rat runners diverting from the main Havant Road has a high chance of success. However, overall, there is little of real deterrence in this option.

RISK

The proposals do not increase user risk and the positions chosen for Rumble Strips affects vehicles but not residents.

OPTION 2 APPENDIX 1



OPTION 3

ESTABLISH A 20 MPH FOR HALF A MILE NORTHNEY FARM TO THORNEY VIEW TERRACE 30 MPH FOR THE REMAINING ROUTE

AIM

To co-ordinate the diverse usage of the route in the safest practical way

OBJECTIVES

- Reduce the risk of road traffic accident.
- Achieve 'Quiet Lane' status in Hampshire County Council's Local Transport Plan.
- Establish a 20 mph zone in the most critical section where the pedestrian can mix more safely with the motorist, and a speed limit of 30 mph throughout the remaining route.
- Make this rural side road less attractive to fast through traffic diverting from the main Havant Road.

HOW

- Argue the case strongly for 'Quiet Lane' status with Hampshire County Council. The most critical section of the route is from Northney Farm southwards for half a mile to Thorney View Terrace.
- This proposal makes this critical section a 20 mph zone with a traffic calming measure at each end. Traffic travelling southwards rounding the right angle bend at Northney Farm will be at 20 mph, a pinch point 50 metres after this point would mark the start where a limit of 20 mph would run for half a mile to just beyond Thorney View Terrace. Approaching from the south a pinch point along the straight by the line of poplars would bring speed down to round the blind bend where 20 mph is the only safe speed.
- Examples of pinch points are show in the appendix this option.
- As an alternative to pinch points, Rumble Strips could be used in the same positions but would not be as effective.
- This proposal also includes reducing all sections of the remaining route to 30 mph.

REASONABLE

- Trial runs (Annex F) show that only 56 seconds are added to the whole route time at today's speed restrictions.
- This proposal leads to improvement in the village environment an aim strongly supported by local authority and local community.

REALISTIC

- The estimated cost of establishing this proposal is very reasonable (Annex G) but like option 2 it does assume no additional cabling is required for illumination and that reflective posts will be acceptable. As the majority of the incidents (Annex C) are in this section the fall in incidents will be significant. This will make a marked change to the impact of car on village life and provide good co-ordination, safety and harmony between motor traffic and vulnerable other road users.
- It will be a major deterrent for traffic seeking a fast rat run through this rural side road when hold ups occur on the main Havant Road.
- Wide consultation between all interests is necessary and the scheme will only be possible if there is a large majority supporting a 20 mph limit.

RISK

- Placing pinch points in positions where the traffic speed is already reducing to that of the calming measure limit ensures this proposal does not just impose an additional hazard. Using the simple structure illustrated in the appendix, once installed there is little ongoing maintenance

ANNEX A OPTION 3



NORTH EAST HAYLING RESIDENTS ASSOCIATION SUMMARY OF “TRAFFIC THROUGH NORTHNEY” RETURNS

QUESTIONNAIRES

A = Number of returns by location

B = No traffic or speeding problem

C = There is a traffic or speeding problem needing calming measures

D = There is a problem but no measures required

	A	B	C	D
Northney Road	16	3	9	4
St. Peter's Road	40	3	37	0
Copse Lane	4	1	3	0
Spinnaker Grange	16	1	12	3
Clovelly Road	3	0	3	0
Church Lane	7	0	6	1
St. Peter's Avenue	2	1	1	0
Gutner Lane	6	2	3	1
Woodgaston Lane	4	1	2	1
Other Areas	5	0	5	0
Totals	103	12	81	10

COMMENT

- Of the 103 questionnaires returned 91 believed there to be a traffic/speeding problem through Northney. Of the 12 who ticked the 'NO PROBLEM' box, 6 admitted in their comments that there was an 'occasional' problem involving a few drivers, but seem to have said no because of opposition to calming measures.
- It follows therefore that 97 out of 103 feel that there is a problem of some sort with the traffic through Northney. This varies from 'serious and dangerous' to 'no different to anywhere else'.
- Only 2 people living on the 'main' road through the village ticked the 'NO PROBLEM' box without a caveat ie. admitting to a slight problem. The majority of those who ticked for 'NO PROBLEM' do not live on the 'main' road.

CALMING MEASURES

a	Speed bumps	37 in favour
b	Reduced speed limit	57 in favour
c	Pinch points / chicanes	36 in favour
d	One way priority system	25 in favour
e	Speed cameras	36 in favour
f	Additional lighting	62 said they would accept additional lighting if this were found to be necessary

SUMMARY OF COMMENTS

1. There should be 30 mph speed limit from the bridge right through to Stoke.
2. There are insufficient road signs warning of the many dangers that exist on the road from the bridge through to Stoke. e.g.:-
 - i. No footpaths for the majority of the way.

