

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	19 January 2016
Title:	Project Appraisal: Traffic Calming at Green Lane, Clanfield
Reference:	7234
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this report is to present a case for implementing an extended traffic calming scheme along Green Lane as set out in the report below, at an estimated cost of £446,000 to be funded from Developer Contributions and Structural Maintenance sources.

1.2. Scheme Outline

The project will provide nine sets of speed cushions together with a junction table at Redwing Road. The mini roundabout at the junction of Walburton Way will be changed to a priority junction. There will also be improvements to sections of footway along Green Lane.

1.3. Alternative Options Considered and Rejected

A consultation exercise reviewed three possible options:-

- Option 1 – Road humps
- Option 2 – Speed cushions
- Option 3 – Central islands

All options included new street lighting, footway improvements, a gateway feature at the northern end, cycle bypasses and maintained the existing traffic calmed section (humps) in the southern section of Green Lane.

The results of the questionnaires completed by attendees at the public exhibition and on-line showed support for Option 2 with the following proposals:-

- Existing speed humps along the southern section of Green Lane to be retained.
- Speed cushions to be implemented along the northern section of Green Lane.
- Changing the mini roundabout at the junction of Green Lane and Walburton Way to a priority junction.

On the basis that Option 2 was supported by the majority of respondents Options 1 and 3 were discounted.

1.4. Measures of Success

The success of the project will be assessed by a decrease in traffic speed together with positive feedback from residents living in the area.

2. Background

- 2.1 Clanfield is a village situated approximately 20km north of Portsmouth and 8km south of Petersfield to the west of the main A3, just north of the end of the A3 (M) motorway. It is 4km north of Horndean and is on the southern edge of the district of East Hampshire. It has a semi-rural character with three sides of the village being adjoined by fields and is located near to the Queen Elizabeth Country Park.
- 2.2 The population of Clanfield is estimated at about 4,850 (2011 census) and consists of two distinct parts: 'old' Clanfield and 'new' Clanfield. Old Clanfield dates back some 250 years and new Clanfield about 40 years. Green Lane is located in 'new' Clanfield as shown on Figure 1 and forms one of the main south to north spine roads between Drift Road to the south and Chalton Lane to the north. 'New' Clanfield is slightly larger than 'old' Clanfield and has a range of facilities at the village centre which include shops, a take-away, optician, hardware store, two hairdressers, and a Co-op supermarket.
- 2.3 There are two local schools with the nearest being the Petersgate Infant School east of Green Lane. This is an 'eco school' and adopted a travel plan in August 2012. Clanfield Junior School is further away off Little Hyden Lane in old Clanfield and also has an adopted travel plan.
- 2.4 Planning permission has been granted for 275 new dwellings on land at Green Lane and construction of the development is now in progress. The site is located on the north eastern quadrant of the village as shown on Figure 1 between Green Lane, Chalton Lane and the A3. This will have transport impacts on the local area and various mitigation measures have been identified to accommodate these. Included in these is Planning Condition 20 which states:

'Prior to the commencement of development details of off-site works to improve safety, including details of improvements to the footpath at Chalton Lane end of Green Lanes and traffic calming measures, shall be submitted to and approved in writing by the Local Planning Authority. The improvements

shall be implemented in accordance with a timescale to be agreed in writing with the Local Planning Authority’.

2.5 The requirement for traffic calming and footway improvements along Green Lane was a planning condition insisted upon by East Hampshire District Council Members at committee. The Parish Council is also extremely keen for traffic calming to be delivered on this section of Green Lane. The planning condition is backed up by traffic speed data which was carried out as part of the transport assessment (TA) for the development. For Green Lane, the automatic traffic count data results show vehicle speeds of 37mph northbound and 36mph southbound, between Beech Road and Hazel Grove. The speed limit along Green Lane is 30mph. The identification of appropriate traffic calming measures therefore aims to address potential speeding problems.

2.6 Scheme drawings for the traffic calming were produced by the developer’s consultant, but as they were of a poor standard with little detail, they were not deemed acceptable for progression by the Highway Authority. Following further discussions with the developer, Parish Council and Councillors, it was agreed that it would be best for the County Council to progress with feasibility and further engagement with the community for potential schemes, and in light of this, Condition 20 outlined above was discharged.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	25	6	Developer Cont.	322
	Client Fee	10	2		
	Supervision	15	3	Operation Res.	124
	Construction	396	89		
	Total	<u>446</u>	<u>100</u>	Total	<u>446</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee’s budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	37	0.024%

3.3 Operation Resilience has earmarked funds amounting to £124,000 for the financial year 2016/17 to be used on major re-surfacing works to sections of carriageway and footway along Green Lane. This work will be carried out as part of the traffic calming contract works to minimise disruption to residents and road users.

