

Hampshire County Council

Report to the Director of Economy, Transport and Environment

September 2015

Traffic Calming Scheme at White Dirt Lane, Catherington.

Contact: Kevin Dearing. Tel : 01962 846879

Email: kevin.dearing@hants.gov.uk

1. Summary

1.1 The following decision is sought:

That a Traffic Calming Scheme be implemented under the Highways Act 1980, the effect of which will be to provide three sets of two cushion type road humps each with a height of 75mm at a gradient of 1:8 with a width of 1700mm and a length of 3200mm at the following locations:

White Dirt Lane

- (i) A point 20 metres north east of the kerb line at its junction with Catherington Lane.
- (ii) A point 65 metres north-east of the kerb line at its junction with Catherington Lane.
- (iii) A point 93 metres north east of the kerb line at its junction with Catherington Lane.

A 75mm high raised table junction will be placed on White Dirt Lane at its junction with Glamorgan Road to a point 8 metres west and 12 metres east of the centre of the junction and to a point 8 metres into Glamorgan Road. (Overall length; 20 metres).

2. Reason

- 2.1 The reason for the decision is to provide a safer environment for pedestrians, cyclists and generally making the road safer by introducing traffic speed cushions, a junction table at Glamorgan Road and build-outs along the northern section of the road.
- 2.2 The proposals to deliver improvements in this part of Catherington align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP):

- Improve road safety
- Promoting walking and cycling
- Quality of life and place

3. **Other Options Considered and Rejected**

- 3.1 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.
- 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 Declared by the Decision Maker or Other Executive Member Consulted – None.
5. Dispensation granted by the Conduct Advisory Panel – None.
6. Reason(s) for the Matter being dealt with if Urgent – None.

Approved by:

Date: 14/10/15

A handwritten signature in black ink, appearing to be 'Stuart Jarvis', written over a vertical line that extends downwards through the printed name.

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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September 2015

Traffic Calming Scheme at White Dirt Lane, Catherington.

Contact: Kevin Dearing. Tel: 01962 846879

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1. Introduction

- 1.1 This report considers a proposal to provide a safer environment for pedestrians, cyclists and generally making the road safer by introducing traffic speed cushions, a junction table at Glamorgan Road and build-outs along the northern section of the road.

2. Recommendation

- 2.1 That a Traffic Calming Scheme be implemented under the Highways Act 1980, the effect of which will be to provide three sets of two cushion type road humps each with a height of 75mm at a gradient of 1:8 with a width of 1700mm and a length of 3200mm at the following locations:

White Dirt Lane

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A 75mm high raised table junction will be placed on White Dirt Lane at its junction with Glamorgan Road to a point 8 metres west and 12 metres east of the centre of the junction and to a point 8 metres into Glamorgan Road. (Overall length; 20 metres).

3. Justification and Details of Proposal

- 3.1 The scheme was prepared to improve safety by reducing the speed and volume of traffic for the benefit of pedestrians, particularly

children and cyclists, 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 to and from school.

3.2 Reference to three year accident record.

Accident data that has been collected shows that there has been one incident reported in the period 1st February 2011 to 31st January 2014.

3.3 The proposals to deliver improvements in this part of Catherington align with the following priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP):

- Improve road safety
- Promoting walking and cycling
- Quality of life and place

3.4 This decision supports the Hampshire County Council corporate strategy policy of “making Hampshire safer and more secure for all” and “enhancing our quality of place”.

3.5 Attached are (See Appendix D):

- (i) the notice;
- (ii) a location plan; and
- (iii) a simplified scheme plan.

4. **Consultation**

4.1 A public exhibition was held at the Jubilee Hall, Catherington on 23 October 2014. Residents were consulted via a letter drop and comments and observations have been considered in finalising the design.

4.2 The traffic calming proposals have the support of the Police who made the following comments and observations:-

“As we alluded to in our previous emails regarding traffic calming and delayed response times for all emergency services this again would be a concern but I can now confirm for you that the Police are not objecting to these proposals as produced on the plan provided, in the interests of traffic calming and road safety”.

