

**Hampshire County Council**

**Report to the Director of Economy, Transport and Environment**

**October 2016**

**Traffic Order – C69, Rownhams Lane, North Baddesley and Rownhams.**

**Contact: tel 01962 846920**

**email: [mandy.ware@hants.gov.uk](mailto:mandy.ware@hants.gov.uk)**

**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 and amend the 40 and 50mph speed limits on the following lengths road at North Baddesley:

**(A) 40mph**

(i) C69 Rownhams Lane (existing de-restricted) between a point 45 metres north of its junction with C69 Routs Way and a point 85 metres north of its junction with U88 Greenhill Lane, an approximate distance of 750 metres.

(ii) A27 Botley Road – the restriction will be in effect between a point 92 metres north-west of its junction with C69 Rownhams Lane and a point 67 metres north-west of its junction with Firgrove Road, an approximate distance of 908 metres – there will be no change to the signs.

**(B) 50mph** – C69 Rownhams Lane (existing de-restricted) between a point 85 metres north of its junction with U88 Greenhill Lane and a point 105 metres south of its junction with U88 Hoe Lane, an approximate distance of 1190 metres.

The order will regularise a number of minor anomalies and include that part of the remainder of Hoe Lane to its roundabout junction with Sylvan Drive which is already 30mph by way of a prescribed system of street lighting. It will also revoke and re-enact with no change of substance, save for amendments to descriptions, the provisions contained in a number of existing orders.

**2. Reason**

**2.1** This proposal has been prepared in response to local residents concerns regarding road safety, particularly in relation to non-motorised road users, and also traffic noise.

2.2 A speed limit review was included in the 2014/15 Traffic Management Programme after being agreed as a priority for the programme at the November 2013 Highways Workshop.

**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 option to amend the proposal to reduce the speed limit to 40mph throughout the whole section of the C69 under review has been considered in view of the representation received. However it is recommended to proceed with the advertised proposal on the basis that it provides a realistic and enforceable speed limit for the route.

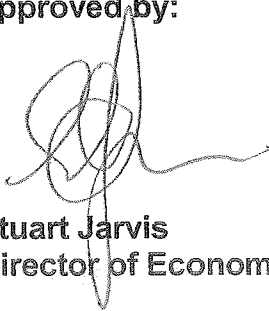
**4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**

**5. Dispensation granted by the Conduct Advisory Panel – None.**

**6. Reason(s) for the Matter being dealt with if Urgent – None.**

**Approved by:**

**Date:** 14/10/16



**Stuart Jarvis**  
**Director of Economy, Transport and Environment**

**Hampshire County Council**

**Report to the Director of Economy, Transport and Environment**

**October 2016**

**Traffic Order – C69, Rownhams Lane, North Baddesley and Rownhams.**

**Contact: tel 01962 846920  
email: [mandy.ware@hants.gov.uk](mailto:mandy.ware@hants.gov.uk)**

**1. Introduction**

- 1.1 This report considers the introduction of a 50mph speed limit and 40mph speed limit on C69, Rownhams Lane between Rownhams and North Baddesley. Linking to a 30mph speed limit at its northern end at North Baddesley and at its southern end at Rownhams.
- 1.2 The proposal aims to introduce a consistent speed limit regime that will improve the balance the risk of collision, journey efficiency and environmental impact, as well as reduce the potential impact of traffic on local businesses and increase the potential for walking and cycling.

**2. Recommendation**

That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to impose and amend the 40 and 50mph speed limits on the following lengths road at North Baddesley:

**(A) 40mph**

(i) C69 Rownhams Lane (existing de-restricted) between a point 45 metres north of its junction with C69 Routs Way and a point 85 metres north of its junction with U88 Greenhill Lane, an approximate distance of 750 metres.

(ii) A27 Botley Road – the restriction will be in effect between a point 92 metres north-west of its junction with C69 Rownhams Lane and a point 67 metres north-west of its junction with Firgrove Road, an approximate distance of 908 metres – there will be no change to the signs.

**(B) 50mph** – C69 Rownhams Lane (existing de-restricted) between a point 85 metres north of its junction with U88 Greenhill Lane and a point 105 metres south of its junction with U88 Hoe Lane, an approximate distance of 1190 metres.

The order will regularise a number of minor anomalies and include that part of the remainder of Hoe Lane to its roundabout junction with Sylvan Drive which is already 30mph by way of a prescribed system

of street lighting. It will also revoke and re-enact with no change of substance, save for amendments to descriptions, the provisions contained in a number of existing orders.

### **3. Justification and Details of Proposal**

- 3.1 This proposal has been prepared in response to local residents' concerns regarding road safety, particularly in relation to non-motorised road users, and also traffic noise. There have been a number of near miss incidents involving pedal cyclists reported for this route.
- 3.2 The C69, Rownhams Lane, between Rownhams and North Baddesley is a bus route, accommodates a shared use footway/cycleway and serves the emergency service accesses to the M27 motorway services.
- 3.3 The revised speed limits will enhance overall safety levels on the C69, Rownhams Lane, particularly in view of the junctions, private entrances and amenity, as well as the route serving public transport. The proposal will assist in creating a safer environment for cyclists.
- 3.4 A speed limit review was included in the 2014/15 Traffic Management Programme after being agreed as a priority for the programme at the November 2013 Highways Workshop.
- 3.5 The five year (1<sup>st</sup> June 2011 to 31<sup>st</sup> May 2016) road casualty history records five such collisions over the stretch of C69, Rownhams Lane between Rownhams and North Baddesley. Of these collisions two were of a serious severity and three of a slight severity, and overall resulted in six road casualties. In three cases the collision causation factors include driver/rider judgement errors such as sudden braking, loss of control, failure to judge other persons path or speed, and failure to look properly, including pedestrian errors in one additional case. One collision resulted from an animal in the carriageway, and one collision involved a pedal cyclist crossing the Kingfisher Business Park entrance. All the collisions occurred between the junction of Parkridge Lane and the M27 over bridge.
- 3.6 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 on community life and promote considerate driver behaviour'.
- 3.7 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 19<sup>th</sup> August and 12<sup>th</sup> September 2016, resulting in one representation objecting to the proposed 50mph speed limit. This representation is summarised and Officers comments are included in Appendix A. The representation objects to the proposed 50mph speed limit and requests that this section be reduced further to 40mph.

#### **5. Local Member's View**

- 5.1 The local Member, Councillor Cllr Perry, supports the proposal.

#### **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 representation received as a result of the formal advertising it is recommended that the proposed Traffic Regulation 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**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	no
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.)

Document

Location

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:

- 2.1 The proposals aim to support travel on the highway network through the setting of speed limits at a realistic level in circumstances where a good level of compliance is expected. 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 Officer (ACPO) guidelines for enforcement. There are wider benefits in terms of reducing the likelihood of road casualties and improving road safety. This 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 vehicle speed, with particulate and carbon monoxide emissions being lower 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 C69, Rownhams Lane between Rownhams and North Baddesley.