- ii. Dangerous bends.
 - iii. Narrow stretches of road.
 - iv. Blind entry/exit to many private drives and side roads.
3. The majority of residents blamed the “rat” runners for the speed and extra volume of traffic through the village, saying that once they had turned off they had to speed to make sure it was quicker!
 4. Some thought parking in certain places to be dangerous, others pointed out that it helped to slow the traffic down. (as do the horses).
 5. Although some replies were against the introduction of any calming measures that would lead to the urbanisation of the village; it has to be noted that the majority would accept any measures that would make the village a safer place.
 6. It was noted that rarely do we see a police presence in the village, indicating that there is little, if any, enforcement of the existing limits.
 7. Vans and lorries generally travel far too fast for the width of the road.
 8. Although some say they have not seen or heard of any accidents there are

ANNEX C

INCIDENTS

COUNTY RECORDS FOR NORTH EAST HAYLING

1998	Vehicle Damage St Peters/Clovelly Road
	Northney Lane minor injury
	Vehicle Damage St Peters Road
1999	Vehicle Damage St Peters Road
	Vehicle Damage Failed to Stop St Peters Road
	Garden Wall Damaged St Peters Road
2000	Vehicle Damage St Peters Road
	Damage Failed to Stop St Peters Road
2001	Vehicle Damage Northney Road
2002	Vehicle Damage St Peters Road

RESIDENTS ACCIDENT REPORTS FOR THE SAME PERIOD

- Duckards Pond car missed bend hit residents car - write off
- Passing parked car Northney Road skidded into coal lorry - £5000 damage
- Speeding car hit car exiting drive St Peters Road - front of car and radiator severely damaged
- Near misses from speeding Delivery Van swerving to avoid oncoming car
- Car hit wall St Peters Road demolishing it, car overturned.
- Garden wall St Peters Road demolished on over ten separate occasions
- Car speeding overtaking parked car St Peters road hit car in opposite direction, severe damage to both car sides.
- Accident bends at Tye Farm Copse lane - dented car
- Knocked off bike into hedge Copse Lane.
- Bend junction of Gutner Lane Copse Lane - car in ditch on two separate occasions Parked cars damaged outside Thorney Terrace
- Three separate reports of wing mirrors being knocked off by opposite side passing traffic
- Residents reporting animals killed : 5 cats, two dogs and two domestic ducks

RESULTS OF TRAFFIC SURVEY 2ND JUNE 2003

SUMMARY

- Through vehicle numbers were small compared to total movements - 6 to 13 vehicles per half hour.
- Of these 4 may have exceeded the speed limit at some time (this can only be a crude estimate due to measurement method).
- No estimate of speed was possible for vehicles which did not pass both monitoring points.

Morning (7:45 to 8:15):-		
Monitoring point	Number of cars	
Northbound at Umtata	25	
Northbound at lay-by	80	
Through traffic	6	
Afternoon (4:45 to 5:15):-		
Southbound at lay-by	97	
Southbound at Umtata	44	
Through traffic	13	
Through traffic times and estimated speeds:-		
	Time between points (mins:sec)	Estimated average speed (mph)
am	9:25	13
	6:12	19
	4:43	25
	5:50	21
pm	6:10	19
	5:16	23
	2:45	44
	4:21	28
	3:40	33
	3:27	35
	4:58	24
	3:14	37
	2:57	41
	3:30	34
	4:00	30
	Estimated time if driven at speed limit	Estimated average speed if driven at speed limit (mph)
	3:28	34

DEPARTMENT OF TRANSPORT TRAFFIC ADVISORY LEAFLET

The following DETR Traffic Advisory Leaflets have been studied by the Working Group:

1/87	Measures to Control Traffic for the Benefit of Residents, Pedestrians and Cyclists
2/90	Speed Control Humps
2/93	20 mph Speed limit Zone Signs
7/93	Traffic Calming Regulations
11/93	Rumble Devices
13/93	Gateways
3/94	Fire and Ambulance Services - Traffic Calming A Code of Practice
4/94	Speed Cushions
7/94	“Thumps” Thermoplastic Road Humps
9/94	Horizontal Deflections
1/95	Speed Limit signs - A Guide to Good Practice
2/95	Raised Rib Markings
7/95	Traffic Islands for Speed Control
2/96	75mm High Road Humps
6/96	Traffic Calming: Traffic and Vehicle Noise
7/96	Highways (Road Humps) Regulations 1996
12/97	Chicane Schemes
1/98	Speed Cushion Schemes
9/98	Sinusoidal, "H" and "S" Humps
2/99	Havant Traffic Calming Scheme
9/9	20 mph speed limits and zones
10/00	Road Humps: discomfort, noise, and ground borne vibration
11/00	Village Traffic Calming - reducing accidents

NB Any of the above are available for reading from the Group's files for residents

SPEED TIME RUNS**11 MAY 2003**

The runs were carried out in a 2 litre family saloon in daylight around 0530 in the morning of Sunday 11 May 2003. There were no obstructions or hold ups and the road was clear of all other traffic.

