

Hampshire County Council

Report to the Director of Economy, Transport and Environment

February 2017

Traffic Order – Bentworth 40mph Speed Limit Proposals

Contact: Ian Janes

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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 impose a 40mph speed limit (existing de-restricted) on the following lengths of road at Bentworth:

- (i) C36 Holt End Lane/Trinity Road between a point 200 metres south-west of its junction with U227 Holt End Lane and a point 180 metres south-west of its junction with U227 Jennie Green Lane, an approximate distance of 830 metres.
- (ii) U227 Jennie Green Lane between its junction with C36 Holt End Lane/Trinity Road and a point 704 metres east thereof.

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 the East Hampshire minor roads speed limits scheme in the 2014/2015 East Hampshire Traffic Management scheme programme. The Bentworth 40mph speed limit proposals arose from this scheme which is intended to investigate and, where appropriate, resolve concerns expressed about the speed of vehicles using minor roads in the East Hampshire 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

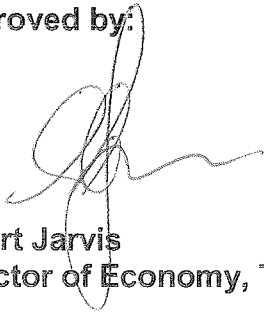
3.1 Other options have been considered, but not progressed further – see paragraphs 4.1 to 4.6 of the main report below.

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:

3/2/17



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 new 40mph speed limit at Holt End Lane/Trinity Road and Jenny Green Lane in Bentworth.

2. Recommendation

- 2.1 That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to impose a 40mph speed limit (existing de-restricted) on the following lengths of road at Bentworth:

- (i) C36 Holt End Lane/Trinity Road between a point 200 metres south-west of its junction with U227 Holt End Lane and a point 180 metres south-west of its junction with U227 Jennie Green Lane, an approximate distance of 830 metres.
- (ii) U227 Jennie Green Lane between its junction with C36 Holt End Lane/Trinity Road and a point 704 metres east thereof.

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 the East Hampshire minor roads speed limits scheme in the 2014/2015 East Hampshire Traffic Management scheme programme. The Bentworth 40mph speed limit proposals arose from this scheme which is intended to investigate and, where appropriate, resolve concerns expressed about the speed of vehicles using minor roads in the East Hampshire area.
- 3.2 As part of the process to implement the proposed speed limits, the opportunity has been taken to consolidate and simplify other existing speed limits in the area to bring them together under one traffic order. As a result, some of the restrictions that have been

included in the advertised Traffic Order as part of the proposals are already in place.

- 3.3 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.
- 3.4 During the five year period ending 31st October 2016, there has been one injury accident in the length of Holt End Lane/Trinity Road under consideration.
- 3.5 Attached are:
 - (i) the traffic order;
 - (ii) a location plan; and
 - (iii) a descriptive plan showing the advertised proposals.

4. **Consultation**

- 4.1 Consultation with local interested parties (including the local County Councillor Mark Kemp-Gee, East Hampshire District Council, Bentworth Parish Council and the Police) was carried out during September/October/November 2015. At this stage, the proposals consisted of a 40mph speed limit for the entire length of Holt End Lane/Trinity Road/Trinity Hill between Bentworth and Medstead. Following this consultation and subsequent detailed discussions, it was agreed to reduce the extent of this proposal.
- 4.2 In response to the public advertisement of the Traffic Order for the revised Holt End Lane/Trinity Road 40mph speed limit proposals in November/December 2016, seven representations were received of which four support the speed limit proposals. There is a summary of these representations in paragraphs 4.3 to 4.6 of this report below.
- 4.3 In the earlier consultation and the subsequent public advertisement, the Police have indicated that they do not support the proposed speed limit. 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 "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 in full, the response to the proposal will be to object in principal to any change in speed limit. Recent traffic surveys in Trinity Road showed mean average speeds in the region of 40mph to 43mph. Mean average speeds at or around the proposed lower speed limit are typically a good indicator of the likely effectiveness of the proposal. As per paragraph 3.4 above, during the five year period

ending 31 October 2016, there has been one injury accident in the length of Holt End Lane/Trinity Road under consideration.

