

Hampshire County Council

Report to the Director of Economy, Transport and Environment

September 2015

Traffic Calming Scheme - Road Humps in Clanfield

Speed Cushions

**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 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:

East Meon Road

- (i) 38 metres north-west of its junction with Ivy Orchard
- (ii) 30 metres north-west of its junction with Little Hyden Lane

Chalton Lane

- (iii) 23 metres west of its junction with Petersfield Lane.
- (iv) 68 metres west of its junction with Petersfield Lane.
- (v) 19 metres west of its junction with Pond Lane.

South Lane

- (vi) 20 metres north of its junction with Hambledon Road.
- (vii) 72 metres north of its junction with Hambledon Road.
- (viii) 132 metres north of its junction with Hambledon Road.

2. Reason

2.1 The reason for the decision is to provide a safer environment for children walking to Clanfield Junior School by improving the crossing point in South Lane through the introduction of traffic speed cushions and build-outs on approaching roads.

The proposals to deliver improvements in this part of Clanfield 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

2.3 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. Other Options Considered and Rejected

3.1 Do nothing other than seek permission to cut back vegetation in the sightline to the east. This was rejected on the grounds that this is only a short term solution; the vegetation would re-grow and there was no guarantee that it would be cut back in the future.

3.2 Options to relocate the crossing point were also discounted due to poor sight lines, the potential removal of the pedestrian desire line and the need to move the existing bus stop.

3.3 Consideration was given to a priority change at the junction of Chalton Lane and North Lane in favour of North Lane. This was rejected because traffic flows in North Lane are low and it was thought that local traffic would ignore the priority change thereby introducing a possible accident situation.

3.4 Several iterations of a signal controlled crossing were considered in some detail. Due to the lack of visibility between the two traffic stop lines, the distance between the stop lines, which would introduce considerable traffic delays, and the uncertainty of where traffic would be at a standstill from a pedestrian point of view, this option was rejected.

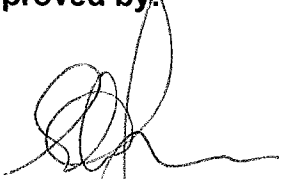
4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted: None.

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

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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September 2015

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email: kevin.dearing@hants.gov.uk**

1. Introduction

- 1.1 This report considers a project which proposes to redesign an existing crossing point at the junction of South Lane with East Meon Road by improving visibility and introducing traffic calming measures along the approach roads to the crossing site.

2. Recommendation

That a Traffic Calming Scheme be implemented under the Highways Act 1980, the effect of which will be to provide 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:

East Meon Road

- (i) 38 metres north-west of its junction with Ivy Orchard
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- (vi) 20 metres north of its junction with Hambledon Road.
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3. Justification and Details of Proposal

- 3.1 The scheme was prepared to address concerns from the local Member, the parish council and residents. These concerns arose from safety issues raised by the school crossing patrol who operates at the existing crossing point, and also from the potential increase in

traffic and pedestrians through the village as a result of the large development on Green Lane.

- 3.2 Reference to accident records: Over the five year period to 31st May 2012 two Personal Injury Accidents were reported within a 200m radius of the crossing point. One, classed as 'slight', happened at the crossing point when an 89 year old pedestrian was hit by a car. The other accident was classed as 'serious' but occurred at the junction of South Lane and Hambledon Road.
- 3.3 The proposals to deliver improvements in this part of Clanfield 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:
- (i) the notice;
 - (ii) a location plan; and
 - (iii) a simplified scheme plan.

4. Consultation

- 4.1 A public exhibition of the proposals was held at Clanfield Junior School and a presentation was made at a Clanfield Parish Council meeting on 13 May 2015.
- 4.2 The traffic calming proposals have the support of the Police who made the following comments and observations:-
- "Traffic calming is the most direct way of influencing vehicle speeds and this scheme should have the desired effect of reducing speeds along these routes and in turn contribute towards safer roads. All Police emergency response drivers will travel at speeds taking into account all the relevant conditions and it will be that response times are increased due to the traffic calming measures installed in this scheme and that would be viewed as a negative point, and other emergency services may have a similar view. It may be that on advertising the scheme this may be outweighed by the positive points that this scheme would provide to the local residents and all road users along these routes".*

4.3 **Objections to be considered.**

A number of objections and comments were received following the advertising of the scheme and are listed in Appendix C below.

