

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Swanwick Lane Traffic Calming

Contact name: Andrew Kettlewell

Tel: 01962 832276

Email: Andrew.Kettlewell@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Swanwick Lane traffic calming scheme as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £180,000.00, to be funded from developer contributions.

2. Reason(s) for the decision:

- 2.1. At the Executive Member for Economy, Transport & Environment's Decision Day on 12 May 2015 he approved the continuation of the study to identify additional measures for Swanwick Lane to reduce vehicle speeds, aid pedestrians, deter rat running and reduce vehicle queues on Swanwick Lane at the signalised junction with the A27.
- 2.2. The Swanwick Lane Traffic Calming scheme is one of a number of schemes generated from a wider study, 'Yew Tree Drive Permanent Opening of Bus Gate: additional mitigation measures on Yew Tree Drive, Swanwick Lane and Botley Road'. This study looked at possible improvements at locations identified by the public and local member during the consultation that led to the permanent opening of the Yew Tree Drive bus gate. Concerns raised by residents and councillors regarding the impact of the opening of the Yew Tree Drive bus gate on traffic speeds and volumes of traffic on Swanwick Lane has led to this scheme being brought forward first.

3. Other options considered and rejected:

- 3.1. The use of speed humps was considered early on in the development of the scheme but representation at the public meeting held in October 2015 determined that this was not a popular measure. It was therefore agreed that speed humps would not be included in the traffic calming options.
- 3.2. The use of speed cushions was also considered and was included in the options presented to and supported by the local residents. However recent policy precludes the use of vertical traffic calming on Priority 1 salting routes of which Swanwick Lane is one. Therefore these measures have currently

been removed from the proposals, but may be considered again in the future dependent on the performance of the trial features in other locations under winter conditions.

3.3. Doing nothing was rejected as an option as there is extremely strong support from both residents and the local member to look to install measures to ameliorate the opening of the Yew Tree Drive bus gate.

4. Conflicts of interest:

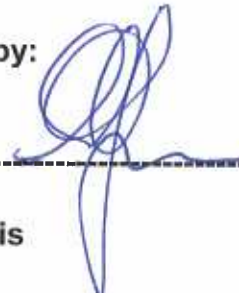
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:	Date:
	28/11/16
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Stuart Jarvis	
Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Swanwick Lane Traffic Calming Measures

Contact name: Andrew Kettlewell

Tel: 01962 832276

Email: Andrew.Kettlewell@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to introduce traffic calming measures on Swanwick Lane.
- 1.2. The aim of the project proposal is to deliver a package of measures on Swanwick Lane to reduce vehicle speeds, aid pedestrians, deter rat running and reduce vehicle queues on Swanwick Lane at the signalised junction with the A27 due to the short length provided for two lanes of traffic at the signals.
- 1.3. Alternative Options Considered and Rejected.

The use of speed humps was considered early on in the development of the scheme but representation at the public meeting held in October 2015 determined that this was not a popular measure. It was therefore agreed that speed humps would not be included in the traffic calming options.

The use of speed cushions was also considered and was included in the options presented to and supported by the local residents. However recent policy precludes the use of vertical traffic calming on Priority 1 salting routes of which Swanwick Lane is one. Therefore these measures have currently been removed from the proposals, but may be considered again in the future dependent on the performance of the trial features in other locations under winter conditions.

Doing nothing was rejected as an option as there is extremely strong support from both residents and the local member to look to install measures to ameliorate the opening of the Yew Tree Drive bus gate.

2. Background

- 2.1. During June and July 2014 a public consultation exercise was carried out to determine if the residents of Whiteley and the surrounding areas of Burrigge, Park Gate and Swanwick would be happy for the permanent opening of the Yew Tree bus gate; 86% of the respondents voted in favour.
- 2.2. Concerns were raised about the subsequent increase in traffic and speed along Swanwick Lane and although the monitoring data supported the

perception of increased vehicle flows it did not support the view that vehicle speeds had increased. However, at his Decision Day on 12 May 2015 the Executive Member for Economy, Transport & Environment approved the continuation of the study to identify additional measures for Swanwick Lane to reduce vehicle speeds, aid pedestrians, deter rat running and reduce vehicle queues on Swanwick Lane at the signalised junction with the A27 due to the short length provided for two lanes of traffic at the signals.

