

TRAFFIC IN AND AROUND WICKHAM

PROBLEMS AND SOLUTIONS



1.00 Introduction

Wickham Residents Association (WRA) has been monitoring the traffic situation in and around Wickham for some time and this paper seeks to provide a review of the current situation and puts forward proposals to deal with the current and projected increased traffic. This paper summarises the findings and is produced as a discussion document to seek the views of residents of Wickham. The WRA's proposals are itemised below.

2.00 Prevent through traffic by constructing a bypass around Wickham.

It is considered that as a bypass is unlikely to be built in the foreseeable future it is considered that improvements to the existing highway network need to be made immediately to control the current and anticipated traffic flows.

3.00 Improvements to the existing Highway Network

Due to the increased traffic flows it is considered that improvements now need to be made to the existing highway network. These are listed below.

3.01 Junction of A32 (School Road), B2177 (Southwick Road) and Bridge Street

In the last year there have been several accidents at this junction, involving vehicles travelling in a northerly direction on the A32 and turning right into the B2177 and also vehicles crossing the A32 from Bridge Street to the B2177 and vice versa. It is difficult to cross the A32 because of the slightly staggered junction and because of the stagger it is often not clear where vehicles are travelling to.

WRA have prepared a plan showing improvements to the A32, the junction of the A32 with Bridge Street and Southwick Road and pedestrian crossing facilities. These show a traffic calming measure by means of a road narrowing and gate just to the south of the position of the current 30mph speed limit sign, a double mini roundabout at the A32, Bridge Street and B2177 junction and a pedestrian crossing on the A32 to the south of the junction. Such an improvement would address the outstanding matters including the lack of visibility for traffic exiting Southwick Road onto the A32 as visibility as far as the northern roundabout

would only be required. This drawing was sent to Hampshire County Council Highways prior to them resurfacing the junction in June 2023 but they ignored these proposals. Whilst the warning signs have been enhanced and an illuminated 'Slow Bend' sign has been installed, the temporary speed sign in School Road still shows some vehicles exceeding the speed limit. Wickham Residents Association are committed to have this junction improved and pedestrian crossing facilities installed. Cllr Kathryn Holladay, who is also Secretary of the WRA, has been liaising with Hampshire Highways with respect to village gates and Hampshire Highways have installed these on the A32 near the Church and at Hoads Hill in the near future.

Drawing 001_P1 showing the proposed works is attached in Appendix 1.

3.02 Junction of A32 and A334 roundabout.

Some improvements to this junction have been made and pedestrian crossing facilities added, but proper pedestrian crossings have not been installed.

The WRA considers that a pedestrian crossing as recommended by I-Transport LLP should be installed in School Road as referred to in section 3.01 of this report to enable residents of Wykeham Vale, Glebe Corner and School Road to safely cross the A32. This is shown on drawing 001_P1.

3.03 Winchester Road A334

The 30mph speed limit on Winchester Road for vehicles entering Wickham presently is positioned to the south of the entrance to the Bewley Homes development which is under construction. This means that the entrance to the development and the pedestrian crossing point across the A334 is located in a 40mph zone. In addition the pedestrian crossing, which is used by pedestrians wishing to walk into Wickham village centre due to there being a lack of a footway on the eastern side of Winchester Road, is difficult to use as vehicles have priority over pedestrians. An island in the carriageway and tactile paving has been formed in the footway, but there are no road markings or lights relating to the pedestrian crossing.

A search on Winchester City Council's Planning Portal has been carried out and the Section 278 Road Traffic Safety Audit relating to the improvements to the A334 and the formation

of the junction into the new development has been downloaded. The extract of the construction drawing within the Safety Audit shows 3 No. 3.0m wide lanes with a 2.0m wide island in the centre of the middle lane meaning that the highway should be 9.0m wide at the island position. This would give a 3.50m wide carriageway either side of the island.

Measurements of the carriageway as constructed have been taken. The highway measures 8.90m wide at the island and the island is not centred in the carriageway. The width of the carriageway on the southbound lane (into Wickham) is 3.30m and the width of the northbound carriageway (out of Wickham) is 3.60m.

Therefore the southbound carriageway is 200mm narrower than it should be. This means that wing mirrors from large vehicles travelling towards Wickham oversail the island. Pedestrians crossing feel very uncomfortable when standing on the island with vehicles passing in close proximity at 40mph. Photographs taken showing lorries and vans passing the island are attached in Appendix 2.

The WRA consider that the kerb line on the west side of the existing carriageway should be moved over by 100mm and the refuge located so that it is in the centre of the carriageway so that the lane for traffic travelling to Wickham is 3.50m wide as designed. In addition the WRA considers that the crossing should be formalised into a full pedestrian crossing with road markings and flashing lights to give pedestrians priority.

The footway that has been formed outside the entrance to the new development on the east side of the A344 only extends as far as the crossing. We are surprised that the footway was not extended as far as the bus stop. At present there is no provision for pedestrians from the new development to safely access the bus stop. The grass verge is uneven and unkempt. We consider that the footway should be extended as far as the bus stop as part of the remedial works to the highway width itemised above.

