

1 NOTES OF A PUBLIC MEETING  
2 CALLED BY CROOKHAM VILLAGE PARISH COUNCIL  
3 TO DISCUSS DRAFT TRAFFIC MANAGEMENT  
4 PROPOSALS FOR CRONDALL ROAD IN  
5 CROOKHAM VILLAGE  
6 HELD ON 19 JANUARY 2009  
7 AT 8PM IN THE WI HALL, CROOKHAM VILLAGE,  
8

9 Present: Cllrs. S&J Ambler, Ney, Jackson, Crawley, Ashton and 33  
10 residents of the parish.

11 In attendance: Ward Cllrs. Bennison and Singh and Hart District Cllr. Parker,  
12 and Rebecca Connop Price (Fleet News)  
13

- 14 1. Cllr. Ambler opened the meeting by welcoming all and explaining the format of  
15 the meeting this evening. He explained that the Clerk would be minuting  
16 proceedings and he then introduced the Members of the Parish Council. He  
17 said that Members were present to hear what the residents had to say and  
18 would be taking what was said into account at the February meeting. Emails  
19 had also been received and would be considered along with the views  
20 expressed this evening. In terms of timing, whilst he would not be restricting  
21 views he would be grateful if residents would not repeat what had already  
22 been said but was happy for them to endorse earlier views.
- 23 2. The reason behind this being on the Agenda for the Parish Council was as a  
24 result of issues being raised at earlier meetings. Meetings were held with  
25 HCC and the draft management plans on view tonight were as a result of  
26 what HCC felt it could deliver.
- 27 3. He reminded those present that a trial traffic calming scheme, which had been  
28 quite comprehensive, had been tried and had highlighted what restrictions the  
29 proposed measures had been limited to. He showed slides of what had been  
30 tried in Crondall Road and explained that some buildouts had had to be  
31 moved several times as a result of. He then put up the speed measurements  
32 which had been before the trialled traffic calming and the speeds after they  
33 had been installed and these had been done to the normal Highways  
34 standard. Looking back on the Minutes of previous meetings as far as the  
35 buildouts were concerned residents reported increases in incidents (not  
36 necessarily accidents). The parish were keen to look at a further build out to  
37 the south but this had been refused on the basis of sight lines and other  
38 issues.
- 39 4. Cllr. Ney then introduced the various measures which were the subject of  
40 tonight's meeting. He had gone to HCC and following a site survey this was  
41 the plan they had come up with. He went through each of the individual  
42 proposals and explained in detail what was being suggested. Mr.Gwynne  
43 asked for clarification about the signage from Zephon Common Lane which  
44 he said he understood was going to remain an unrestricted mph lane but  
45 would have signage to inform traffic of the 30/40 mph limit in Crondall Road.
- 46 5. Cllr. Ney then advised residents of the suggestions which had come via  
47 emails; road surface texture; one way at Stroud Lane; CPO on land at Brook  
48 Hill; verge master bollards and white lining; speed humps; additional street  
49 lighting; Parish Council SID; Gateways; rumble strip in the road.
- 50 6. Cllr. Ambler then spoke about the CPO for Brook Hill and said it had been on

51 the Agenda for many years (he was advised since 1959) and said how difficult  
52 it was proving to get a footway down Pilcot Hill which had adequate verge to  
53 accommodate it. He then invited Richard Gwynne to speak.

- 54 7. Mr. Gwynne said we should all remember why we are here. Personally he  
55 was involved when he nearly lost his daughter and both parents to a speeding  
56 motorist who sped past the George & Lobster and if they hadn't dived into a  
57 hedge they would undoubtedly be dead. Both parents suffered cuts and  
58 grazes and his daughter was frightened as she was in his father's arms when  
59 he dived into the driveway and landed on the gravel. He doesn't want to feel  
60 like that again – ever. It was only when he repeated this to other residents up  
61 and down the road that I realised how many other residents had similar close  
62 shaves – some of whom weren't so lucky to get away with a near miss.  
63 He, along with Andy Browne, Doug McCallum, Mr & Mrs Longshaw and  
64 Brian Whyatt formed an action group to amalgamate the feeling in the road  
65 and act as the liaison between the Residents and the CVPC.

