

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member – Environment and Transport
Date:	24 July 2012
Title:	Reclassification of Roads in Over Wallop, Stockbridge
Reference:	3822
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Garrod

Tel: 01962 846782

Email: paul.garrod@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to consider the proposal and reach a decision on changing the classification of two roads in the parishes of Over Wallop and Nether Wallop.
- 1.2. This paper seeks to identify the reasons that have been put forward for the reclassification request, explain how this is justified, what the impacts could be, and outline the process for making the change.
- 1.3. The impact of making changes is marginal for the County Council but is the first stage in what could be a longer term improvement in the quality of life for residents in Over Wallop.

2. Contextual information

- 2.1. In 2009 a petition signed by 219 residents of Over Wallop was submitted to the County Council asking for the 'B' classification of Station Road to be re-assigned to C250 Old Stockbridge Road in order to make the village a more pleasant and safer place to live.
- 2.2. The B3084 is currently used as a through route between the A303, Grateley Station and the B3084/A343/Salisbury Road junction. Several sections of the road narrow considerably where two way traffic flow is not possible. There are a number of historic and listed buildings in the village.
- 2.3. C250 Old Stockbridge Road also links the A343 and Grateley Station. This has been put forward for being reclassified as the B3084 because there are far fewer residential properties fronting this road and it is generally wider and a more appropriate route for through traffic.

3. Finance

- 3.1. If the roads are reclassified the traffic signs will need to be changed. The cost of doing so is estimated to be £10,000.
- 3.2. Developer funding (planning reference TVN00252/6) is available and can be used for this purpose.

4. Performance

- 4.1. There are no individual targets for road condition based on the class of road, which means changing the classification of these two roads will not have an impact on any national or internal targets.

5. Other key issues

Justification for reclassification

- 5.1. Test Valley Borough Council has carried out a detailed assessment on behalf of the County Council to determine whether the reclassification is necessary. The main assessment and its supporting data are contained within Appendix 2. Some of the data referred to in the assessment has not been included with this report, in order to minimise the size of the document, but it is available for viewing upon request.

- 5.2. There are approximately 70 properties in Over Wallop with direct access to the B3084 compared to 15 properties with direct access to the C250.

- 5.3. B3084 Station Road/Wallop Road information:

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| • Narrows to 4 metres wide in places | • 30 miles per hour speed limit through Over Wallop village | • Much of the village is a conservation area |
| • Parts of the village are designated as a Site of Importance for Nature Conservation | • Over 1,000 vehicles travel straight through the village each day | • 1,900 vehicles traffic flow per day |

5.4. C250 Old Stockbridge Road information:

- Generally 6 metres wide
- Derestricted speed limit
- Bordered by fields for most of its length
- Designated route for heavy commercial vehicles
- 2,000 vehicles traffic flow per day

5.5. This information, when viewed with the photographs of the two roads (Appendix 3), gives strong support for directing through traffic onto Old Stockbridge Road and therefore changing it from a C class to a B class road.

Impact on journey time, length of route and accidents

5.6. Using the C250 Old Stockbridge Road as a through route instead of the B3084 is an additional 1.6 miles. It is estimated this will only take an additional two minutes 20 seconds. However, at peak times there is queuing on Old Stockbridge Road leading onto the A343 where, during the survey period, a queuing time of over three minutes was recorded.

5.7. Analysis of injury accident data has shown that both roads have a similar accident rate, and both of these are below the national average figure for rural B and C class roads.

Impact on maintenance

5.8. Since the classification for one road would effectively be changed with the other, there would be minimal financial impact on maintenance. It should be noted that the inspection regime will change for the two roads, since B class roads are inspected more frequently than C class roads.

5.9. A special maintenance inspection would be carried out in Old Stockbridge Road prior to the change in classification and any minor defects found would be repaired in advance of the change. Station Road/Wallop Road has been surface dressed as part of the 2012/13 Operation Resilience programme.

