

**MEETING BETWEEN HCC HIGHWAYS, WINCHFIELD & DOGMERSFIELD PCs**  
**WEDNESDAY 1 JUNE 2022**  
**@ 1400**  
**MEETING HELD VIRTUALLY VIA MICROSOFT TEAMS**

<p><b>Attendance</b>  Cllr Tim Davies, HCC (TD)  Keith Thompson, HCC (KT)  Cllr Meyrick Williams, WPC (MW)  Cllr Louise Hodgetts, WPC (LH)  Cllr Sarah Miles, DPC (SM)  Alison Ball, WPC Clerk (AB)</p>	<p><b>Apologies</b>  Ian Janes, HCC (IJ)  Andy Smith, HCC (AS)  Philip Sheppard, HDC (PS)</p>
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The meeting agreed to start by discussing the installation of the new water main as this was having an impact on both parishes. TD had spoken to the contractor on site and had been advised that the closure of Winchfield Road (Station Road) from Bagwell Lane to the Hurst would likely be in place for another 6/7 weeks. He wanted to see this open as soon as possible as the diversion was a very long way round for Winchfield residents trying to access Fleet. Pale Lane would be closed shortly as the water main would be going along the road. He was aware that there was a valve in the road at the Station Road/ Bagwell Lane junction and a hole in the road would need to be maintained to access this valve which may impact on the road opening.

MW advised that the WPC was in regular contact with South East Water and dialogue with them had been positive. Arrangements had been made for Station Road to be open to pedestrians and cyclists when work was not being undertaken (after 5pm Monday to Friday, after 1pm Saturday and all day Sunday).

TD asked when the A323 would be closed again to finish the work as this would have an impact on traffic through the villages. He did not want to arrange for remedial works to be carried out along Chatter Alley until this closure had happened as it was likely diverting traffic would undo any repair work carried out. KT advised that work orders could be prepared in advance and placed on hold until ready to go on the ground. TD advised that, in addition to the repairs to the road surface, the hedge along Chatter Alley needed to be cut back as it was encroaching onto the highway, narrowing the road, and covering the road signs. It was thought that the hedge was on land owned by the Canal Authority and TD intended to raise this when he met with them in July. KT confirmed that a letter had been drafted requesting that the hedge be cut back but it had not yet been sent. MW asked that the letter be sent as soon as possible as action needed to be taken. KT agreed to discuss with the relevant area engineer and get the letter sent.

MW asked how KT would find out that the work on the A323 Elvetham Heath roundabout had been completed to know to carry out the works on Chatter Alley. KT would ask the Streetworks Team, who monitored work by utility companies, to let him know. He advised the works would be done in three stages: 1. Temporary fills could be done, and had already been done in one spot, 2. When the road could be accessed the road surface would be patched, and 3. The verge would be reinstated. SM asked if temporary repairs could be made to the surface at the edge of the carriageway where cars had been losing tyres. She advised that some of the holes had been highlighted with cones. KT agreed to look into this. TD advised he had already requested that Engineers look into this.

LH advised that there was a post on Bagwell Lane, that had been installed after October 2020, but the sign was missing. She agreed to send KT details of the exact location of the post to KT so he could try to establish what sign should be on the post.

Following this discussion the meeting went on to consider items relating to Dogmersfield:

1. Parking on corner by J&J Motors: SM advised that a useful meeting had been held on site with PS and proposals had been discussed. These were recently presented at the Dogmersfield Annual Parish Assembly for the public to comment. Feedback suggested that generally parishioners were conflicted and further consideration would be needed.
2. Parking by Canal Bridge: This had also been considered at the site visit with PS. SM reported that there were still concerns about parking in this area, which was worse on sunny days, and made the road into a single lane. She had disagreed with the views of PS on this and further facts would be gathered to show the need for action. She was aware that parishioners were worried about parking in this location, especially when 3/4 cars were parked.
3. Unofficial layby on Chalky Lane: SM advised that she had been in contact with Hampshire Highways about an unofficial layby on Chalky Lane near the Four Seasons hotel.

TD suggested that the owner of the tree overhanging Pilcot Road at the bridge be contacted and requested to cut back the tree as it was making visibility poor. SM confirmed that attempts had been made previously to do this and had resulted in the Parish Council engaging the lengthsman to cut back the tree. She would look into this.

