

HAMPSHIRE COUNTY COUNCIL

Decision Report

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. Executive Summary

- 1.1. The purpose of this paper is to seek approval to procure, spend and enter into necessary contractual arrangements to implement the proposed improvements to White Dirt Lane, as set out in this Project Appraisal, at an estimated cost of £100,000, to be funded from Developer Contributions.
- 1.2. It is proposed to proceed to detail design and implementation of traffic calming measures in White Dirt Lane, in line with Option 4 which was contained in a feasibility report dated August 2014.
- 1.3. Scheme Outline

The scheme will entail the installation of a combination of horizontal and vertical traffic calming measures along the length of White Dirt Lane in the form of priority build-outs and speed cushions.

In addition, at Glamorgan Road there will be a junction table and at Southdown Road, the entry and exit radii into White Dirt Lane will be reduced with overrun areas installed to cater for heavy goods vehicles.

- 1.4. Alternative Options Considered and Rejected.

In a feasibility and options report dated August 2014, details of several options were discussed. 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.

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.

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.

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.

1.5. Measures of Success.

The success of this scheme will be measured by a decrease in traffic volume and speed together with positive feedback from residents living in the area.

2. Background

- 2.1. White Dirt Lane is located in Catherington and links Catherington Lane to Southdown Road.
- 2.2. The south western section can be characterised as a narrow track with limited passing places to allow two-way traffic. There are accesses to a number of properties along the route as well as serving access to the residential streets of Glamorgan Road and Wrexham Grove.
- 2.3. The north eastern section is more rural with less frontage access. It is slightly wider and although passing places are required to facilitate passing traffic, average speeds of traffic in this section tend to be higher.
- 2.4. Over the past few years concerns have been expressed by residents of “rat-running” from the A3 and the associated safety of pedestrians and cyclists along White Dirt Lane and adjoining Glamorgan Road and Wrexham Grove. As a result of these growing local concerns the County Council has received a number of requests from residents for a variety of traffic and safety measures in White Dirt Lane. These requests have included traffic calming, passing places, a weight limit, a permanent road closure, a 20mph speed limit and a one way traffic flow.

- 2.5. At the November 2012 Highways and Transport Workshop , local County Councillors for East Hampshire expressed a preference for the inclusion of a traffic calming scheme at White Dirt Lane, Catherington, in the Traffic Management Programme of Work for the year 2013/2014.
- 2.6. Further enquiries relating to White Dirt Lane were subsequently received, including requests for measures other than traffic calming, and, following internal discussion between the traffic and transport teams and with the agreement of the local Member, Councillor Harvey, it was decided to consult all of the residents of White Dirt Lane as well as adjoining roads, to determine which measures had the most support before taking any further action.
- 2.7. In order to assess the road speed and volume of traffic using White Dirt Lane, surveys were carried out in September 2013. Following this, a letter drop was undertaken to all residents with a questionnaire offering a number of options. Responses showed traffic calming to be the favoured option. At the request of Councillor Harvey, a public meeting for the local residents was held in December 2013 which resulted in a decision to prepare detailed proposals for both traffic calming and a permanent road closure to be put together for further consideration by local residents.
- 2.8. The current concerns regarding safety and speed, size and volume of vehicles in White Dirt Lane may be exacerbated by a new 275 housing development which has been given planning consent in Green Lane in Clanfield. There are also a number of pre-application enquiries for further housing sites in Clanfield and Catherington.
- 2.9. There are several schools situated in south western Catherington which are conveniently accessed from the north east via White Dirt Lane.
- 2.10. Four options listed in the feasibility report were suggested to be taken forward for consultation as follows:-
 1. Horizontal traffic calming (build-outs).
 2. Vertical traffic calming (speed cushions).
 3. Road closure at the Southdown Road end.
 4. A combination of options (1) and (2) with an additional junction table at the Glamorgan Road junction.
- 2.11. These four options, which were designed to deal with concerns pertaining to traffic speed and volume along White Dirt Lane, were presented at a public exhibition in October 2014 for residents' consideration.
- 2.12. The results of a questionnaire completed by residents indicated that the most popular option was to have White Dirt Lane closed to through traffic.
- 2.13. Before embarking on formal processes to prohibit entry to White Dirt Lane, the County Council consulted informally with the emergency services about the proposal. It was made clear to the County Council that the emergency services would be unable to support the suggestion to close the road. For

this reason it was decided not to progress with a road closure and this option has been discounted.