4.4 The following representations supported the advertised proposals:

- (i) Mr & Mrs Woolston, Minchens Cottage, Trinity Road.
- (ii) Mr Whiteley, Crossways, Trinity Road.

4.5 The following representations supported the advertised proposals, but made additional comments:

- (i) Mr & Mrs Johnson, Cirrus, Bentworth:

Support the proposed 40mph speed limit, but suggest that it starts further to the south adjacent to Trinity Hill Farm. Also, comment on the positioning of the existing Bentworth nameplate which they believe should also be adjacent to Trinity Hill Farm.

Officer comments: The advertised position of the southern terminal point of the proposed 40mph speed limit was agreed following earlier consultation and subsequent detailed discussions with County Councillor Kemp-Gee and other interested parties and, in accordance with normal practice for lower speed limits, is adjacent to the edge of the nearby developed area. In this position, there would be clear visibility of the 40mph terminal signs giving approaching motorists opportunity to reduce their speed before entering the lower speed limit. The positioning of the Bentworth nameplate is not part of the statutory speed limit procedure, but has been the subject of previous discussions with County Councillor Kemp-Gee, Bentworth Parish Council and other interested parties and will be discussed further before its positioning is finalised.

- (ii) Mr & Mrs James, Bentworth Fields, New Copse:

Support the proposed 40mph speed limit, but suggest that it starts further to the south adjacent to the parish boundary.

Officer comments: The advertised position of the southern terminal point of the proposed 40mph speed limit was agreed following earlier consultation and subsequent detailed discussions with County Councillor Kemp-Gee and other interested parties and, in accordance with normal practice for lower speed limits, is adjacent to the edge of the nearby developed area. In this position, there would be clear visibility of the 40mph terminal signs giving approaching motorists opportunity to reduce their speed before entering the lower speed limit.

4.6 The following representatives made the following comments:

(i) Mr Branch, West View Cottage, Trinity Road:

Suggests that the proposed 40mph speed limit starts further to the south. Also, comments on the positioning of the existing Bentworth nameplate which he believes should be further to the south adjacent to Field View. Finally, expresses concern about the volume of lorries travelling through the Bentworth area and mentions introducing a weight limit.

Officer comments: The advertised position of the southern terminal point of the proposed 40mph speed limit was agreed following earlier consultation and subsequent detailed discussions with County Councillor Kemp-Gee and other interested parties and, in accordance with normal practice for lower speed limits, is adjacent to the edge of the nearby developed area. In this position, there would be clear visibility of the 40mph terminal signs giving approaching motorists opportunity to reduce their speed before entering the lower speed limit. The positioning of the Bentworth nameplate is not part of the statutory speed limit procedure, but has been the subject of previous discussions with County Councillor Kemp-Gee, Bentworth Parish Council and other interested parties and will be discussed further before its positioning is finalised. The issue of lorries is outside of the scope of this report, but it is understood that County Councillor Kemp-Gee is considering this matter further.

(ii) Mr & Mrs Bell, no address given:

Strongly protests against the existing 60mph speed limit and suggests reducing the speed limit to at least 40mph. Also, comments on the positioning of the existing Bentworth nameplate.

Officer comments: If approved, the advertised proposals would enable the speed limit to be reduced from 60mph to 40mph. The positioning of the Bentworth nameplate is not part of the statutory speed limit procedure, but has been the subject of previous discussions with County Councillor Kemp-Gee, Bentworth Parish Council and other interested parties and will be discussed further before its positioning is finalised.

5. Local Member's View

5.1 County Councillor Kemp-Gee supports the proposed way forward outlined in paragraphs 4.3 to 4.6 of this report above 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 Holt End Lane/Trinity Road and Jenny Green Lane 40mph speed limit proposals are implemented as advertised.

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

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 developing 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 change.