4. Programme

	Gateway Stage				
	1	3	Start on site	End on site	4
Date (mm/yy)	September 2015	January 2016	April 2016	August 2016	August 2017

4.1. Following completion of the study and public consultation, this scheme was put on hold when priority was given to a pedestrian scheme in old Clanfield at the crossroads. It was agreed that the pedestrian improvements scheme should be designed and delivered in advance of this Green Lane scheme.

5. Scheme Details

- 5.1 Existing speed humps along the southern section of Green Lane are to be retained and repaired as found necessary.
- 5.2 Nine sets of speed cushions 75mm high with 1 in 8 ramps to be implemented along the northern section of Green Lane.
- 5.3 A new junction table 75mm high with 1 in 15 ramps to be constructed at Redwing Road.
- 5.4 The existing mini roundabout at Walburton Way will be changed to a priority junction similar to that at the Storrington Road/Green Lane intersection.
- 5.5 Improvements will be carried out to sections of footway along Green Lane.
- 5.6 Major re-surfacing will be undertaken to several sections of carriageway along Green Lane.

6. Departures from Standards

- 6.1. There are no departures from standards for this project.

7. Community Engagement

- 7.1. A public consultation event was held at Petersgate Infants School on 7 October 2013 and was attended by approximately 100 people. The proposals and a questionnaire were placed on the East Hampshire District Council web site from the 8th – 22nd October 2013.
- 7.2. Three traffic calming options were presented to the residents of Green Lane and surrounding residential roads, County and District Councillors, the Parish Council and the school as follows:-
- Option 1 – Road humps
 - Option 2 – Speed cushions
 - Option 3 – Central islands
- 7.3 All options included new street lighting, footway improvements, a gateway feature at the northern end and cycle bypasses as well as maintaining the existing traffic calmed section (humps) in the southern section of Green Lane.
- 7.4 A total of 69 questionnaires were completed both at the exhibition and afterwards. Overall, 71% of all respondents thought speeding was a problem on Green Lane. More specifically, 95% of those residents living on the northern section of Green Lane (section without existing road humps) thought speeding was a problem.
- 7.5 Consultation has been carried out with Clanfield and Horndean Parish Councils, East Hampshire District Council, Hampshire County Council Member Ken Moon, District Councillor Tony Denton. All are supportive of the project.
- 7.6 The police have no objection to the proposals and commented that the scheme is the most direct and effective way to influence and reduce vehicle speeds. No comments were received from the fire service or ambulance service.

8. Statutory Procedures

- 8.1. A Traffic Regulation Order will be necessary under The Highway (Road Humps) Regulations 1999.
- 8.2. This work will be undertaken by the Traffic Management Team.

9. Land Requirements

- 9.1. No land is required for the proposed project since all of the works are within the existing highway boundary.

10. Maintenance Implications

- 10.1. The proposed works will result in an increase of annual maintenance expenditure in future years which will be met from existing resources. However, no maintenance will be required in the short to medium term due to the fact that in a number of instances the project is replacing existing materials with new, and is including a significant element of carriageway and footway maintenance work.

11. Recommendations

- 11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Traffic Calming at Green Lane, Clanfield, as outlined in this report.
- 11.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed traffic calming measures secured in respect of the new residential development of 275 dwellings which are being constructed off Green Lane, as set out in this report, at an estimated cost of £446,000 to be funded from Developer Contributions and Structural Maintenance sources.
- 11.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract be delegated to the Director of Economy, Transport and Environment.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

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

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

Equalities Impact Assessment:

1.2. 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.

1.3. Statutory considerations:

Impact	
Age	Medium - positive
Disability	Medium – positive
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None

Pregnancy and maternity	Medium - positive
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Alton - East Hampshire DC

The impacts that have been identified affect age, disability, pregnancy and maternity categories. The impact for all of these is medium and positive as the scheme aims to deliver a safer environment particularly for those with mobility problems, for example, older people and pushchair and wheelchair users.

It is considered that the issues covered by this report will not have any impact requiring further specific actions by the Council above those already established in its existing policies and working procedures.