- 2.3. A feasibility study identified a traffic calming scenario made up from a number of different traffic calming techniques and split into 5 sections to cover the length of the road. This was presented to the public at an exhibition and public meeting on 29 October 2015. As a result of the consultation (detailed later in this report) changes were made to the design and a final scheme was presented to the public at a further exhibition and meeting on 29th April 2016. The drawings were discussed at the exhibition with residents and again during a public meeting which followed on.
- 2.4. As a result of comments made at the meeting further adjustments to the scheme were made and these were agreed with the local member, Councillor Woodward.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	28	15	Developer contributions	180
	Client Fee	5	3		
	Supervision	12	7		
	Construction	135	75		
	Land	0	0		
	Total	<u>180</u>	<u>100</u>	Total	<u>180</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.08	0.001%
	Capital Charges (Depreciation and notional interest charges)	15.50	0.009%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	11/16	01/17	03/17	03/18

5. Scheme Details

- 5.1. The works planned for Swanwick Lane can be divided into two areas; improvements to the approach to the traffic signals and the provision of traffic calming measures along the length of the road.
- 5.2. The junction of Swanwick Lane and the A27 is signal controlled and is currently a single lane approach from Swanwick Lane, flaring out to two lanes for the last 60 metres. The proposal is to extend the two lane approach back to the pedestrian refuge, where the availability of highway verge stops, a distance of 91 metres. Currently left turners get held up by the predominantly right turning queue. It is anticipated that the extension of the two lanes will enable more left turners to be able to move out of the main queue of traffic at an earlier stage.
- 5.3. A number of different traffic calming measures are to be utilised along the lane. The choice has been influenced by the proximity of driveways, accesses, road widths, and the presence of the rail and road bridges.
- Road Narrowing through the installation of build outs – these are designed to give a minimum carriageway width of 5m so cars can pass with care but HGVs will need to either give way or be given way to. They are often used where there is insufficient width for a traffic island. However they require careful siting to ensure they do not restrict turning movements or limit access into and out of driveways
 - Priority build-outs were considered but the width and length of the build-out needed tends to have more impact on residents – the level of signing and lining required has significant visual impact on the surrounding area, so for this reason a priority build out, or chicane, has only been used in one location
 - Traffic islands – these reduce the available carriageway thus reducing vehicle speeds but require a minimum road width of 7.5m to maintain two lanes of traffic. They also require careful siting to ensure they do not restrict turning movements or limit access into and out of driveways
- 5.4 Speed cushions were considered as part of the original design for the scheme. However there has recently been significant concern expressed by the county council's maintenance teams over their ability to carry out their winter maintenance duties on roads with vertical deflection such as speed cushions or road humps. It is the County Council's duty to meet the requirements of the Highways Act 1980, Section 150 41(1)(A) which places a

duty on the authority to ensure, so far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Where vertical deflection is placed on the highway this precludes the use of snow ploughs to clear the roads of snow. It has therefore recently been agreed that vertical deflection will not be used on those routes which are designated as a Priority 1 salting route, such as Swanwick Lane. For this reason speed cushions have been removed from this scheme.

- 5.5 Extensions to the double yellow lines around the corner of Anglers Way are also planned but whilst they will be advertised for the length of Swanwick Lane up to Green Lane to tie up with the existing markings, it is likely that they will only be implemented up to the driveway of no. 267.
- 5.6 Bar markings will be provided outside the driveways of nos. 267 and 269 and KEEP CLEAR markings will be provided for the accesses to the parking at the rear of Swanscombe Terrace to try and prevent queuing vehicles from obstructing access to the parking areas.

Drawings for the exact locations of these measures can be found in the appendix of this report.

6. Departures from Standards

- 6.1. The scheme has been designed in accordance with national and local standards. There are no departures from these highway standards.

