

Hampshire County Council

Report to the Director of Economy, Transport and Environment

September 2016

Traffic Order – A36 and Old Salisbury Road, Ower

Contact: Mandy Ware tel 01962 846920

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1. Summary

1.1 The following decision is sought:

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to impose new 40 and 50 mph speed limits as below:

40mph

- (i) A36 Romsey Road between a point 50 metres south of its junction with the A36 Trunk Road circulatory carriageway and a point 190 metres north of its junction with A31 Romsey Road, an approximate distance of 930 metres.
- (ii) U138 Old Salisbury Road for its entire length, including the spur running west to east on the northern section, an approximate distance of 550 metres.
- (iii) U138 Old A31 (Romsey Road) between its junction with A36 Romsey Road and a point 255 metres south-west thereof.

50mph

A36 Romsey Road / Salisbury Road between a point 190 metres north of its junction with A31 Romsey Road and a point 90 metres north-west of its junction with U138 Loperwood Lane, an approximate distance of 720 metres.

2. Reason

2.1 This proposal is in response to concerns raised by Copythorne Parish Council and the local community, and is in line with recommendations of the county wide A and B road speed limit review of which a key objective is provide casualty reduction benefit. A speed limit review was included in the 2014/2015 Traffic Management Programme after being agreed as a priority for the programme at the November 2013 Highways Workshop.

The revised speed limits will enhance the overall safety levels on the A36, particularly in view of the number of junctions, private entrances, amenities and attractions, as well as the route serving public transport. The revised speed limit also applies to U138 Old Salisbury Road, which is a no through road route providing access to a golf course.

2.2 The proposal links to the Corporate Strategy priority 'Hampshire safer and more secure for all' and accords with the strategic plan as well as the Local Transport Plan 2011-2031.

3. **Other Options Considered and Rejected**

3.1 In view of the location meeting the core criteria for a speed limit reduction within the County Council's policy on speed limits and the associated Department for Transport guidance, the option not to proceed is undesirable. Furthermore the proposal demonstrates the potential for casualty reduction benefit.

3.2 The options to amend the proposal to reduce the speed limit to 40mph throughout the whole stretch of A36 under review has been considered as a result of the level of representation received on this point. However the recommended course of action is to proceed with the advertised proposal on the basis that it provides a realistic and enforceable speed limit for the route. A detailed explanation is contained within the objection summary at Appendix A.

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: 23/9/16



Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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1. Introduction

1.1 This report considers the introduction of a 50mph and 40mph speed limit on A36 and Old Salisbury Road, Ower.

1.2 The proposal aims to introduce a consistent speed limit regime that will improve the balance between the risk of collision, journey efficiency and environmental impact, as well as reduce the impact of severance and traffic noise, and increase the potential for walking and cycling.

2. Recommendation

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to impose new 40 and 50 mph speed limits as below:

40mph

- (i) A36 Romsey Road between a point 50 metres south of its junction with the A36 Trunk Road circulatory carriageway and a point 190 metres north of its junction with A31 Romsey Road, an approximate distance of 930 metres.
- (ii) U138 Old Salisbury Road for its entire length, including the spur running west to east on the northern section, an approximate distance of 550 metres.
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50mph

A36 Romsey Road / Salisbury Road between a point 190 metres north of its junction with A31 Romsey Road and a point 90 metres north-west of its junction with U138 Loperwood Lane, an approximate distance of 720 metres.

3. **Justification and Details of Proposal**

- 3.1 This proposal has been developed in response to concerns raised by Copythorne Parish Council and the local community, and is in line with recommendations of the county wide A and B road speed limit review of which a key objective is provide casualty reduction benefit. A speed limit review was included in the 2014/2015 Traffic Management Programme after being agreed as a priority for the programme at the November 2013 Highways Workshop. The revised speed limits will enhance the overall safety levels on the A36, particularly in view of the number of junctions, private entrances, amenities and attractions, as well as the route serving public transport. The revised speed limit also applies to U138 Old Salisbury Road, which is a no through road route providing access to a golf course.
- 3.2 The five year (1 July 2011 to 30 June 2016) road casualty history records six such collisions over the stretch of A36 under review. Of these collisions two were of a serious severity and four of a slight severity, and overall resulted in nineteen road casualties. In the majority of cases the collision causation factors include the driver/rider errors of failure to look properly and failure to judge another persons path or speed. In the case of one serious severity collision the injudicious action of travelling too fast for the conditions is cited. The British EuroRAP 2015 results indicated that the A36 between the A3090 junction and Totton is 'persistently high risk'. The improving situation on this route is outlined in the objection summary, Appendix A.
- 3.3 The proposal links to the corporate priority 'Hampshire safer and more secure for all' as well as the Local Transport Plan 2011-2031 Theme B 'Management of Traffic' and policy objective 1 'continue to work to improve road safety through targeted measures that deliver reductions in casualties, including applying a speed management approach that aims to reduce the impact of traffic on community life and promote considerate driver behaviour'.
- 3.4 Attached are:
- (i) the traffic order;
 - (ii) a location plan; and
 - (iii) a descriptive plan of the area.

4. **Consultation**

- 4.1 The Parish Council supports the proposal.
- 4.2 The Police have raised no objection to the proposed speed limit changes.

- 4.3 The proposed Traffic Order was formally advertised between 11th September and 2nd October 2015, resulting in 11 representations objecting to the proposal. The representations are summarised in Appendix A. In the main the representations object to the proposed 50mph speed limit and request that this section be reduced further to 40mph. Consideration of the representations has not resulted in any amendments to the extents and level of the proposed speed limit changes. A full and detailed response to the representations is included in Appendix A.

5. **Local Member's View**

- 5.1 The local Member, Councillor Mans, supports the proposal and is in agreement with the Parish Council and Police view.

6. **Cost**

- 6.1 The cost of implementation will be met from the ordinary Traffic Management Programme.

7. **Conclusion**

- 7.1 In consideration of the reason for the proposal and the representations that have been received as a result of the formal advertising it is recommended that the proposed Traffic Order to introduce 40mph and 50mph speed limits be made in line with the advertised proposal.

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: | no |
| 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. The website contains a summary assessment of the impacts on 'safe and well managed highways in Hampshire' and 'develop Hampshire's highway network and transport systems'.
- 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:

The proposals aim to support travel on the highway network through the setting of speed limit at a realistic level in circumstances where a good level of compliance is expected by drivers. Although this may result in a demand for Police enforcement the need for this action will be prioritised by the Police on the basis of the Association of Chief Police Officers (ACPO) guidelines. There are wider benefit in terms of reducing the likelihood of road casualties and improving road safety.

The impact on wider crime and disorder is low.

3. Climate Change:

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

The reduced speed limit will reduce energy consumption. Pollution through vehicle emissions will reduce. Carbon Dioxide emissions fall as speeds rise to 20mph and then change little as speeds rise to 50mph, increasing above this level. Hydrocarbon emissions reduce with speed, with Particulate and Carbon Monoxide emissions being lowest at medium speeds. The improved consistency of travel speed will reduce the likelihood of aggressive driving that can significantly increase fuel consumption.

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

There are no direct impacts on climate change and no adaptations required as a result of amending speed limits on the A36 and Old Salisbury Road, Ower.