Reclassification procedure

5.10. The Government recently amended the procedure for changing the classification of roads. It is now solely a matter for the local highway authority and approval from the Secretary of State is no longer required. The County Council will need to inform the Department for Transport, Ordnance Survey and other interested parties. Traffic signs will need to be replaced or amended.

6. Consultation

- 6.1. The B3084 Station Road/Wallop Road and C250 Old Stockbridge Road are within the parish of Over Wallop, although part of the B3084 lies within the parish of Nether Wallop. Both parish councils support the proposed reclassification. The boundary of Grateley Parish Council runs along C250 Old Stockbridge Road. No response has been received from Grateley Parish Council to the proposal.
- 6.2. The proposal is supported by County Councillor A. Gibson and County Councillor P. West.
- 6.3. The Ministry of Defence has been consulted on the proposal due to the close proximity of the Army Air Corps base in Middle Wallop. It has not objected to the proposal but raised a concern about the safety of the A343/Old Stockbridge Road junction. It has also suggested that the separate proposal to reduce the speed limit on the A343 that passes the base should be implemented before any traffic calming is introduced on Station Road in Over Wallop.
- 6.4. The A343's staggered junction of Old Stockbridge Road and Danebury Road is currently being investigated by the County Council's Safety Engineering Team. There have been three slight injury accidents at the Old Stockbridge Road junction in the last five years, and three slight injuries plus one serious injury accident at the A343 junction with Danebury Road.
- 6.5. Following analysis of these accidents, a high friction surfacing material will be applied to the A343's northbound approach to the Old Stockbridge Road junction and its southbound approach to the Danebury Road junction. This is expected to take place after Autumn 2012 following an Operation Resilience scheme to resurface the bell mouth of Old Stockbridge Road.
- 6.6. Test Valley Borough Council has sent letters to all properties on Old Stockbridge Road to advise occupants of the proposals and to invite comments. Five responses were received from residents and businesses in that road, details of which are summarised in Appendix 1 together with comments from officers. The five respondents were generally concerned that reclassifying Old Stockbridge Road would increase traffic, and that this could lead to more accidents as well as longer queues at the A343 junction.
- 6.7. The main concern regarding accidents relates to an 'S' bend in Old Stockbridge Road. During the last five years there have been three reported injury accidents (two slight, one serious) within these bends, in the vicinity of the King Lane crossroads. The circumstances of the accidents have been analysed, and all three occurred at different locations at different times with varying contributory factors noted by the Police. This means there is no treatable pattern of accidents.
- 6.8. In terms of queuing at the A343 junction, the queue length is likely to increase as more traffic uses Old Stockbridge Road instead of Station Road. However,

the increase is expected to be very gradual over time and the change in driver behaviour is difficult to predict.

7. Future direction

- 7.1. It is acknowledged that reclassifying these two roads, resulting in changes to the traffic signs, is only likely to have a marginal effect on drivers' choice of route and that it will take time for 'sat navs' and maps to be updated. There is some evidence of local support for traffic calming measures to be introduced in Station Road/Wallop Road to further deter through traffic and improve the quality of life for residents.
- 7.2. Reclassifying Station Road/Wallop Road as C250 and changing traffic signs to direct through traffic to use Old Stockbridge Road as B3084 would need to be carried out before traffic calming can be considered further. Any proposals for traffic calming would be subject to future consultation.

8. Recommendations

- 8.1. That B3084 Station Road/Wallop Road be reclassified as C250.
- 8.2. That C250 Old Stockbridge Road be reclassified as B3084.

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.)

<u>Document</u>	<u>Location</u>
Working file	Economy, Transport & Environment Department, Elizabeth II Court, Winchester

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. An assessment of the impacts in this service area can be found at [EQIA](#)
- 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 proposal will have no direct impact on crime and disorder.

3. Climate Change:

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

The proposal will direct traffic onto an alternative route which is slightly longer than the current route, but the impact from this will be minimal.