4.3 Advertisement of the project resulted in further comments and observations. Details are provided in Appendix C below.

5. **Local Member's View**

5.1 The local Member, Councillor Mrs M Harvey, is in support of the proposals.

6. **Cost**

6.1 The cost of implementation will be met from Developers' Contributions allocated to the scheme in the Capital Programme.

7. **Conclusion**

7.1 The project has been designed to provide a safer environment for pedestrians, cyclists and generally making the road safer by introducing traffic speed cushions, a junction table at Glamorgan Road and build-outs along the northern section of the road.

7.2 Comments and observations received further to the advertising of the project have been taken into account. It is recommended that approval is given to proceed with implementation.

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.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

3. Climate Change:

- a) *How does what is being proposed impact on our carbon footprint / energy consumption?*

No impact.

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

No impact.

Appendix C

Comment/Observation	Officer response
<p>Mark Knight - White Dirt Lane</p> <p>The current proposals are inconsistent with national and HCC's cycling and transport strategies, in that it will discourage cycling:</p> <p style="padding-left: 40px;">Build-outs</p> <p style="padding-left: 40px;">The build-outs represent a permanent unwarranted danger to cyclists, as they create pinch points and force conflicts with other road users. They must not be part of the final design.</p> <p style="padding-left: 40px;">Humps</p> <p style="padding-left: 40px;">It is not clear from the public notice what design entails; i.e. give a description of sets or pairs of cushion type road humps, but the dimensions given don't state if it's the overall dimensions, or if there's gaps between the cushions and the road side etc.</p> <p style="padding-left: 40px;">A gap between kerb and cushion of between 0.75 metre and 1 metre will enable cyclists to pass conveniently; consideration should also be given to the use of sinusoidal profiles and parking restriction near the cushions to avoid cyclists having to go over the cushions due to poorly parked cars.</p> <p style="padding-left: 40px;">Table</p> <p style="padding-left: 40px;">The current table design would be improved by the use of preformed sinusoidal ramp face units.</p>	<p><i>The build-outs, which are deemed necessary to slow traffic entering the calmed area, have cycle by-passes and have been approved by the Safety Audit team.</i></p> <p><i>The design allows 750mm at the road edge for cyclists to pass.</i></p> <p><i>The design allows 750mm at the road edge for cyclists to pass. Speed cushions are not normally installed with sinusoidal curves to their profile.</i></p> <p><i>Junction tables are not normally installed with sinusoidal curves to their profile.</i></p>
<p>Mike Ashton - White Dirt Lane</p> <p>I object to the proposal to add traffic calming published under reference A959/MB being applied to address the problems in White Dirt Lane. The reasons are:</p> <ol style="list-style-type: none"> 1. The Lane is narrow with several bends, it's bounded by overgrown low banks, has few 	<p><i>The traffic calming is designed to slow traffic</i></p>

<p>passing places or verges but has intermittent two way traffic. Between Glamorgan Road and White Dirt Farm the lane has insufficient room for two cars to pass. The poor visibility and short sight lines and traffic make this section unpleasant and sometimes unsafe to walk or cycle. It's not unusual for a cyclist going south on this section, to be forced off the road by an overtaking vehicle. The proposed traffic calming is unlikely to reduce the problems.</p> <p>2. For PBO's to work they need to be visible from a reasonable distance. With the present maintenance levels and especially in poor light the PBO's immediately north and south of White Dirt Farm will not be easily visible and consequently could increase accident risks. An additional hazard will be to cyclists travelling north. They could suddenly be confronted with a vehicle that is going wide round the PBO south of White Dirt Farm, exactly at the point where they have least reserve braking capacity.</p>	<p><i>and at the same time make the transit of White Dirt Lane by through traffic, less attractive.</i></p> <p><i>The positioning of the build-outs has been carefully chosen and has been approved after minor modifications by the Safety Audit Team</i></p>
<p>Mark Knight - White Dirt Lane</p> <p>Looking at the following two Public notices they are incomplete in that they do not describe all the significant elements of the proposed work.</p> <p>The text mentions the road humps but in my view omit the most significant element of the use of 'build outs' that is only seen in the accompanying pdfs.</p> <p>Can this be corrected please?</p>	<p><i>The public notices necessarily advertise the vertical traffic calming elements. The plans published on the Hampshire County Council website indicate the full scheme proposals.</i></p>
<p>(Mrs.) C. Westcott - White Dirt Lane</p> <p>I object to the traffic calming measures proposed in White Dirt Lane Catherington.</p> <p>The speed humps will not cause any problems, but the proposed Priority Build Outs will make a narrow lane even narrower. This will prevent access by delivery vehicles to houses and other properties along the road and will make access into the drives of some of the houses difficult.</p>	<p><i>The positioning of the build-outs will not compromise delivery vehicles nor inhibit access to private residences.</i></p>