66 He said that the current plans as they stand are not acceptable. They don't go  
67 far enough to protect the residents, the pedestrians and car users of Crondall  
68 Road. Whilst only one of the residents is qualified to speak on the subject  
69 with any degree of competence, it's obvious from the surrounding area that  
70 residents should be afforded some sort of protection from the volume and  
71 speed of motorists on this Road. Each of the many routes into Fleet from the  
72 A287 has some form of protection, and particularly Chalky Lane.

73 As a road user we are constantly held hostage to a decision made in 2003 to  
74 remove the temporary calming measures and nothing was offered as an  
75 alternative. Whilst he personally disagreed with the removal, it should have  
76 been CHANGED not removed. That decision in 2003 left residents with  
77 nothing – no protection. The dynamics of the road have changed in recent  
78 years and there are now a high degree of children living on a road where they  
79 live but cannot walk or play. Traffic volumes since 2003 have increased  
80 significantly. It was proved in 2003 that we needed traffic calming, and the  
81 volumes have not reduced, and we know they have nearly doubled.

82 The SID data (which one of his colleagues will cover later) is an interesting  
83 way to gather stats. But he challenged the positioning of the SID's in the latter  
84 part of last year and understands that it's the HDC that deal with this. Why is it  
85 that despite many residents directing the CVPC that the Northbound traffic  
86 from the 60/40 is the problem for the South of the Road – that the HDC insist  
87 of putting the SID's facing north to catch the traffic from the village direction.  
88 Whilst he accepted the professionalism of the HDC, he has to question why  
89 they won't listen to the residents. Why do they position a SID on a blind  
90 corner. Are they afraid they might uncover some stats that will leave the  
91 Council cornered with data that will force them to do something? He didn't  
92 know. If it's not then could someone prove residents wrong and gather data  
93 residents believe would tell a far more realistic tale – but is any more data  
94 necessary when residents know we need something physical to slow the  
95 traffic down. Funding is another obstacle that we have to deal with. The CVPC  
96 have embraced the issue of Crondall Road – and he thanked it for this. He  
97 can accept that they have limited funds to deal with all aspects of the Parish.  
98 But are we looking hard enough for where the money could come from? He  
99 would formally ask the CVPC to make a request from the NHTS (North  
100 Hampshire Traffic Scheme) for funds and come back to us with an answer.

101 Are we limited to HDC for funds? The infra structure around us is growing  
102 constantly and we have a development in Hitches Lane which we are told will  
103 see a bus route, cycle lane and roundabout. But it will further increase the  
104 traffic on the Crondall Road. The proposed development for a park at the  
105 South of Crondall Road will directly affect us. Have the CVPC applied for any  
106 of the developer's money to deal with the additional load on the Crondall  
107 Road, if not, can they please apply. But time is running out before someone is  
108 hurt. This subject needs to move on with an improved proposal that shows  
109 physical measures in place to slow the traffic down. We have 2 street lights in  
110 Crondall Road – that shouldn't be forgotten when considering alternatives.  
111 In conclusion he said he has been campaigning for something to be done for  
112 9 months now and he has worked with an action group to coordinate feelings  
113 and he has worked with the CVPC (particularly Cllr Robert Ney). Both the  
114 Action Group and the CVPC have been professional and expeditious in  
115 getting things done and he thanked them both. It's now time to see  
116 something done and he urged the CVPC to improve the scheme we have and  
117 slow the traffic down.

