

INTRODUCTION

The following provides an overview of the Roads & Traffic Calming public meeting that was held on 15th January 2025 and should be read in conjunction with the attached presentation. It is not a verbatim account but provides a summary of what was discussed, questions raised, and any actions agreed.

The meeting was set up by Cllr Ivan Taylor and sponsored by the Parish Council in direct response to continued issues with traffic and speeding in the village, particularly along Well Road and the entry to the village on Dippenhall Street.

The public meeting took place at the Crondall Village Hall, from 18.30 – 20.00 and was well attended by 25+ parishioners. The two major bodies represented were Crondall Parish Council and Hart District Council.

Following a verbal introduction by Cllr Taylor, the meeting took the structure of a presentation outlining the current situation with, where applicable, improvements and outlining plans. Allocation was made for attendees to raise questions and contribute ideas.

CLLR TAYLOR'S OVERVIEW OF THE MEETING

"Many thanks to everyone who attended the Roads & Traffic Calming public meeting. It was gratifying to see so many people attend and taking an interest in the subject and following the presentation on the Council's idea and suggestions, there was a lively question and answer session, that went on far longer than planned, so thank you again for your time."

QUESTIONS & ANSWERS

- Q Applaud the idea of introducing pinch points at the main entrances to the village, ie Dippenhall Street and Well Road but unlikely to prevent speeding once in the village, particularly down Well Road. Surely there is a way of installing speed bumps without impacting on the listed houses in the Conservation Area?
- A To provide some background to this question, Cllr Taylor outlined information gleaned when looking into this issue in the past. Some of the listed houses do not have adequate foundations to cope with the increased vibrations caused by both the work involved in installing speedbumps and to the road surface in general when in place. For this reason HCC will not support their installation in this instance.
- Q Will extending the 20mph to the edge of the village work as a deterrent?
- A Farnham has introduced a widespread 20mph even in areas with "wider more accessible" roads and, whilst not necessarily resulting in every driver adhering to the limit, initial feedback has indicated a significant drop in average speeds. Additionally, in the event of an accident, any driver

not adhering to the speed limit would be automatically liable. This has a trickling down effect. Cllr Taylor clarified that the measures being discussed would form a package of initiatives, ie a pinchpoint followed by 20 mph speed limits. Mr Scott Shepherd from the Speedwatch provided some additional evidence to support the idea of slowing vehicles entering the village, citing the fastest speed recorded to date coming into the village on Dippenhall Street as 61mph and this was during the day when there is plenty of traffic.

Q A few attendees enquired whether line markings/painting are to be refurbished or amended?

A Cllr Taylor confirmed that the lines around the Church Street junction with Croft Lane were repainted last year. Cllr Dorn provided added background, confirming that during a review of roads and markings some ten years ago, the general advice received was to remove line painting down the centre of roads as it can aid in slowing down traffic. It was, however, also acknowledge that the thinking may have changed in this respect.

Q A number of parishioners raised concerns about issues with access to the A287 at both ends of Bowling Alley.

A It was reiterated that at the time, the parish council had on numerous occasions advised against the proposed roundabout plan at the end of Redfields Lane (from Church Crookham), instead proposing either that the roundabout be sited further down towards Bowling Alley or that a centre island be included. Both options were rejected and whilst the new road layout is an improvement from the original, issues still remain and in particular, following a recent collision, are being raised again by the parish council.

In the past, (approximately 10 years ago) a centre island was also proposed at the other end of Bowling Alley to aid access to Mill Lane etc but this was never progressed as it was deemed too expensive and not required. With the increase in traffic generally but in particular due to the Wilson Plant, the parish council will be raising this once again.

Q In London optical illusion speed bumps have been used to some success, is this something that could be introduced in Crondall?

A Cllr Taylor noted the idea, agreeing that it could prove a more cost-effective solution, including the option of optically narrowing the roads and therefore, slowing traffic.

Q Whilst, noting the general state of the road surface including potholes, one way of resolving the issues would be for the entire village roads to be resurfaced, the question was raised about doing something about hedges and undergrowth blocking vision.

A Cllr Taylor acknowledged that this is a cyclical problem but that each year the parish council reminds parishioners of their obligation to ensure that roads and pathways are free. Any long term "offenders" are written to, with a mail drop having been done recently.

Q Could something be done about the variety of signs left over from past roadworks being left and causing confusion, not to mention being unsightly.

A This has been raised with HCC in the past. The response is that we should collect the signs in one place and notify HCC so that they can arrange their collection.

- Q Concern was raised about traffic on Pankridge Street particularly during school drop-off and pick-up times, where with car parked outside properties near The Withies, it sometimes causes a blockage, with motorists having to drive onto the pavement to pass.
- A The issue was noted, although it was also stated that the presence of on-street parking does in itself work as a traffic calming measure, with vehicles having to slow down for oncoming traffic and narrower access.
- Q Do Hart collect old cars?
- A It was confirmed that any vehicles which are believed to be abandoned, should be reported via Fix-my-Street. It untaxed or uninsured they will be removed.
- Q What are the cobbled areas by The Withies and on the corner of Dippenhall Street by the shop for?
- A It was clarified that by The Withies they are to prevent parking too close to the access and so blocking visibility for drivers. Near the shop it is to make the area safer for pedestrians in the absence of a pavement.

NEXT STEPS

Cllr Taylor thanked everyone for attending and for their helpful contributions. Moving forward, the parish council will be liaising with HCC and HDC to explore viable options from those identified and where appropriate, take them forward. Cllr Argent, the parish council Finance Lead, added that everything of course costs money and this needs to be borne in mind. Part of the process will, therefore, be understanding the cost involved and where necessary communicating this and the resultant impact on the precept to parishioners before progressing.