7. Community Engagement

- 7.1. As a result of a trial opening of the Yew Tree Drive bus gate a public consultation exercise was carried out in late June / early July 2014 to give people the opportunity to comment on whether they would consider the permanent opening of the bus gate.
- 7.2. Questionnaires were sent out to 5,291 properties in Whiteley (4,713 to residents and 578 to businesses). A total of 2,128 responses were received by post and online. The first question was "Do you support the permanent opening of the bus gate?" 86% of respondents answered yes to this question, while 11% said no and 3% did not answer the question. When these responses were broken down further into specific areas there was a majority in support of opening the bus gate permanently from each of Burr ridge, Swanwick, Park Gate and Whiteley.
- 7.3. Concerns were raised about the increase in traffic and speed along Swanwick Lane and although the monitoring data supported the perception of increased vehicle flows it did not support the view that vehicle speeds had increased. However, at his Decision Day on 12 May 2015 the Executive Member for Economy, Transport & Environment approved the continuation of the study to identify additional measures for Swanwick Lane to reduce vehicle speeds, aid pedestrians, deter rat running and reduce vehicle queues on Swanwick Lane at the signalised junction with the A27 due to the short length provided for two lanes of traffic at the signals.

7.4. A feasibility study identified a traffic calming scenario made up from a number of different traffic calming techniques and split into 5 sections to cover the length of the road. This was presented to the public at an exhibition and public meeting on 29 October 2015. 93 questionnaires were received of which 64 were paper questionnaires and 29 were completed on line.

7.5. Of the 93 responses received 80% felt there was a problem with the speed of vehicles along Swanwick Lane and 85% felt there was an issue with traffic volumes along Swanwick Lane predominantly in the weekday peak periods.

7.6. More general results from the public meeting on 29 October were as follows;

Panel 1 – From and including the junction of A27/Swanwick Lane to outside no 270 Swanwick Lane.

- Measures consisted of widening on the approach to the signals to extend the left turn lane, and the provision of speed cushions
- 49% agreed with the proposed traffic calming options whilst 38% disagreed.
- Comments were received showing 7 people felt speed cushions would cause damage to their vehicles whilst 5 supported speed cushions. 5 felt cushions were too noisy and dangerous and 5 felt the measures would be ineffective.

Panel 2 – From outside 270 Swanwick Lane to east of Lower Swanwick Lane

- Measures consisted of speed cushions and build outs.
- 39% agreed with the options for panel 2 whilst 45% disagreed.
- Comments were received from 15 people citing kerbed build outs as dangerous for vehicles and cyclists. 4 were in favour of speed cushions whilst 4 felt they caused damage to vehicles.

Panel 3 – From east of Lower Swanwick Lane to west of the rail bridge.

- Measures consisted of speed cushions and islands.
- 57% agreed with the options for panel 3 whilst 30% disagreed.
- Comments were received from 8 people who were against speed cushions feeling they were noisy and would cause vehicular damage. 3 were in favour of cushions while 3 felt the measures would be dangerous for vehicles.

Panel 4 – From east of the motorway bridge to east of the junction with New Road.

- Measures consisted of buildouts.
- 45% agreed with the options for panel 4 while 40% disagreed.
- Comments showed 9 people were in favour of speed cushions while 7 felt the measures to be dangerous for vehicles and cyclists. 6 thought the measures would be ineffective.

Panel 5 – From outside 61 Swanwick Lane to outside 15 Swanwick Lane

- Measures consisted of buildouts.

- Comments only were received for this panel which indicated concern with the placing of the traffic calming measures and the lack of measures to slow vehicles down on approach to the bend after the bridges.
- In response to an open question 16 people felt there were problems at the A27 signals, 10 felt there was a need to extend / provide 'KEEP CLEAR' markings across various side roads, and 8 wanted speed cameras.

The results of the consultation are summarised in a Consultation Report which can be found on the Hampshire County Council website www.hants.gov.uk/swanwick-lane-traffic-calming.

At the public meeting that was held as part of the exhibition it was clearly voiced that the provision of road humps was not supported.