- 118 8. Mrs. Longshaw introduced herself and advised she lived in Crondall Road  
119 with her family. She, with others on the road has formed an Action Group,  
120 formed in an effort to slow the high volume of traffic using the road. The  
121 Action Group consider the road to be dangerous. She wished to thank the  
122 Parish Council for its time and effort with regard to this road. Turning to the  
123 proposals, she welcomed the 40mph limit going to a 30mph limit but the  
124 remaining proposals did not go far enough. The word cosmetic is a word that  
125 is repeatedly used by the residents when examining these plans. Anyone  
126 living or using Crondall Road would tell us that extra signage, re-painting of  
127 already existing lines and minimal roadside bollards are not effective  
128 measures in slowing the inappropriate speed of the traffic down. Cosmetic is  
129 the byword, these proposals would not amount to a couple of Botox injections.  
130 She said what is needed are effective permanent road claming measures.  
131 She questioned the serious intention of the authorities, an example of which is  
132 the latest measuring of speed by a SID before Christmas. Why place a SID  
133 on a blind bend outside of Sundown Cottage? This cannot be an  
134 appropriately placed device. Traffic sergeants at Farnborough Road Police  
135 Unit only place measuring equipment on a long stretch of road in order to  
136 record the representative speed. A SID placed on a bend will only record the  
137 speed of traffic slowing down. Having said that that she knows that the  
138 figures, even where recorded, were shocking and she said her friend would  
139 refer to them in depth. What is wanted is what Dogmersfield already have.  
140 What is wanted is what Zebon Copse already has. What is wanted is parity.  
141 In denying Crondall Road the same equality with the surrounding local roads  
142 authorities have succeeded in making Crondall Road a rat run of choice for  
143 irresponsible traffic. Her personal experience on the road is the near  
144 impossibility of trying to get out of her driveway without being crashed into by  
145 speeding traffic in either direction. Whilst residents know we are in cash  
146 strapped times we have been made aware that cash is available from  
147 surrounding new development. Residents are also aware that cash is  
148 available from HCC village schemes. Residents are also aware that both on a  
149 private and legal basis they could apply for such funding but they urge the  
150 Parish Council to apply for such funding on their behalf. The case for traffic

151 calming was supported some 6 years ago, the evidence some 6 years later is  
152 even more supportive. Waiting will only pamper to the law of averages; those  
153 averages are bound to play out sooner rather than later given the daily near  
154 misses on the road. Death or serious injury will be the consequence and who  
155 then will be legally and morally accountable. She would say not the Action  
156 Group on Crondall Road.

- 157 9. Brian Whyatt then spoke and advised he had been dealing with John Foggo  
158 with regard to info from SIDs. In 2007 9540 vehicles proceeded along  
159 Crondall Road in one direction; in 2008 that had gone up to 15780. The latest  
160 information gives a total for a 17 day period from 3 November to 20 November  
161 (he appreciates that this took diverted traffic) 22442 vehicles went along in  
162 one direction only. The SID was situated on a blind bend so the data is  
163 ambiguous at best. Speed is a max of 30mph during adverse weather  
164 conditions. He said that 12457 vehicles went through that blind bend doing  
165 40mph. He had checked the SID and it was located half a mile from the start  
166 of Crondall Road from Crossways. Crondall Road and The Street are all  
167 part of a conservation area, Surrey has a policy which enforces a 20mph limit  
168 as a matter of course. Churt and Tilford have a 20mph limit and he wants us  
169 to push so that the 5 entrances to the village have width restrictions as  
170 gateway features. He said we need to push the police, local council and  
171 parish council to get something going.
- 172 10. Doug McCallum then introduced himself. He is a professionally qualified  
173 traffic engineer, a resident of Crondall Road for more than 20 years and a  
174 former governor of Dogmersfield School, where he worked with the Parish  
175 Council and local authority engineers to obtain permanent traffic calming in  
176 place in Dogmersfield. At the Parish Council meeting in September last year  
177 he had read aloud his letter in response to the proposals, part of which stated  
178 that "...the proposed measures are relatively cosmetic and will have little, if  
179 any impact, on calming traffic..." So we do we need to calm the traffic?  
180 Simple physics says that the force of a moving vehicles increases with the  
181 square of its speed. So if any vehicle doubles its speed from 20 to 40 mph its  
182 destructive force to kill or maim is precisely four times greater than that at 20  
183 mph. This is why we need to put in calming measures which actually works.  
184 Unlike signs and paint and policemen, physical traffic calming measures are  
185 self enforcing and work 24 hours per day, seven days per week. The need for  
186 traffic calming on Crondall Road was fully accepted in 2002. The measures  
187 trialled in 2002/03 were effective in reducing speeds but disliked by residents  
188 due to their unsightly appearances and the chicanes which forced vehicles on  
189 to the opposite carriageway. In the UK, we are well behind countries such as  
190 Germany, Holland and Denmark in implementing traffic calming schemes.  
191 These countries learned long ago that installing piecemeal measures on  
192 specific roads was not the answer. Their approach is to look at all the  
193 competing routes and to treat the area as a whole. Most drivers find the  
194 uncalmed Crondall Road much more appealing than the alternative routes!  
195 Clearly something needs to be done to calm the traffic but what? Good  
196 schemes are likely to cost tens of thousands of pounds, so availability funding  
197 is going to be a key issue. Although the `devil is in the detail`; surely we can  
198 come up with something a practical solution to an ever-increasing dangerous  
199 problem. Do we have to have fatalities before something effective is done?  
200 Our proposal is that we should work with county and district traffic engineers

