

HAMPSHIRE COUNTY COUNCIL**Executive Decision Record**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	9 July 2015
Title:	Project Appraisal: White Dirt Lane, Catherington
Reference:	6797
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Dearing

Tel: 01962 846879

Email: Kevin.dearing@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for White Dirt Lane traffic calming, as outlined in the supporting report.
- 1.2. That approval is given to procure, spend and enter into necessary contractual arrangements to implement the proposed improvements to White Dirt Lane, as set out in the supporting report, at an estimated cost of £100,000, to be funded from Developer Contributions.
- 1.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. To provide an acceptable traffic calming solution to improve safety for cyclists and pedestrians, particularly children, living in Glamorgan Road, White Dirt Lane and Wrexham Grove who either use or would like to use White Dirt Lane for walking or cycling and for commuting to and from school.
- 2.2. The proposals to deliver a traffic calming scheme in this part of Clanfield aligns with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP):

Management of traffic.

Improvement of road safety.

Promoting cycling and walking.

3. Other options considered and rejected:

- 3.1. In an options report dated August 2014, details of several options were discussed and set out. One option was the provision of passing places. The provision of additional passing places on White Dirt Lane could improve safety. However the proposal would be difficult to achieve due to the lack of available highway land. However, notwithstanding the lack of highway land it was considered undesirable because the installation may result in encouraging more through traffic in White Dirt Lane. This option was therefore not included in the recommendations.
- 3.2. Another option was to install a one way traffic system. Whilst this would prevent two-way traffic from using the lane, past experience has shown that installation of a one way system is likely to increase vehicle speeds. Also, the one-way arrangement will disproportionately affect residents of White Dirt Lane and displace traffic onto alternative routes which may prompt objection from residents of those roads affected. It was recommended that this option was not to be pursued.
- 3.3. A 7.5 Tonne Weight Limit was considered but would have a limited effect due to comparatively few large vehicles attempting to pass through White Dirt Lane as a through route. Any imposed limit would require an access exemption for deliveries, refuse vehicles etc. This option would be of limited overall effect and was therefore not recommended.
- 3.4. A 20mph Speed Limit could be introduced and incorporated within the proposed gateway features. However, physical traffic calming measures would be more effective to reinforce the speed limit. This is particularly so since speeds are currently higher than the recommended threshold of 24mph along the north eastern section. It is suggested that the introduction of 20mph speed limits could be reconsidered following assessment of the effectiveness of the traffic calming measures after installation.

4. Conflicts of interest:

- 4.1. There have been no conflicts of interest declared by the decision-maker:
- 4.2. There have been no conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

In reaching this decision, I have taken into consideration a number of comments from residents, including some submitted after the publication of the report which represent a range of different views on the proposals:

- C. Blackshaw
- D. Evans
- B. Evershed
- D. Galloway
- S. Harwood
- C. Healey
- B. Jarvis
- A. Maunder
- D. Perkins
- R. Rowney
- N. Steward
- E. Tickell
- A. Williams

Approved by:	Date:
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Executive Member for Economy, Transport and Environment	
Councillor Sean D T Woodward	

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