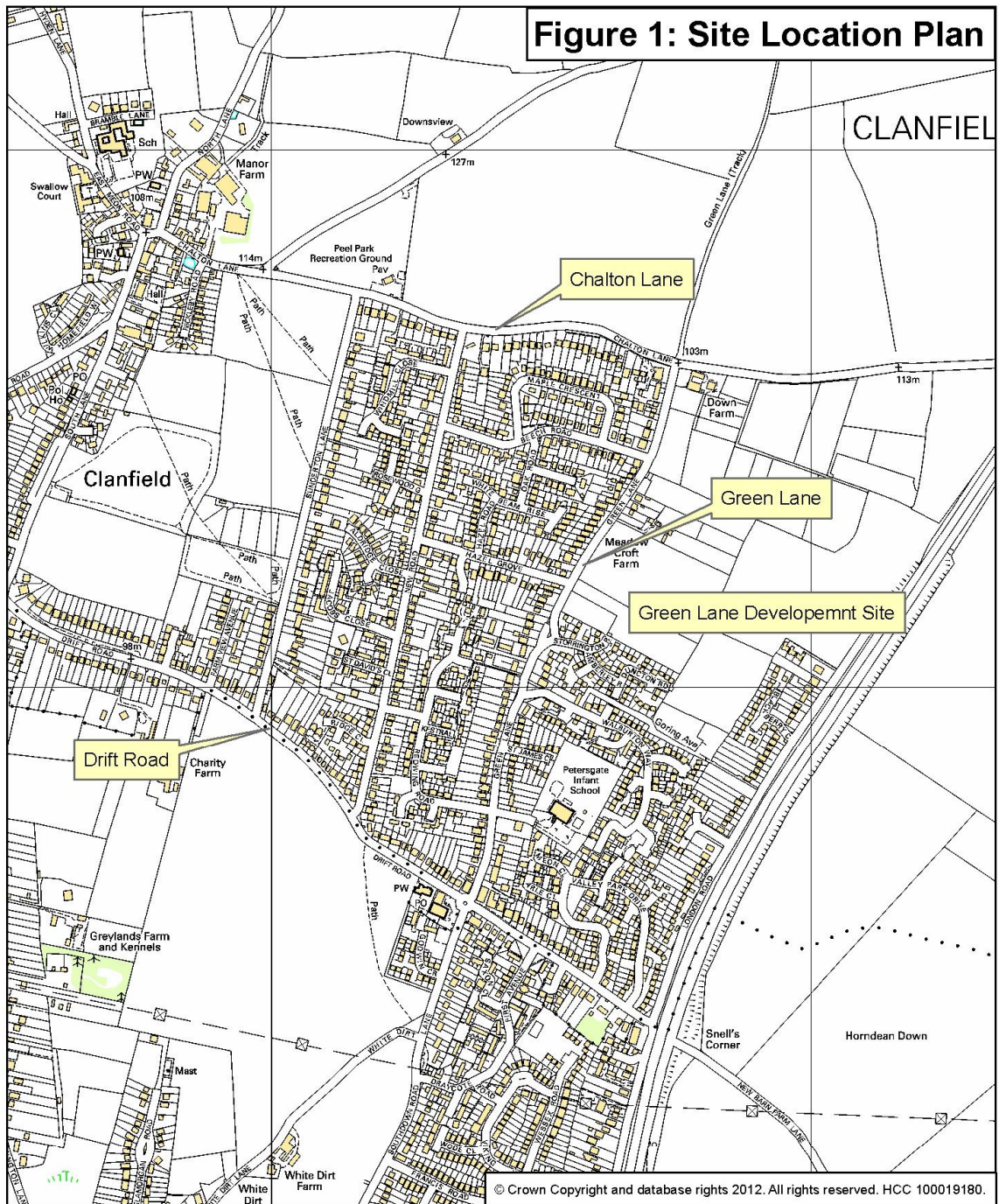
2 Impact on Crime and Disorder:

2.1 It is considered that the proposals recommended for the project will have no influence on the levels of Crime and Disorder.

3 Climate Change:

3.1 How does what is being proposed impact on our carbon footprint / energy consumption? *There will be little or no change to the status quo.*

3.2 How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? *There will be little or no change to the status quo.*



TITLE: Figure 1: Site Location Plan

Project: Green Lane Clanfield, Traffic Calming

DIRECTOR OF ECONOMY, TRANSPORT AND ENVIRONMENT

Date: 30 August 2012

Drawn by: Oliver Russell



Scale: 1:10,000 FS21845



Hampshire
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