201 to devise a few practical alternative schemes. Our proposal is that we should  
202 work with county and district traffic engineers to devise a few practical  
203 alternative schemes with different price tags. Physical calming devices such  
204 as build-outs and traffic islands for narrowing the roadway, speed humps or  
205 speed tables for reducing speeds, plus roundabouts or changes of priority  
206 would all be considered. These alternative schemes and their costs could  
207 then be the topic of forthcoming Parish Council meetings and public  
208 consultation.

209 11. Andy Browne then spoke. He has actually walked the road with the draft  
210 scheme and said it is quite clear that the proposals are based on more  
211 signage and no real physical measures to slow the traffic down. If you look at  
212 the draft proposal you can clearly see on the plan many existing signs these  
213 clearly are not working. Adding to them will do little "if anything" to improve  
214 road safety. He is not an expert and he does not know what physical  
215 measures need to be put in place. However, he does go down Chalky Lane  
216 three or four times a week and the measures there do work. He can say this  
217 as he has used Chalky Lane for 30 years (before and after the implementation  
218 of the traffic calming scheme) and today as a result of the "build outs" (he  
219 believed that this is what they are but stands to be corrected) the traffic speed  
220 is reduced. He is not an expert nor does he purport to have the answer but  
221 believes we do need physical measures to calm traffic in Crondall Road and  
222 perhaps the build-outs should be considered as part of these.

223 12. Kate Sheerer the licensee of the George & Lobster said she has only been  
224 there 4 months and has already noted the high numbers of speed of traffic –  
225 she has a lot of families who use the pub and they had put tables and chairs  
226 out the front but felt that it was unlikely that families would want to sit out the  
227 front because of the speed of traffic. She was walking her son to school one  
228 day and was almost mown down by a speeding car and she now takes her  
229 son to school every day by car. Her son is losing 15 minutes exercise to walk  
230 to and from school every day. Changing the signs won't help since drivers  
231 already ignore the existing mph restrictions.

232 13. Patrick Grace then spoke. He said the proposals primarily were additional  
233 signs, at a time when the general feelings is that there are too many roadside  
234 signs. He is delighted with the proposed extension of the 30mph to Zephon  
235 Common Road. The previous trial was doomed to failure from the start. The  
236 chicanes were very poorly sited and in Crondall Road were both on the same  
237 side of the road. We need to go back to square 1 and re-examine all the  
238 possibilities. These include changing the priority at Crossways so that traffic  
239 from The Street into Crondall Road and Pilcot Road give way to traffic from  
240 Pilcot Road into Crondall Road. You could consider a roundabout which  
241 would have the same effect. Some 18 years ago Stan Knight held discussion  
242 with HCC to assess the feasibility and came to the conclusion that there was  
243 not enough room. He suspected that Stand did not want to lose the flowerbed  
244 and flag pole. He had looked today and thought that there was room. In  
245 Crondall Road you might like to consider enhancing all or some of the 4  
246 natural choke points. These are Brook Hill; how about a pavement and traffic  
247 lights. The next are the 2 small bridges between Brook Hill and Stroud Lane.  
248 The last is the canal bridge. Enhancing these as pinch points would not affect  
249 the access to any property. He firmly believes that without some material

250 measures the speed of traffic in Crondall Road will not be significantly  
251 reduced.