Key:

BR - Langstone Bridge end of Northney Road

ST - Stoke end of Copse Lane

As Fast as Possible Exceeding Speed Limits

BR to ST	4 min 03 sec
----------	--------------

ST to BR	3 min 57 sec
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Average time 4 min 00 sec

Observing Existing Speed Limits

BR to ST	4 min 51 sec
----------	--------------

ST to BR	4 min 41 sec
----------	--------------

Average time 4 min 48 sec

Observing a 30 MPH Restriction Throughout

BR to ST	5 min 10 sec
----------	--------------

ST to BR	5 min 13 sec
----------	--------------

Average time 5 min 11 sec

Observing a 30 MPH Restriction and 20MPH Between Northney Farm and Thorney View

BR to ST	5 min 48 sec
----------	--------------

ST to BR	5 min 40 sec
----------	--------------

Average time 5 min 44 sec

Along Main Havant Road observing Current 40 MPH Restriction

BR to ST	2 min 29 sec
----------	--------------

ST to BR	2 min 28 sec
----------	--------------

Average time 2 min 28 sec

COSTS

Individual item costs are from the Highways Financial Department current charges and Speed Watch charges as advised by Avon & Somerset Constabulary. The Highway costs assume that the work is done whilst the particular work unit is in the area for routine or other work. Additional costs will accrue for a one off visit. They also assume that any illumination does not require additional cabling to be laid.

OPTION ONE

Changing 40 mph sections to 30 mph	Traffic Regulation Order with objections	1,110
	Sign changes 8 x £110	880
	Remove Roundels - 1 day	350
	Total	2,340
Speed Watch	Speed monitoring equipment	1,000
	Warning Signs 2 x £110	220
	Traffic clothing x 6	120
	Liability Insurance for 1 year	500
	Total	1,840
Continuous side of road lines x 2 , Northney Farm to Thorney View Terr.		350
GRAND TOTAL		£ 4,530

OPTION TWO

Changing 40 mph sections to 30 mph as in Option One	2340
Gateway signs £375 x 4	1400
Sign changes £110 x 4	440
Rumble strips / red carpet & stripes x 2	2000
Continuous side of road lines x 2, Northney Farm to Thorney View	350
GRAND TOTAL	£6,530

OPTION THREE

Changing 40 mph sections to 30 mph as in Option One	2,340
Pinch Points (assuming reflective posts)	3,000
Drawing and licence fee	600
Changing 30 mph to 20 mph Northney Farm to Thorney View Terrace	
Traffic Regulation Order with objections	1,110
Sign changes 4 x £110	440
Continuous side of road lines x 2, Northney Farm to Thorney View Terrace	350
GRAND TOTAL	\$7,840

Proposed Quiet Lanes - 2001/2006

The figures listed below represent the number of Quiet Lanes proposed in the Annual Progress Reports which local authorities produce setting out the implementation of their Local Transport Plan (LTP). These Reports were submitted in August 2001 and cover the period of the current LTP which runs between 2001/02 to 2005/6.

Authority	2001/02	2002/03	2003/04	2004/05	2005/06
Bath and north-east Somerset	3	3	3	3	
Blackburn	0	1	1	1	1
Buckinghamshire	0	6	6	6	6
Cheshire	2	3	3	6	4
Cumbria	0	2	0	0	0
Darlington	0	0	0	0	1
Derbyshire	0	1	1	1	1
Devon	1	5	6	7	7
Dorset	0	0	1	0	1
East Riding	1	0	0	1	0
Halton	0	0	0	1	0
Isle of Wight	1	3	3	3	3
Kent	6	6	6	6	6
Lancashire	0	6	0	0	0
Medway	0	0	1	0	0
Milton Keynes	1	0	0	0	0
Nottinghamshire	0	1	1	1	1
Oxfordshire	0	5	5	5	5
Poole	0	0	0	0	1
Rutland	0	1	1	1	1
South Tyneside	0	0	1	0	0
Sheffield	2	0	0	0	0
Shropshire	4	6	6	6	6
Solihull	0	0	2	3	4
Somerset	3	0	0	0	0
Suffolk	0	10	20	20	20
Surrey	2	6	6	6	2
Telford and Wrekin	0	1	0	0	0
Thurrock	0	1	1	2	2
Wiltshire	0	1	0	0	0
York	0	2	4	6	8
TOTAL	26	70	78	85	83
OVERALL TOTAL					342

CPRE is aware that Quiet Lanes have also been proposed or exist in Norfolk, Hertfordshire, Gloucestershire and Worcestershire. These are represented on the map overleaf.

Examples of Unauthorised Action by Residents



Funtingdon



Selbourne



A Hambledon Councillor takes action against speeding traffic in his village constructing a dummy policeman with camera, placing them on his own property. Police say he is not breaking the law



Wisborough Green (A272)