

Hampshire County Council

Report to the Director of Economy, Transport and Environment

February 2017

Traffic Order – Four Marks Speed Limits

Contact: Joe Folland tel: 01962 832281
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1. Summary

- 1.1 The following decision is sought: That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to implement 30 and 40 mph speed limits as below:
- 1.2 **Brislands Lane** - to extend the 30 mph speed limit between a point 375 metres south-west of its junction with Lymington Bottom and a point 510 metres south-west of that point.
- 1.3 **Telegraph Lane** - to introduce a 40 mph speed limit between a point 112 metres south of its junction with Weathermore Lane (end of existing 30 mph) and a point 464 metres south-east of that point.
- 1.4 **A31 Winchester Road** - to extend the existing 40 mph speed limit between a point 550 metres north-east of its junction with Telegraph Lane and a point 170 metres north-east of that point.
- 1.5 **Gradwell Lane** be removed from the order.

2. Reason

- 2.1 At the County Council's Highways Workshop meeting in autumn 2013, the County Councillors covering the East Hampshire area agreed to include speed limits in Four Marks proposals in the 2014/2015 East Hampshire Traffic Management scheme programme. The Four Marks speed limit proposals intended to investigate and, where appropriate, resolve concerns expressed about the speed of vehicles using these roads in the Four Marks area.
- 2.2 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.

3. Other Options Considered and Rejected

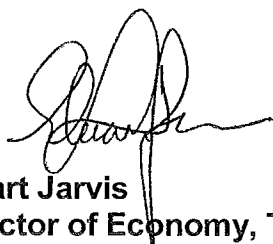
N/A

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:

27th February 2017.

A handwritten signature in black ink, appearing to read 'Stuart Jarvis', with a long horizontal flourish extending to the right.

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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1. Introduction

- 1.1 This report considers introducing a traffic order under the Road Traffic Regulation Act 1984, the effect of which will be to implement 30 and 40 mph speed limits as in recommendations below:

2. Recommendation

- 2.1 That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to introduce a 30 and 40mph on the following roads and length of road:
- 2.2 **Brislands Lane** - to extend the 30 mph speed limit between a point 375 metres south-west of its junction with Lymington Bottom and a point 510 metres south-west of that point.
- 2.3 **Telegraph Lane** - to introduce a 40 mph speed limit between a point 112 metres south of its junction with Weathermore Lane (end of existing 30 mph) and a point 464 metres south-east of that point.
- 2.4 **A31 Winchester Road** - to extend the existing 40 mph speed limit between a point 550 metres north-east of its junction with Telegraph Lane and a point 170 metres north-east of that point.

3. Justification and Details of Proposal

- 3.1 At the County Council's Highways Workshop meeting in autumn 2013, the County Councillors covering the East Hampshire area agreed to include a review of speed limits in Four Marks in the 2014/2015 East Hampshire Traffic Management scheme programme. The Four Marks speed limit proposals intended to investigate and, where appropriate, resolve concerns expressed about the speed of vehicles using these roads in the Four Marks area
- 3.2 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.

- 3.3 The scheme was prepared to improve road safety and provide a consistent approach to speed limits throughout the area.
- 3.4 Attached are:
- (i) the traffic order;
 - (ii) a location plan.
4. **Consultation**
- 4.1 Consultation with local interested parties including the local County Councillor (Mark Kemp-Gee), East Hampshire District Council, Four Marks Parish Council and the Police was carried out during August 2016.
- 4.2 Two representations were received in response to the public consultation which took place between 04 November 2016 and 25 November 2016.
- 4.3 In earlier consultations, the Police indicated that, based on existing speed data, they would not have any objection should these roads be implemented as part of the scheme apart from the A31 40mph extension. Hampshire and Thames Valley Police have a new joint Roads Policing Strategy which is based on the National Police Chiefs Council's (NPCC) priorities of policing roads in partnership. In supporting this strategy, the Police will require any new speed limit proposal to fully meet the requirements of the Department of Transport's Circular 01/13 "Setting Local Speed Limits" with mean speeds used as the basis for determining local speed limits within the guidelines and a priority on reducing injury collisions. Unless these factors are met, the response to the proposal will be to object in principal to any change in speed limit. Mean speeds at or around the proposed speed limit are generally a good indicator as to the likely effectiveness of the proposal. On the A31, there were existing mean speeds of approximately 46mph. However, additional signing and lining measures are proposed to assist speed reduction and the 40 mph extension will bring the length under consideration in line with DFT guidance in terms of minimum speed limit lengths – currently the distance is shorter than recommended. The injury accident record during the five year period ending 31st October 2016 shows two injury accidents in the area under consideration both slight in nature.
- 4.4 **Objection 1 – Mr Querns 96 Telegraph Lane , Four Marks, Alton GU54 5AW:** Supports the proposal, but would like to extend the proposed 40mph in Telegraph Lane further south to the Brightstone Lane crossroads.

- 4.5 The exact positioning of speed limit terminal signs can be difficult to determine, but such signs should be positioned according to changes in the character of the road which have been taken into account on this occasion.
- 4.6 **Objection 2 – Four Marks Parish Council:** Four Marks Parish Council were not in favour of the Gradwell Lane proposal (as it could lead to unwelcome urbanisation), supported the Brislands Lane proposal and were fully supportive of the A31 proposal. Some of the Parish Council supported the Telegraph Lane proposal whilst others felt it could have a detrimental effect on the area in the long term.
- 4.7 Gradwell Lane is proposed to become 30 mph to tie in with the consistent speed limit in the area and will also have the added benefit of covering residential properties. The prevailing speeds recorded in this vicinity support the reduced speed limit here
- 4.8 The Telegraph Lane 40 mph speed limit is proposed to extend from the current 30 mph to cover residential properties on the outskirts of the village thereby improving safety for residents and again providing a consistent speed limit throughout the village.
- 4.9 With regard to concerns about urbanisation of the village, the signing of the proposed speed limits would be carried out in keeping with an attractive rural area – for example, reducing the visual impact of the signing by keeping mounting heights at lower levels where possible. As a result of the Parish Council's objection to Gradwell Lane and as supported by the County Member it is recommended that Gradwell lane is not implemented at this time.
5. **Local Member's View**
- 5.1 The local County Councillor supports the proposed way forward outlined in the report and the conclusion below.
6. **Cost**
- 6.1 The cost of implementation will be met from the ordinary Traffic Management Programme.
7. **Conclusion**
- 7.1 It is recommended that the proposed speed limits in the Four Marks area are implemented as advertised but Gradwell Lane is removed from the proposals in light of the Parish objection of urbanisation this is supported by the County Member Councillor Kemp Gee.

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.)

<u>Document</u>	<u>Location</u>
Scheme file	Economy, Transport and Environment Department, Hampshire County Council, Elizabeth II Court West, The Castle Winchester, Hampshire, SO23 8UD.

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 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:

No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
No significant 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 significant impact.