- 252 14. Mrs. Crane said most of what she wished to say had been said but she did  
253 want to know what could be done to stop HGVs coming along the road; in  
254 particular a car loading vehicle had forced her to pull her car right over to  
255 permit it to pass. There is no weight limit sign on the north of Crondall Road.
- 256 15. Graham Plumbe then spoke – he has lived in the road for 35 years. He thinks  
257 it is fundamental not to ask for too much. He is very strongly in favour of  
258 physical measures where the problem exists. He said a 20mph was not  
259 feasible and did not believe a 40mph was achievable, nor to get Zephon  
260 Common Lane limited there isn't a problem there. Let us keep our eye on the  
261 ball and get things done where there is a problem. He did not believe that the  
262 traffic calming was a great indicator of volumes as it was a mile longer to use  
263 Chalky Lane to get to Crondall than it was to use Crondall Road. He has  
264 records of 15 cars which have come off Crondall Road between Bridge  
265 House and Two Ponds – 8 were coming north past two ponds and came off  
266 the road seriously. He believed we need to introduce the speed limit past two  
267 ponds going north.
- 268 16. Lynn ten Kate said traffic has become horrific particularly since the advent of  
269 the buses, together with the lorries. She has lived here 50 years and 50 years  
270 ago attempts were made to get a path down Brook Hill. She said she was not  
271 a ware of any accidents on Brook Hill and it was a great traffic calming barrier;  
272 the road gets flooded regularly and she hears cars screeching up to the Brook  
273 and then standing on their brakes when they suddenly see the. The 30 mph  
274 roundels need additional wording.
- 275 17. Annette Blackwell lives in Zephon Common Lane and she said that despite it  
276 being a narrow lane it doesn't slow traffic down. The construction going on at  
277 Poulters Bridge Cottage means more traffic zipping up and down.
- 278 18. Doug McCallum asked to speak about accidents and said it was emerging  
279 that there was a bigger record of accidents on the road than was kept by the  
280 police who only record injury accidents. He went into depth to explain how  
281 the police record the site in that they put in grid references which are often  
282 inaccurate. So if injury accidents in Crondall Road have the wrong grid  
283 reference you will not find them evidenced in the police reports.
- 284 19. Rachel Herbert, from Crossways. She said there are two lovely signs which  
285 look into her house instead of facing the road as a result of being hit by  
286 lorries.
- 287 20. The Chairman then invited Cllr. Singh and Bennison to speak if they so chose.
- 288 21. Cllr. Singh then spoke and said he did not believe we needed to go into  
289 justifications because they have all been stated. WE have examples of  
290 accidents and he then referred to the earlier trial traffic calming which  
291 probably began 10 years ago and then resulted in the trial 7 years ago. With  
292 regard to cost several measures have been put forward; there must have  
293 been money set aside to implement the trial if it had been accepted. The  
294 options of whether to have physical impediment there which forces people to  
295 slow down. In Camberley alongside two roads which run parallel to the A325  
296 the council have put in several SIDs which traffic take account of. We have to  
297 look at the amount of traffic 10 years ago and since then to now the traffic has  
298 perhaps doubled and within they you could say so has the speed. If the  
299 money was then set aside the case was justified and is now more than

300 justified in present circumstances. As we know when 10 people come to  
301 attend you can say they represent 20 others. He wants the parish to take the  
302 concerns on board to address the issues and make the road safe especially  
303 for pedestrians.

304 22. Cllr. Bennison then spoke and advised that he had attended a number of  
305 these meetings and had been copied in on email correspondence. He has a  
306 few pointers which he wished to share. In Crondall there is a SID and he  
307 wasn't sure where this Council had reached with regard to its own SID.  
308 Weight limits, certainly through the centre of Crondall a group of people would  
309 take the registration numbers of vehicles and report them to the Council and  
310 what was discovered was that most of the vehicles did actually have business  
311 in the village. Natural choke points – undoubtedly some physical barriers  
312 need to be installed but the only problem is that when speed ramps go outside  
313 someone's house they will be objecting due to the noise issues, the same  
314 applies to obstacles. The pinch points which have been mentioned appear to  
315 be reasonable away from houses. You should go down the route you have  
316 proposed in working with the Parish Council in working with HCC. Be realistic  
317 about what you can achieve and if he can help in any way he would be  
318 pleased to do so.

319 23. Cllr. Ambler expressed his thanks to the District Councillors and said he was  
320 pleased to know that they would be supporting anything which the Council put  
321 forward. It was important that we had this support and the support of the  
322 County Councillor. There was an enormous amount of information captured  
323 tonight and a lot of reading for Members before the February meeting. Please  
324 urge any of your friends to send in emails if they have not already done so.

325 The meeting closed at 9.25 pm.