5. **Local Member's View**

5.1 The local Member, Councillor Ken Moon, supports the proposal.

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 Following the public exhibition and attendance at the Parish Council meeting there is good support for the project.

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	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
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: No impact.

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

<p>Mark Knight - Clanfield</p> <p>The current proposals are inconsistent with national and HCC's cycling and transport strategies, in that it will discourage cycling:</p> <p>(a) Build-outs</p> <p>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>(b) Humps</p> <p>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>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><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 for 750mm at the road edge for cyclists to pass. Speed cushions are not normally installed with sinusoidal curves to their profile. The on-street parking is not generally an issue, it is convenient for the local shops. Parking restrictions would be deemed too extreme and largely unenforceable.</i></p>
<p>Mark Knight - Clanfield</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 pdf's.</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 - Clanfield</p> <p>I object to the traffic calming measures proposed for Clanfield.</p> <p>The build outs proposed along Chalton Lane and East Meon Road will prevent access through the village for large combined harvesters and grain lorries. This is the only access for these vehicles to parts of the Meon Valley, and there are no alternative routes to some places. To access farms south of East Meon this is the only route as large articulated vehicles cannot negotiate East Meon village safely, if at all.</p> <p>The build out to the south of the village has the potential to make the already dangerous junction of Hambledon Road, even more dangerous, as vehicles will be approaching on the 'wrong' side of the road.</p> <p>The speed humps outside the shops on South Lane are virtually on the bus stop and adjacent to the road parking area. This is going to make access to the bus stop difficult and parking awkward. Similarly the speed hump outside the Memorial Hall is next to on road parking. The most westerly speed humps on Chalton Lane are opposite a farm entrance where there are various businesses. All of these will at various times need access by large vehicles and turning over speed bumps may cause danger.</p>	<p><i>Further consultation with the local farmers is being undertaken at the present time.</i></p> <p><i>The build-out proposal at Hambledon Road has been considered and approved by the HCC Safety Audit team.</i></p> <p><i>The speed cushions along South Lane have been positioned taking account of the parking and access to the bus stop.</i></p> <p><i>The access to the farm entrance will not be adversely affected by the location of the speed cushions.</i></p>
<p>Stephen Olivant - Clanfield</p> <p>We have no objections to this proposal as it has little effect upon cycling in Clanfield and we support the aim of traffic calming through the village centre. However, in our opinion on-street car parking needs to be managed better between Chalton Road and Hambledon Road. It is sometimes hazardous to cyclists and the proposed traffic calming will only partly resolve the problems.</p>	<p><i>The scope of the project does not include any consideration of the current on-street parking management.</i></p>

The Notice

HIGHWAYS ACT 1980**ROAD HUMPS IN CLANFIELD**

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

EFFECTS OF SCHEME:

The provision of 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:

East Meon Road

- (i) 38 metres north-west of its junction with Ivy Orchard
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South Lane

- (i) 20 metres north of its junction with Hambledon Road.
- (ii) 72 metres north of its junction with Hambledon Road.
- (iii) 132 metres north of its junction with Hambledon Road.

Please note all distances are approximate.

FURTHER DETAILS:

A copy of this notice and a map showing the location of the road humps may be viewed at <http://www3.hants.gov.uk/publicnotices> or inspected during the usual office hours at the following places:

