

CAB1396(TP)  
FOR DECISION  
WARD(S): ST LUKES

CABINET (TRAFFIC AND PARKING) COMMITTEE

30 JANUARY 2007

STANMORE TRAFFIC CALMING (BATTERY HILL) – WINCHESTER

REPORT OF THE DIRECTOR OF DEVELOPMENT

Contact Officer: Andy Hickman Tel No: 01962 848105

RECENT REFERENCES:

Full Council Meeting - 1 November 2006.

EXECUTIVE SUMMARY:

Following the receipt of a petition with 1,194 signatures, seeking traffic calming measures for the Stanmore Estate, Winchester it was agreed that this matter should be considered by the Traffic and Parking Committee.

This report sets out actions taken to date and discusses future possible actions.

The report concludes that the best course of action would be to pursue Traffic Calming or Traffic management solutions with the County Council.

RECOMMENDATION:

That further traffic calming and traffic management options are discussed with the County Council.

## CABINET (TRAFFIC AND PARKING) COMMITTEE

30 JANUARY 2007

### STANMORE TRAFFIC CALMING (BATTERY HILL) – WINCHESTER

#### REPORT OF THE DIRECTOR OF DEVELOPMENT

##### DETAIL

1. At the Full Council Meeting on 1 November 2006 it was reported that a petition was had been received, with 1,194 signatures, seeking traffic calming measures for the Stanmore Estate, Winchester.
2. At the invitation of the Mayor, Mrs M Woodhouse (resident of Battery Hill, Stanmore and lead petitioner) addressed the meeting and highlighted the following key points:-
  - a) The campaign started because of many instances of 'joy riding' and excessive speed, which had resulted in three accidents on the estate in the past three months and many more 'near misses' during the past year.
  - b) There had been considerable damage to parked vehicles caused by offending drivers failing to judge speed and distance.
  - c) The vast majority of residents considered traffic speeding to be the number one problem on the estate.
  - d) A temporary Speed Limit Reminder device installed close to the junction of Drayton Street and Battery Hill had recorded 387 vehicles travelling at over 30 miles per hour during a 30 day period.
3. Mrs Woodhouse concluded that the aim of the campaign was to introduce traffic calming measures on the main arterial roads into the estate, which could include rumble strips and junction narrowing as appropriate. There should be increased signage to generate greater awareness of the speed limit, harsher enforcement and persistent offenders should be penalised. There also should be better off-road parking facilities, as this would increase visibility and widen the carriageway, thus giving the space for two vehicles to pass each other safely. Finally, a reduction in the speed limit to 20 miles per hour would be a major safety improvement.
4. ACTIONS TO DATE
5. This matter was first raised with the City Council during the summer and a meeting was held at Battery Hill on 7<sup>th</sup> September with the, then, Portfolio Holder for Planning and Transport Cllr Barry Lipscomb, Ward Member Cllr James Stephens and officers from Hampshire County Council Road Safety and Winchester City Council.
6. It was felt that erection of a Speed Limit Reminder Device which is activated by speeding vehicles may help raise awareness of the speeding issue. This was arranged and the device was erected. As set out above, this was triggered a total of 387 times, over the 30 day period that the sign was erected, by vehicles travelling in excess of the

speed limit. These signs only have a short term effect and have since been removed for use elsewhere.

7. Several attempts by officers and the Ward Member Cllr James Stephens have been made to get the police to visit the area and undertake speed checks/enforcement but to best of your officers' knowledge, this has not yet been undertaken.
8. Road Safety speed related posters were provided by Hampshire County Council and distributed around the local area in shops and public places by Cllr Stephens.
9. FUTURE POSSIBLE ACTIONS
10. Additional signing for the 30 mph speed limit would not be allowed as Department for Transport Regulations do not permit the use of 30mph repeater signs in street lit areas.
11. At present resident parking informally takes place on only one side of Battery Hill in order to allow traffic to flow freely without having to manoeuvre from side to side to avoid parked cars. This does allow for the maximum amount of parking that the road can accommodate but does result in vehicles travelling faster along Battery Hill as they are unimpeded unless a vehicle comes from the other direction. From site inspections there are children playing regularly in the street and they are often hidden from view by parked cars. Some speed reduction might be achieved by staggering the parking on alternate sides of the road but this would require parking restrictions to be imposed along Battery Hill and would reduce the amount of available on street parking space.
12. The provision of traffic calming measures such as humps and build-outs at junctions would achieve speed reduction. Traffic Calming schemes are the responsibility of the County Council. Such schemes are assessed in relation to road casualty statistics. Based on the current accident statistics for Battery Hill, which are low in terms of personal injury accidents, it would be given a low priority.
13. It may be possible to look at a traffic management scheme which would be less comprehensive than a traffic calming scheme and could involve use of rumble strips (sometimes not popular with residents due to noise considerations) and or build outs. Such measures would not be as effective as traffic calming but might be more achievable. The County Council would need to be approached in order to secure funding for such measures.

OTHER CONSIDERATIONS:

CORPORATE STRATEGY (RELEVANCE TO):

Relevant to the Council's priority to create Safer and More Inclusive Communities.

RESOURCE IMPLICATIONS:

The resource implications in relations to providing traffic calming or traffic management measures will need to be discussed with Hampshire County Council.

BACKGROUND DOCUMENTS:

Correspondence on Access and Infrastructure Division files Ref: 810301 and 810402 -78.

APPENDICES:

None