- 2.14. Analysis of the results from the exhibition questionnaire indicated that there was significant support for horizontal and vertical traffic calming measures. In addition, the initial consultation carried out in the autumn of 2013 identified traffic calming as the preferred option. Following on from discussions with the County Member, Councillor Harvey, it is proposed to proceed with traffic calming measures in White Dirt Lane, in line with Option 4 of the feasibility and options report.

3. Finance

3.1.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	5	5	Developer Contr'ns	100
Client Fee	3	3		
Supervision	5	5		
Construction	77	77		
Utilities	10	10		
Total	100	100	Total	100

3.2 <u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	1.6	0.001%
Capital Charge	10.0	0.006%

4. Programme

	Gateway Stage			
	3	Start on site	End on site	4
Date (mm/yy)	Jul 2015	Oct 2015	Dec 2015	Dec 2016

- 4.1. Taking into account the necessary approvals under the Highway (Road Hump) Regulations 1999 the earliest start date is considered to be in Q4 of the current financial year.

5. Scheme Details

5.1. The scheme will comprise:

- The installation of horizontal traffic calming measures in the form of three priority build-outs in the northern section of White Dirt Lane.
- Overrun areas and reduced kerb radii at the junction with Southdown Road to reduce entry speeds.
- A raised table at the junction with Glamorgan Road.
- An additional priority build-out to the north east of the junction with Glamorgan Road.
- Vertical traffic calming features in the form of three sets of speed cushions between Glamorgan Road and Catherington Lane.

6. Departures from Standards

6.1. There are no departures from standards for this project.

7. Community Engagement

7.1. In a survey conducted earlier in 2013 residents had expressed their support for two possible options. Initially, 37 responses supported traffic calming and 15 responses supported a permanent road closure. Subsequently, a meeting was held at Jubilee Hall, Horndean on 12 December 2013. Some of the residents attending the meeting pointed out that they had chosen traffic calming ahead of a permanent road closure because they believed traffic calming would be more achievable, not because they believed it would be more effective. However, during the meeting, a show of hands suggested that there was more support for a permanent road closure than for traffic calming, although there were a number of people who were opposed to a permanent road closure.

7.2. Since there was significant support for a permanent road closure it was agreed that a feasibility study should be carried out to develop a range of options for White Dirt Lane. Previous survey results had indicated that traffic calming measures had the most support among the residents of White Dirt Lane, Glamorgan Road and Wrexham Grove. Therefore the feasibility study would aim to present alternative options back to the public at an exhibition in 2014.

7.3. A letter-drop to the residents of White Dirt Lane, Glamorgan Road and Wrexham Grove was carried out in early October advising that the exhibition would be held at the Jubilee Hall on 23 October 2014. A questionnaire was made available on the Hampshire County website and paper copies were handed to exhibition attendee's.

7.4. The results were as follows:

A total of 195 responses to the questionnaire were received. There was a majority of 85 supporting the road closure option, with 30 favouring a do nothing option. 56 respondents favoured an option involving horizontal or vertical traffic calming with build-outs and gateways, while 24 respondents remained undecided.

7.5 In addition, in determining its course of action the County Council was bound to take into consideration the position of the Emergency Services which, as stated above, was opposed to a road closure.

8. Statutory Procedures

8.1. A Traffic Regulation Order will be necessary under The Highways (Road Hump) Regulations 1999.

9. Land Requirements

9.1. No land is required for the proposed improvements since all of the works are within the existing highway boundary.

10. Maintenance Implications

10.1. The proposed works will result in a small increase in annual maintenance expenditure in future years.

11. Recommendations

11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for White Dirt Lane traffic calming, as outlined in this report.

11.2. That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to White Dirt Lane, as set out in this report, at an estimated cost of £100,000, to be funded from Developer Contributions.

11.3. 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.

Rpt/6797/KD

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

White Dirt Lane – G0 and G1

Location

ETE Department

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposals will have low or no impact at all upon groups with protected characteristics. The proposals are accessible to all road users and will result in making it safer for pedestrians and cyclists travelling locally.

2. Impact on Crime and Disorder:

2.1. It is considered that the proposed improvements recommended for this project will have no influence on the levels of Crime and Disorder.

3. Climate Change:

3.1. *How does what is being proposed impact on our carbon footprint / energy consumption?*

There will be little or no change to the status quo.

3.2. *How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?*

By introducing traffic calming improvements, people will be encouraged and enabled to consider using alternative modes of transport other than the car. This, in turn has the potential to reduce vehicle emissions.