

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member – Environment and Transport
Date:	27 July 2011
Title:	Traffic Order: The Hampshire (Various Roads, Cadnam/Winsor/Bartley/Copythorne/Netley Marsh) (Restricted Road and 30, 40 and 50 miles per hour speed limit)
Reference:	3135
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. This report considers representations made in respect to the proposals to amend the speed limits on the A31 at Cadnam and Copythorne and on the A336 at Cadnam, Bartley and Netley Marsh. With minor related changes on the U137 Newbridge Road, C107 New Inn Road, C141 Bourne Road and C141 Chineham Road.

2. Contextual information

2.1. The scheme was prepared to address concerns regarding traffic speeds raised by the representatives of the local community. Reduced speed limits on the A31 and A336 where they pass through the built-up areas of Cadnam, Copythorne and Bartley have been identified as part of the A and B road speed limit review to improve safety and reduce accidents. The density of residential development also meets the criteria set out for village 30 miles per hour speed limits. The A and B road review also recommends that the section of the A336 between Bartley and Netley Marsh which is currently derestricted should be reduced to 50 miles per hour.

2.2. Attached as appendices are:

- (i) the traffic order (Appendix 1);
- (ii) a location plan (Appendix 2); and
- (iii) descriptive plans of the area (Appendices 3 – 6).

3. Consultation

- 3.1. Full statutory and public consultation was carried out between 17 February 2011 and 9 March 2011.
- 3.2. The Police were consulted and in a detailed response set out their reasons for not supporting the various elements of the proposals with the exception of the proposal to reduce the currently derestricted section of the A336 between Bartley and Netley Marsh to 50 miles per hour. Details of their comments and officers' response is attached as Appendix 7 and a copy of their objection letter is attached as Appendix 8.
- 3.3. One letter of support was received from a local resident for the proposal to reduce the speed limit to 30 miles per hour on the A336 Southampton Road.

4. Local Members' Views

- 4.1. The local Members, Councillors Heron and Mans, support the proposals.

5. Finance

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

6. Future direction

- 6.1. With the exception of the proposal to reduce the speed limit on the derestricted section of the A336 between Bartley and Netley Marsh to 50 miles per hour, the Police do not support the proposals. However, the proposals are being progressed in response to the recommendations from the A and B road speed limit review team.
- 6.2. It is considered that in the case of the A31, the character and level of frontal development and frequency of accesses to private houses, garages, retail outlets and the presence of an Infant School and Church justifies reduction under the Department for Transport's guidance on village speed limits. There have been a total of 6 injury accidents recorded during the past five years on the section of the A31 over which the speed limit reduction is proposed, 1 serious and 5 slight.
- 6.3. In the case of the A336, in addition to the level of frontal development, frequency of accesses to private houses, garages, retail outlets and public houses there is a poor accident record on this section of the A336. This is of particular concern at the junction of New Inn Road (1 fatal, 2 serious and 4 slight) and the junction of Bourne Road (2 serious and 4 slight). Overall the number of accidents on the length of the A336 over which the speed limit reduction is proposed has been 1 fatal, 7 serious and 16 slight injury accidents recorded during the past five years.

6.4. Therefore the introduction of a lower speed limit could help to reduce traffic speed with a consequent improvement in road safety. In view of the position taken by the Police further measures should be considered with them that would help to influence traffic speeds for inclusion in a future programme.

7. Recommendation

7.1. That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to amend speed limits in specified lengths of road at Cadnam, Copythorne and Bartley as follows:

30 miles per hour

A31 Cadnam Roundabout, in its entirety; **A31 Romsey Road** between its roundabout junction with the A336 Southampton Road and a point 166 metres south-west of its junction with Pollards Moor Road; **U137 Newbridge Road** between its junction with the A31 Romsey Road and its junction with C107 Newbridge Road; **A336 Southampton Road** between its roundabout junction with the A31 Romsey Road and a point 274 metres east of its junction with Winsor Road and **C107 New Inn Road** between its junction with the A336 Southampton Road and a point 41 metres south thereof.

40 miles per hour

A31 Romsey Road between a point 166 metres south-west of its junction with Pollards Moor Road and a point 35 metres north-east of its junction with Barrow Hill Road.

50 miles per hour

C141 Bourne Road between its junction with the A336 Southampton Road at Bartley and a point 59 metres south thereof; **C141 Chineham Road** between its junction with C141 Bourne Road and a point 22 metres south-west thereof and **A336 Southampton Road/Ringwood Road** between a point 274 metres east of its junction with Winsor Road and a point 46 metres west of its junction with Tatchbury Lane.

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:	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.)

DocumentLocation

Working File

Economy, Transport and Environment
Department,
Highways Unit West

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The traffic management measures of the type proposed benefits all sectors of the community in terms of safety.

2. Impact on Crime and Disorder:

- 2.1. The scheme will have no direct impact on the Crime and Disorder Act but by helping to reduce traffic speeds will contribute towards a safer and more secure community.

3. Climate Change:

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

Lower traffic speeds will help to reduce energy consumption and reduce the carbon footprint.

- 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 adaptations from amending speed limits in this area as proposed.