7.7. As a result of the public meeting and comments from the exhibition, the plans were modified and presented to the public again on 29th April 2016. The drawings were discussed at the drop in exhibition with residents during the day and again during a more formal public meeting which followed in the evening. As a result the following amendments were made;

- A set of cushions outside number 287/285 Swanwick Lane has been replaced with a pedestrian crossing point incorporating minor build-outs such as the road width here will allow.
- The double yellow lines from Anglers Way will be extended around the corner of Anglers Way but whilst they will be advertised for the length of Swanwick Lane up to Green Lane to tie up with the existing markings, it is likely that they will only be implemented up to the driveway of no. 267.
- Bar markings will be provided outside the driveways of nos. 267 and 269 and KEEP CLEAR markings will be provided for the accesses to the parking at the rear of Swanscombe Terrace to try and prevent queuing vehicles from obstructing access to the parking areas.

Concerns were raised about the speed cushions near to nos. 231 and 221 with regard to their impact on parking and the result that vehicles are unable to straddle the cushions due to parked vehicles. It was proposed to retain these features, but following the need to remove the vertical deflection from the scheme these sets of cushions will be removed.

8. Statutory Procedures

8.1. The installation of speed cushions carries a statutory requirement for public consultation. The cushions must be advertised for 21 days and any comments received must be considered before installation.

8.2 A statutory advertisement for the proposed speed humps was undertaken between 5th August and the 26th August. Four objections were received and although the objectors were advised of how their concerns would be mitigated, this issue is no longer relevant as the measures have been removed from the scheme.

- 8.3 The scheme will not impact any public rights of way, it is not in a nature conservation area and has no foreseeable impact on any areas of ecological, archaeological or environmental importance.
- 8.4 A Temporary Traffic Regulation Order (TTRO) will also be needed to enable the works to be implemented.

9 Land Requirements

- 9.1 All the construction that needs to be completed on this scheme will take place on the existing highways, and thus acquisition of any additional land is not required at any stage on this scheme.

10 Maintenance Implications

- 10.1 The traffic calming measures include priority buildouts, road narrowings and traffic islands and associated markings, which will increase the highway infrastructure asset that the Highway Authority (Hampshire County Council) will have to maintain, therefore increasing the ongoing annual revenue maintenance requirement.

11 Recommendations

- 11.1 That the Director approves the details of the Swanwick Lane traffic calming scheme as set out in this paper.
- 11.2 That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £180,000.00, to be funded from developer contributions.

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):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Executive Member for Economy, Transport & Environment's Decision Day.	<u>Website link</u>	12 May 2015
Yew Tree Drive Whiteley - Permanent Opening of Bus Gate		
Direct links to specific legislation or Government Directives:		
<u>Title</u>		<u>Date</u>

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.)

DocumentLocation

Impact Assessments

1. Equalities Impact Assessment:

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.

The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;

Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;

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. Statutory considerations:

Impact	
Age	None
Disability	None
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	
Geographical impact	None

It is considered that the proposal will have a low or no impact on groups with protected characteristics. The use of standard materials that can be maintained at a reasonable cost with easy access to replacement materials will ensure timely repairs minimising the risk to cyclists and pedestrians particularly those with mobility difficulties. The policy will not restrict the use of materials such as tactile paving.