The WRA consider that the 30mph limit should be extended towards the traffic lights with Titchfield Lane/Blind Lane junction so that the existing island is within the 30mph limit. The best position for the 30mph limit to commence would be at the village sign approximately 100m south of the Titchfield Lane/Blind Lane junction. The existing pedestrian crossing should be upgraded with road markings and flashing beacons to give pedestrians priority.

Drawings 002_P1 and 003_P1 attached in Appendix 1 show the proposed works.
Photographs of the island and vehicles passing as shown in Appendix 2.

Cllr Kathryn Holladay has been pursuing the cost (via Community Funded initiative) of siting village gates on Winchester Road and this matter is ongoing.

3.04 A32 Hoads Hill

A number of residents have complained about the speed and noise of traffic on Hoads Hill in both directions. Most of Hoads Hill is within the 50mph zone despite being in a residential area.

In order to address the concerns of residents, The WRA considers that the 30mph limit should be moved to the parish boundary at the apex of Hoads Hill where the 'Wickham and Winchester City Council' sign is situated. In conjunction with this the existing central lane in the highway should be abandoned and replaced with painted hatchings. These measures will reduce the speed of traffic and stop vehicles accelerating hard, overtaking and causing noise when exiting the roundabout. A drawing 004_P1 showing these proposals is attached in Appendix 1.

4.00 Speed Limits

It is considered that the speed limit within Wickham should be reduced to 20mph. The reduction of traffic speeds within Wickham would reduce the severity of traffic and pedestrian incidents and reduce noise without substantially increasing journey times for through traffic. It would only add 1 minute to travel times through Wickham if the speed limit was reduced to 20mph from the current 30mph.

The simplest way of introducing this would be to change the existing and proposed 30mph limit zone to 20mph. This could be done by changing the existing road signage on the A32 north of Wickham, the signage on the B2177 (Southwick Road) east of Wickham, the signage on the A32 south of Wickham at the position of the suggested relocated signage', the suggested relocated signage to the north of Wickham on the A334 and the signage on Mill Lane to the north of Wickham. In addition to changing the signage noted above it is suggested that road markings stating ' 20mph' be marked at frequent intervals.

As well as the reduction in speed limits it is considered that 'gates' should be provided at each of the entrances into Wickham. A map of the proposed area of a 20mph limit is attached in Appendix 1.

5.00 Fixed Speed Cameras

Hampshire County Council has confirmed that fixed speed cameras will be positioned on the A32 and the A272 and it has been noted that these have been installed on the A32 north of West Meon and on the A272. Since they were installed some residents of Wickham have noticed an increase in noise locally from motorcycles in Wickham on the A32, B2177 and A334. It is considered that fixed speed cameras need to be installed on the A32 in both directions, the A334 in both directions and the B2177 in both directions in Wickham. All of these roads are part of a route frequented by motor bikes in particular and the noise at weekends in particular can be loud and frequent. It was noted that when the B2177 was shut for 2 months earlier in the year the noise from motor bikes stopped but has now returned now the road is open.

6.00 Wickham Square and Bridge Street

Wickham Square at present is vehicle oriented and makes very little space for pedestrians. There are three pedestrian routes across the Square but these are not marked and vehicles tend not to give way. There is very little space for seating apart from the area outside the Square Cow. At present both arms of The Square are two way. Some through traffic uses the Square as a shortcut to the A32 via Bridge Street instead of using the A344 and School Road. Residents who have parking permits often complain that they cannot find spaces at busy times. In 2019 there were 83 permits issued.

The WRA considers that a one way system should be brought into operation to prevent through traffic. Traffic would be allowed to enter The Square from the A344, but then turn left into the north west spur of The Square which would become one way. The pedestrian area outside the Kings Head should be increased to allow for the provision of some seating. The main carriageway in The Square would become one way to allow traffic to exit to the A344. This carriageway would be narrowed and dedicated lorry bays created to enable goods to be unloaded safely. The current 7 car parking spaces outside the Old Tea

House would be removed and the area converted into seating. This would not affect the bus service which would use the one way system as it does at present.

Bridge Street would be made one way from its junction with Mill Lane to The Square so that traffic would not be able to leave The Square in that direction. The revised route would be back to Winchester Road (A 344). In making Bridge Street one way between Mill Lane and The Square it would be possible to create 11 car parking spaces on the south side of Bridge Street. It is proposed that these would be reserved for resident parking permit holders only.

It is proposed that the three existing crossings in The Square be replaced with proper crossings with markings as currently traffic does not give way to pedestrians on these crossings.

It is also proposed that the speed limit in The Square be reduced to 20mph.

The above proposals would provide a more pedestrian friendly environment in The Square while slightly increasing the number of parking spaces. Drawings 005_P1 and 006_P1, showing the existing and proposed, are attached in Appendix 1.

7.00 Community Speed Watch Scheme

The WRA have been instrumental in setting up a Community Speed Watch Scheme in Wickham which is now up and running and has held its first session. Watch out for the team of volunteers on the roads in Wickham.

8.00 Consultation

The WRA have put forward the above solutions to the current traffic problems, but there may be other solutions. We would therefore ask residents for their comments on the contents and to see if there are any other items that need to be included. Residents should comment at myvoice@wickhamresidents.org.uk.

In addition we would ask residents to return to us the questionnaire which is to be found in Appendix 3 of this report.

APPENDIX 1

Drawings 001_P1 - 006_P1 and Proposed 20mph Limit Map