

Hampshire County Council

Report to the Director of Economy, Transport and Environment

February 2017

Traffic Order Proposal –

**The Hampshire (Various Roads, Micheldever)
(20 And 40 Miles Per Hour Speed Limit) Order 2017**

Contact: Andy Smith

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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 implement 20mph (existing 30mph) and 40mph (existing national speed limit) speed limits on lengths of roads in Micheldever as shown on the attached drawing and draft traffic order, and as advertised as shown on the attached notice.

2. Reason

2.1 This scheme forms part of the countywide Residential 20mph Pilot Project. Micheldever is one of three rural sites added to the original project, which previously included only residential roads in urban and suburban areas.

3. Other Options Considered and Rejected

3.1 Do nothing. This was not considered a viable option as this scheme forms part of the approved countywide Pilot Residential 20 project.

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:

A handwritten signature in black ink, appearing to be 'Stuart Jarvis', written over the 'Approved by:' text.

Date:

7/2/17

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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1. Introduction

- 1.1 This report considers the results of a formal consultation to implement 20mph and 40mph speed limits on roads within Micheldever Village.

2. Recommendation

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to implement 20mph (existing 30mph) and 40mph (existing national speed limit) speed limits on lengths of roads in Micheldever as shown on the attached drawing and draft traffic order, and as advertised as shown on the attached notice.

3. Justification and Details of Proposal

- 3.1 The scheme was prepared as part of the countywide Residential 20mph Pilot Project. Micheldever is one of three rural sites added to the original project, which previously included only residential roads in urban and suburban areas.
- 3.2 The original proposal was to introduce a 20mph speed limit only, at the same extent of the existing 30mph limit within the village. Subsequent discussions with the Parish Council and the local Member, Councillor Porter, concluded with Hampshire County Council agreeing to introduce a 40mph speed limit on the northern section of Church Street. (See below for further details on these discussions).
- 3.3 Attached are:
- (i) the draft traffic order;
 - (ii) a copy of the formal advert/site notice;

- (iii) a location plan; and
- (iv) a descriptive plan of the area.

4. Consultation

- 4.1 Micheldever Parish Council did not support the original proposal and asked if the extent of the 20mph limit could be reduced to cover only the core of the village centre. However, this was not possible as very short sections of 30mph limit would have remained between the existing national speed limits and new 20mph limits, which would not have been practical for driver compliance and would not have met Department for Transport guidance. Also, the County Council's view is that this would have disadvantaged those residents living in the outer areas of the village.
- 4.2 The Parish Council also wanted a 30mph limit introduced on the northern section of Church Street past a recent development at Northbrook Dairy Farm. This has previously been an aspiration of the residents and Parish Council, but the Traffic Management team had explained that the character of the road is not suited to a 30mph limit. A subsequent traffic survey showed existing mean speeds of 36.9mph northbound and 36.8mph southbound, for which the Police would have been unlikely to support a 30mph limit. However, in view of the ongoing discussions with the Parish Council and residents' concerns, the opportunity is being taken to introduce 40mph on this section of road to act as a buffer limit between the existing national speed limit and proposed 20mph limit. The Parish Council now supports the proposed 20mph and 40mph limits.
- 4.3 The Police have indicated that they do not fully support the full extent of the proposed 20mph limit as existing mean speeds range between 25mph and 27mph in the outer areas of the village, compared to 22mph in the village centre. However, they have not objected to the proposal on the understanding that this forms part of the pilot 20mph project and will be further reviewed. The Police have confirmed their support for the proposed 40mph limit on Church Street, as existing mean speeds are below 40mph.
- 4.4 The proposal was publicly advertised from 11 November 2016 to 2 December 2016. Two objections were received during this period, details of which are included as an appendix to this report along with corresponding officer comments.

5. Local Member's View

- 5.1 The local Member, Councillor Porter, supports the proposal.

6. Cost

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

7. **Conclusion**

- 7.1 That the report be approved and the restrictions be 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.)

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.
- 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: No impact.

Objector	Objection	Officer Comment
Mrs J Croft 37 Northbrook, Micheldever	The proposed 20mph limit is utterly pointless, particularly on Church Street/Northbrook north of Weston Lane. The 30mph limit is rarely adhered to and never been enforced to the best of my knowledge and I have observed many near misses just north of the junction on a daily basis over 40 years. The new signage and endless white paint could save ratepayers needless expense. Little heed would be taken of 20mph signs and unlikely to be observed.	A traffic survey undertaken just south of Weston Lane junction show mean speeds well below 30mph suggesting better compliance with the speed than locally perceived. The Police have not objected to the proposed 20mph limit and there is no recurring history of reported injury-accidents throughout Micheldever village. Signing will be kept as minimal as possible whilst in accordance with Department for Transport requirements. Current mean speeds through the village are well below 30mph and it is hoped that the 20mph speed limit will further reduce vehicle speeds.
S Martin 21 Dever Close, Micheldever	20mph is too fast in Dever Close and you would undermine our efforts to make people drive more slowly. With all the traffic movements and parking which will worsen when parking restrictions in Church Street come into force. Add to this the number of children playing in the area, the outcome is obvious – there have already been a couple of near misses. Perhaps you could consult further with residents of Dever Close to find a solution. I feel the Close warrants traffic flow restrictors.	There is no scope to reduce the speed limit any further as 20mph is the lowest limit approved by the Department for Transport. Dever Close is a short residential cul-de-sac where vehicles speeds are restrained by the road layout and on-street parking. Winchester City Council is progressing a scheme for double yellow lines only at junctions and to replace existing advisory white edge of carriageway markings that currently deter parking at critical points on Church Street. There will be minimal displacement caused by this proposal and it is estimated that only approximately 2 parking spaces will be lost. There is no recurring history of injury-accidents reported in

	I know you will have already made your mind up, but when there is an accident and speed is faster you will not be able to argue you were not aware of the facts.	Dever Close or throughout the village that warrants consideration of physical traffic calming measures. The proposed 20mph limit is unlikely to increase vehicle speeds.
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