2. Impact on Crime and Disorder:

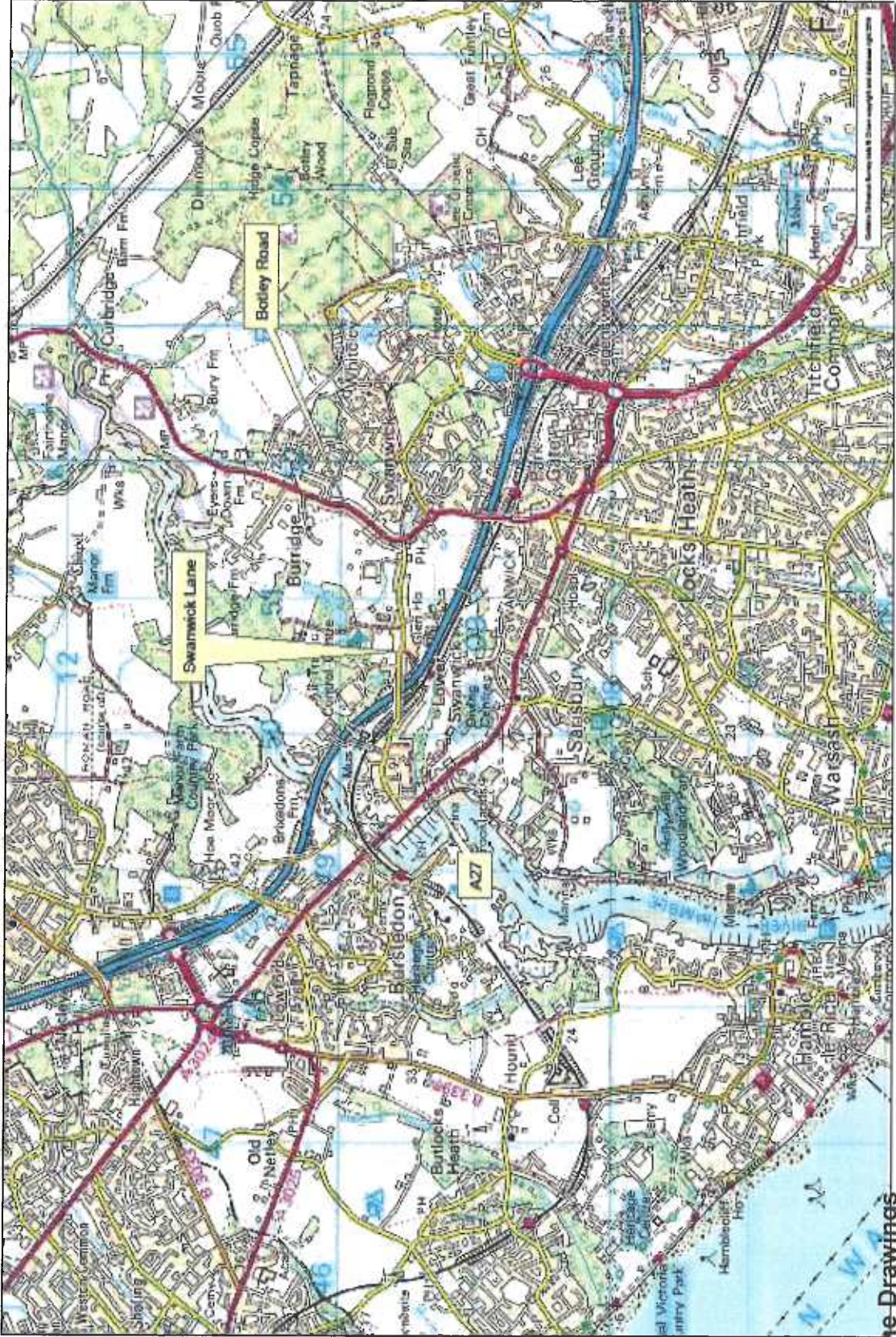
2.1. The provisions of the Crime and Disorder Act 1998 have no implications for this proposal.