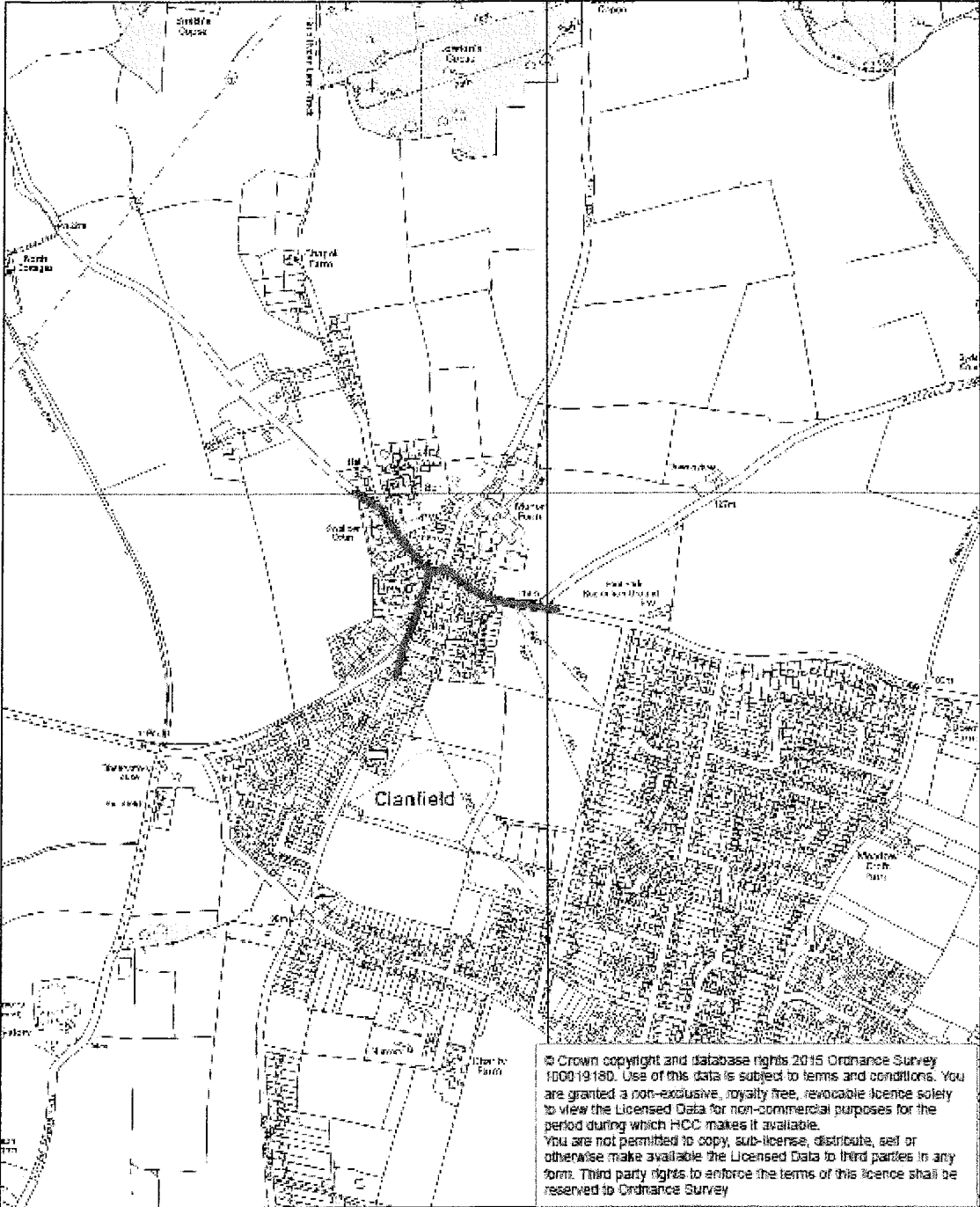
- (i) Horndean Library, 12 Fiveheads Road (Opening hours: Monday and Thursday 2.00 – 5.00; Wednesday 10.00 – 1.00 and 2.00 – 5.00; Friday 2.00 – 7.00; Closed Tuesday, Saturday and Sunday).
- (ii) East Hampshire District Council, Customer Services, Penns Place, Petersfield
(Opening hours: Mondays to Fridays 9.00 – 5.00).
- (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:-A957/SL 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

Location Plan




Clanfield Village - Location Plan

 Hampshire County Council	SCALE: 1:10,000	Drawn: KJD	Revision:
	DATE: 17/09/2015	Checked: KW	Drng. No.: e./007912/103
	School crossing improvements and traffic calming measures		

Simplified Scheme Plan



Clanfield Village

 Hampshire County Council	SCALE: NTS	Drawn: KJD	Revision:
	DATE: 21/05/2015	Checked: KW	Drg. No.: j.007912/101
	School crossing improvements and traffic calming measures		