Gill Foster - White Dirt Lane

The Parish Council is concerned that the proposal to provide three pairs of cushion type road humps and four build outs at White Dirt Lane will increase the hazards in the road. The problems in the Lane are not caused by speed but by the volume of traffic using a narrow rural road. The narrowness of the road means that it is often difficult for two vehicles to pass each other without pulling into driveways

The proposals do not alter the width of the road and the difficulties of passing vehicles will remain unchanged. The introduction of the speed cushions and the build-outs will reduce traffic speed and make the transit of White Dirt Lane by through traffic, less attractive.

The Notice

HIGHWAYS ACT 1980**TRAFFIC CALMING SCHEME – ROAD HUMPS IN WHITE DIRT LANE AT CATHERINGTON**

Hampshire County Council proposes implementing a traffic calming scheme as follows:

EFFECT OF SCHEME:

The provision of three pairs of cushion type road humps each to be 75mm in height at a gradient of 1:8, with a width of 1700mm and 3200mm in length at the following locations:

White Dirt Lane

- (i) A point 20 metres north-east of the kerb line of its junction with Catherington Lane.
- (ii) A point 65 metres north-east of the kerb line of its junction with Catherington Lane.
- (iv) A point 93 metres north-east of the kerb line of its junction with Catherington Lane
- (v) A raised table, 75mm in height between a point 12 metres north-east of the centre line of its junction with Glamorgan Road and a point 8 metres south-west of the centre line of that junction (an overall length of 20metres) and extending 8 metres into Glamorgan Road.

FURTHER DETAILS:

A copy of this notice and a map showing the location of the road humps may be viewed at <http://www.hants.gov.uk/publicnotices.htm> or inspected during the usual office hours at the following places:

- (i) Horndean Library, Five Heads Road (Opening hours : Mondays and Thursdays 2 – 5, Wed 10-1 & 2 – 5, Fri 2 – 7)
- (ii) Council Offices, Penns Place, Petersfield (Opening hours : 9 – 5)
- (iii) Hampshire County Council Headquarters, The Castle, Winchester, SO23 8UJ (Opening hours : Mondays to Thursdays 8.30 – 5.15; Fridays 8.30 – 4.45)


OBJECTIONS: All objections and other representations in respect of this proposal must be sent in writing to the undersigned, quoting reference A959/MB by 7th September 2015. All objections must state the grounds on which they are made. Persons wishing to make objections or other representations are advised that in the traffic calming implementation process, objections or other representations may become publicly available and therefore the names and addresses of those

persons making objections or other representations may also be made publicly available.

STUART JARVIS, Director of Economy, Transport and Environment, The Castle, Winchester, SO23 8UD, email: public.notices@hants.gov.uk

Simplified scheme plan



White Dirt Lane - Traffic calming proposals			
 Hampshire County Council	SCALE: NTS	Drawn: KJD	Revision:
	DATE: 9/7/2015	Checked: KW	Org. No.: R.J.507222
White Dirt Lane - Traffic calming proposals Location plan			