3. Climate Change:

3.1. The proposal itself has no impact on climate change.

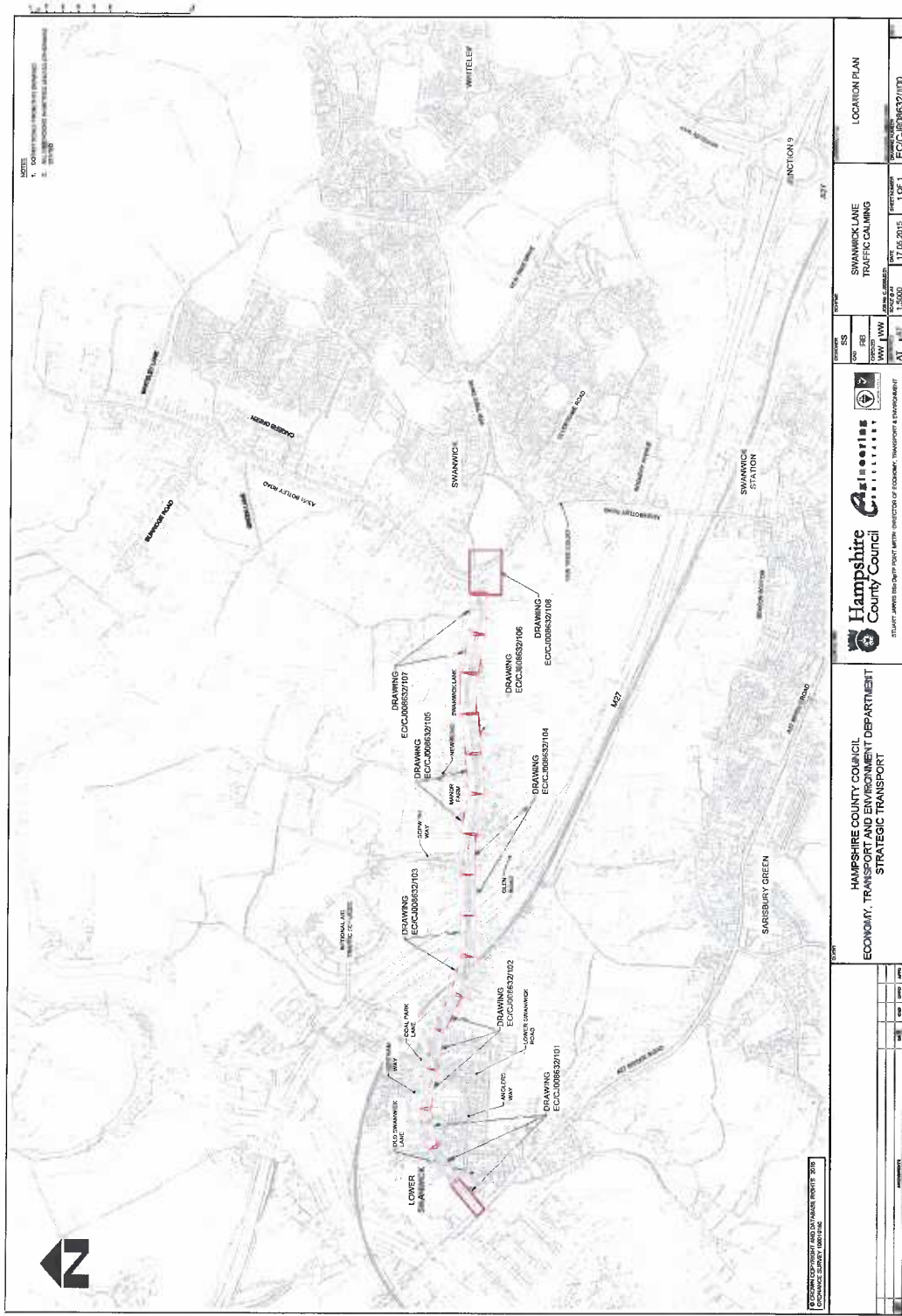
3.2. It is considered that the proposal will have no impact on the need to adapt to climate change and be resilient to its longer term impacts.