- 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 the need to adapt to climate change from this proposal.

Summary of representations for residents in Old Stockbridge Road

Name & address	Comments	Officer response
Resident of Old Stockbridge Road (ref 1)	<p>Increasing traffic on Old Stockbridge Road is questionable because there are already queues at the junction with the A343. Request for mini roundabout.</p> <p>Concern over safety at the S-bend. Their fence has been demolished by vehicles leaving the road on five occasions. Steps should be taken to reduce speed before reclassification such as rumble strips or automated slow down signs.</p>	<p>The increase in traffic will be very gradual over time. Significant measures are likely to be required on the A343 to slow traffic before a mini roundabout could be safely provided.</p> <p>The recent injury accident record for the S bend shows no treatable pattern of accidents. The accident rate for Old Stockbridge Road is below the national average for a rural B and C class road.</p>
Business of Old Stockbridge Road (ref 2)	<p>Concern over increasing the level of traffic on Old Stockbridge Road because of previous accidents at the S-bend, queues at the junction with the A343 (request for 'keep clear' marking across entrance), and since the road is used by runners and horse riders.</p> <p>There are few places to stop on Old Stockbridge Road. Their entrance has been blocked on occasions.</p>	<p>See above.</p> <p>'Keep clear' markings will be provided in front of the driveways of the two properties closest to the junction with the A343.</p> <p>Very few, if any, rural B class roads have stopping places provided at intervals equal to the length of Old Stockbridge Road.</p>
Resident & business of Old Stockbridge Road (ref 3)	<p>There are already queues at the junction with the A343.</p> <p>Request for double white lines on Old Stockbridge Road between the A343 and Broad Road junctions due to their vehicle being overtaken as they turn right into their yard.</p>	<p>See above.</p> <p>Double white lines are only provided where forward visibility falls below a particular minimum standard. Visibility is not poor at this location.</p>

	<p>The Old Stockbridge Road staggered junction with the A343 has caused accidents in the past – concern over increasing traffic here.</p>	<p>There is a proposal to reduce the speed limit in this section of the A343 to 40 mph. High friction surfacing is to be applied too.</p>
<p>Resident of Old Stockbridge Road (ref 4)</p>	<p>Concern over safety at the S-bend and an increase in accidents and damage to the road surface due to increased traffic.</p> <p>Queues at the A343 junction will get worse and increased traffic will make the junction more hazardous.</p> <p>The angle of Old Stockbridge Road with Wallop Road means many vehicles veer onto the wrong side of the road. Unfamiliar drivers may not see this danger.</p> <p>There are no stopping places on Old Stockbridge Road. Drivers already stop and block their driveway.</p>	<p>The road would receive a higher frequency of inspections if it becomes a B class road.</p> <p>See above.</p> <p>The centre line road markings will be inspected, refreshed and enhanced, if necessary.</p> <p>See above.</p>
<p>Resident of Old Stockbridge Road (ref 5)</p>	<p>Speeds need to be reduced approaching Stevens Yard and the residential properties from the A343 direction. The 60 mph limit here dangerous as there are many HGVs turning into Stevens Yard. Request for 30 mph limit between the Grateley boundary sign and the Wallop Road junction.</p> <p>There is a serious flooding issue in the road on an unseen dip. This is an accident waiting to happen if traffic increases.</p> <p>Request for deer signs as the centre point in the road is a deer crossing area. The road is favoured by motorcyclists, some of whom</p>	<p>The road is not suitable for a 30 mph limit because there are too few properties fronting the road. The character of the road is not consistent with 30 mph limits.</p> <p>The local highways office is aware of this issue and is investigating.</p> <p>In order to maximise the effectiveness of warning signs they are used sparingly. There has been one recorded</p>

	travel at over 80 mph. Reclassifying the road will encourage more bikers. The Police need to address this.	injury accident due to an animal in the road since April 2006.
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