The meeting then considered the items relating to Winchfield:

4. 24202150: B3016 – Weight restriction and road surface; safety of pedestrians and cyclists; speed and size of vehicles: LH advised that she felt this would not move any further forward. She was contacting the haulage companies as a private citizen and requesting that they not use the road or slow down when they did.
5. Review of location of 50mph signage on the B3016 (near the Pet Crematorium): Prior to the meeting PS had provided traffic data showing traffic counts carried out each year from 2009 to 2017. This had been fundamentally flawed as only one count site had been used. PS had advised that HCC had a team that carried out traffic surveys and LH intended to request that a survey be undertaken in 3 locations on the B3016 to get a better idea of the traffic along the length of the road. LH would contact PS and AS about this.
6. Junction of Pale Lane and Barley Mow: LH confirmed that this was being looked at by AS and was in the schedule of items to look at this financial year. She did not intend to push for progress on this until completion of the installation of the water main. TD reminded the meeting that he had requested that a mirror be installed in this location and it was noted that HCC would not install mirrors for legal reasons and it was agreed that for the same reasons it could not be expected that the landowner would install a mirror. LH had spoken to AS about a number of safety changes and it was hoped a solution could be found.
7. 7078637: Damaged Winchfield sign on B3016: it was noted that the damaged chevron sign had been repaired but that the Winchfield sign was still damaged. It was noted that safety signs would take priority over other signs. KT agreed to follow this up as it had been reported some time ago.
8. Siting of Permanent Speed Devices: LH would speak to AS about this as she was interested to know the process for getting these installed.
9. HGVs on Station Road: it was advised that Charrington Farm on Station Road was currently being used as a storage and distribution depot which meant HGVs were regularly accessing the site. Enquiries had already been made with planning at HDC who had confirmed that the site had

received permission in 1997 for change of use from former farm to warehouse and storage uses. The application for this planning permission was originally refused by HDC but this had been overturned by a Planning Inspector following an appeal. The main issue was with large vehicles missing the turning for the site and coming into difficulty at the sharp bend just before the railway bridge. In addition the site had two sets of gates, one close the road and the other set back and if the first set were closed this prevented HGVs from being able to get off the road. KT suggested that this needed to be discussed with AS. LH reported that the HGVs were also destroying the verges in the area and she was particularly concerned about the section between the pub and the Village Hall where there was a large brick culvert and large stones were coming loose. KT encouraged everyone to report these issues through the online reporting system. The more reports filed would mean the more leverage he would have to say that this needed traffic management rather than just maintenance. LH would ask local residents and businesses to report any incidents. TD advised that he had been made aware that the drain outside the pub had been recently cleared by Thames Water as it had been causing issues.

KT advised that at the last meeting there had been a discussion about reporting issues on Fix My Street rather than the HCC website as it was easier to use. He had looked into this and whilst Fix My Street was easier to use this was partly because the site did not ask for as much detail on the issue being reported but the detail was needed in order that Engineers could identify the problem as quickly and efficiently as possible. Alterations had been made to how Fix My Street contacts were being received at HCC with them going straight to the highways operations team rather than the more general customer services team. He hoped that this would improve the flow of information but he still encouraged people to use the HCC reporting system.

TD advised that he had noticed that on the B3016 near Potbridge Road the centre of the north bound carriageway was deteriorating and had been marked up with yellow paint. LH agreed to report this on the HCC reporting system.

TD reported that he was aware of flooding on the B3016 under the M3 bridge and believed that there was a soakaway in this location. He asked that this be looked at. LH confirmed that the culverts had been cleared not that long ago. TD suggested that this could be an issue for Highways England to address but he needed Hampshire Highways to investigate and refer on if necessary. KT advised that this had been discussed internally and the culverts were cleared at his behest. An Engineer was going to get a jetting machine with a camera to have a look at the condition of the pipes and to see where the gullies went. He would report back on this when progress had been made.

TD raised another area of flooding on the B3016 adjacent to the bus stop at the corner with Mortimer Close. KT agreed to ask an Engineer to have a look and clear the drains if necessary.

KT advised the meeting that he would not be attending future meetings as he planned to retire at the end of July. Everyone at the meeting expressed their good wishes for KT and thanked him for all of his help.

Date of the next meeting: Wednesday 7 September at 10am: Dogmersfield to organise.