Location Plan



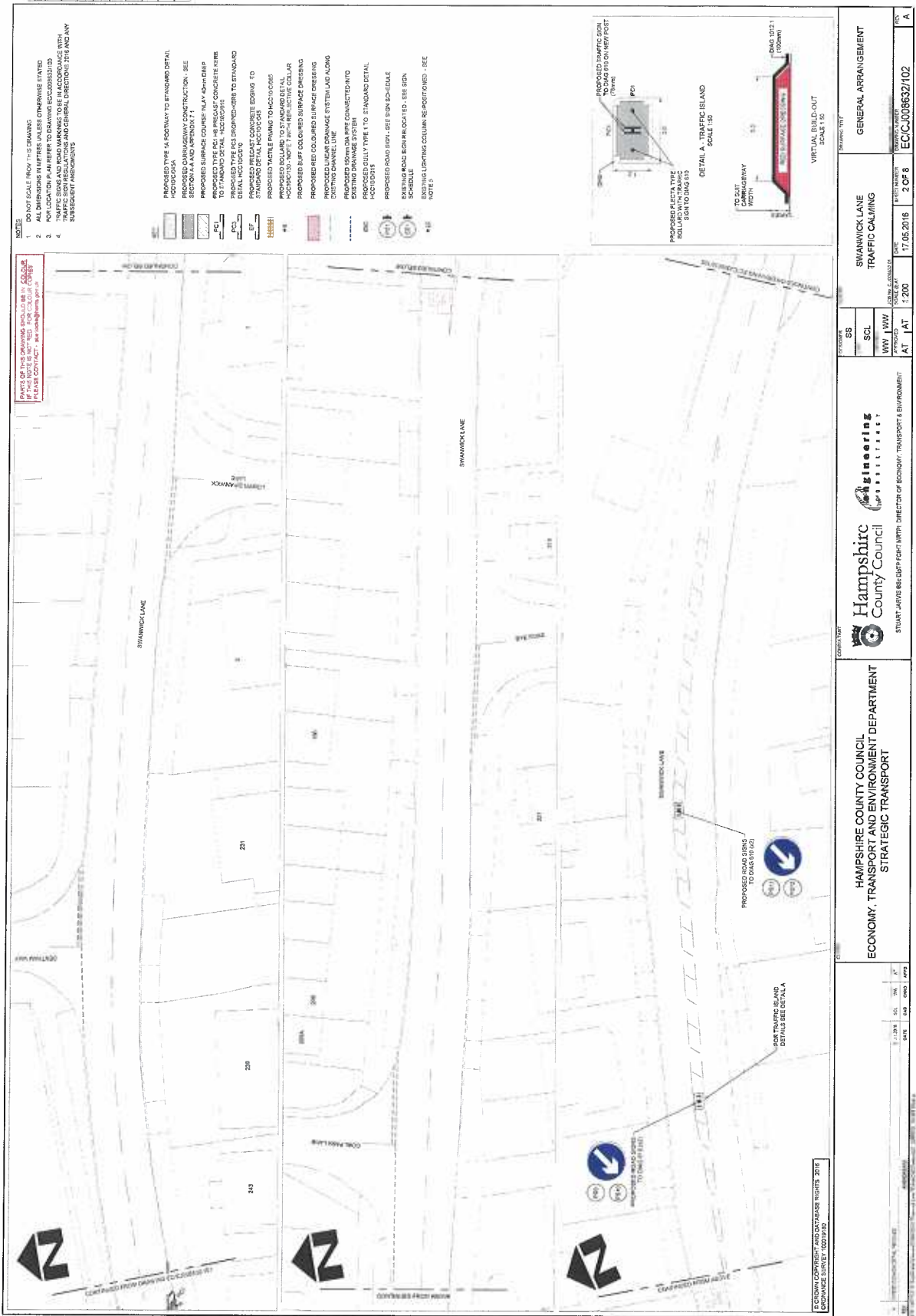
Scheme Drawings

Swanwick Lane, Fareham



- 1. LOCATION PLAN
- 2. TRAFFIC CALMING
- 3. SIGNAGE
- 4. LIGHTING
- 5. FURNISHINGS

<p>Hampshire County Council ECONOMY, TRANSPORT AND RESILIENT DEVELOPMENT STRATEGIC TRANSPORT</p>		<p>DATE: 17.10.2015 SCALE: 1:500 SHEET NO: 1 OF 1 PROJECT NO: ECC/009632/100</p>
<p>PROJECT: SWANWICK LANE TRAFFIC CALMING</p>	<p>LOCATION: SWANWICK LANE</p>	<p>DATE: 17.10.2015</p>
<p>DESIGNER: AT</p>	<p>CHECKER: AT</p>	<p>SCALE: 1:500</p>



PARTS OF THIS DRAWING INCLUDES THE DESIGN OF THE TRAFFIC CALMING MEASURES
 PLEASE CONTACT: stuart.jaynes@hampshire.gov.uk

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 ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
 STRATEGIC TRANSPORT

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STUART JAYNES
 DEPT FORTRAN
 DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

NO	REV	DATE	BY	CHKD	APPD
1		17.05.2016			

EC/00632/102

