

Hampshire County Council

Report to the Director of Economy, Transport and Environment

November 2016

Traffic Order Proposals: 20 Miles Per Hour Zone at Arford Village

Contact: Alistair Macadam - Tel: 01962 847762

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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 impose a 20mph speed restriction in Arford Village on the following roads:

- (i) Arford Road between its junction with the B3002 Fullers Vale and its junction with The Hanger/Barley Mow Hill, an approximate distance of 620 metres
- (ii) Long Cross Hill between a point 20 metres east of its junction with Curtis Lane and its junction with Arford Road, an approximate distance of 400 metres.
- (iii) Barley Mow Hill, between its junction with Arford Road /The Hanger and a point 75 metres east thereof.
- (iv) The Hanger between its junction with Barley Mow Hill / Arford Road and a point 49 metres north thereof.

1.2 It is also proposed to construct one set of staggered traffic islands in Long Cross Hill and one traffic island build out in Arford Road.

2. Reason

2.1 The proposed scheme was selected for inclusion in the annual Traffic Management programme by the County Members at the Highways Workshop meeting back in 2012. The proposals align with the local support from the residents, the Parish Council and the Council Councillor.

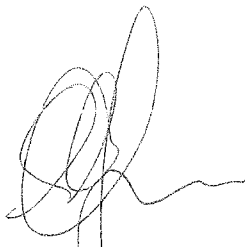
3. Other Options Considered and Rejected

3.1 This was the only proposed option for Arford Village which was for the reduction from an existing 30mph limit to a 20mph zone which aligned itself well with the aspirations communicated locally following consultation with County and Parish Members.

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: 7th December 2016

A handwritten signature in black ink, consisting of a large, stylized 'S' followed by a horizontal line and a small flourish.

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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Traffic Order Proposals: 20 Miles Per Hour Speed Limit at Arford Village

Contact: Alistair Macadam Tel: 01962-847762

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1. Introduction

- 1.1 This report considers the proposed implementation of a 20mph zone in Arford Village with the addition of a set of staggered islands located in Long Cross Hill and an island build out in Arford Road near to its junction with the B3002 Fullers Vale.

2. Recommendation

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to impose a 20mph speed limit on the following lengths of road in Arford Village:

- (i) Arford Road between its junction with the B3002 Fullers Vale and its junction with The Hanger/Barley Mow Hill, an approximate distance of 620 metres
- (ii) Long Cross Hill between a point 20 metres east of its junction with Curtis Lane and its junction with Arford Road, an approximate distance of 400 metres.
- (iii) Barley Mow Hill, between its junction with Arford Road /The Hanger and a point 75 metres east thereof.
- (iv) The Hanger between its junction with Barley Mow Hill / Arford Road and a point 49 metres north thereof.

3. Justification and Details of Proposal

- 3.1 The proposed scheme was selected for inclusion in the annual Traffic Management programme by the County Members at the Highways Workshop meeting back in 2012. The proposals align with the local support from the residents, the Parish Council and the Council Councillor. The nature of the roads in the village, combined with mean vehicle speed data, has further endorsed the suitability of the proposed zone. The extent of the proposals covers the majority of the residential area within the village and in turn will help to

promote appropriate driver behaviour and improve the local environment.

3.2 Attached to this report are:

- (i) the traffic order;
- (ii) a location plan; and
- (iii) a plan of the area.

4. **Consultation**

4.1 The local County Member and the Parish Council were consulted and support the proposals.

4.2 A response was received by the Police confirming that they do not object to the proposals.

4.3 Three representations were received from local residents during the statutory consultation period which took place between 8 July and 29 July 2016 and all supported the 20mph zone proposals.

In addition, two of the residents expressed support to extend the proposed 20mph from Long Cross Hill to include the High Street. A summary of the representations along with officer responses are detailed in **Appendix A** to this report.

Local Member's View

5.1 The County Councillor for the area, Cllr Mitchell, supports the proposals.

6. **Cost**

6.1 The cost of implementation will be met from the annual Traffic Management Programme budget.

7. **Conclusion**

7.1 The 20mph zone will encourage consistent driver behaviour and help promote the importance of driving slowly through the narrow roads within Arford Village. No objections from statutory bodies were received during the consultation period. There were three emailed responses received from residents during the Statutory Consultation, all three of these welcomed and supported the introduction of the 20mph zone. Two of the responses suggested a further increase in extents of the new 20mph zone and in addition there was a suggestion to provide a virtual footway in Long Cross Hill if deemed suitable.

These scheme measures were supported by Parish Members and at County Councillor level. Further support for these proposals was received from residents during the Statutory Consultation period. On this basis Officers recommendations are for the Director of Economy for Transport and Environment to approve the proposals in this report and as shown on the attached plan.

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

Work file

Location

2nd Floor
Elizabeth II Court West,
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.
- 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

Traffic Regulation OrderArford Village 20mph Zone Consultation comments

Representations from:	Summary of Representations	Officer Comments (See Notes Below)
Email 1: Mr. Peter Mackey	Asks if the 20mph can be extended to include the bend near Curtis Lane Suggests that the 20mph should be included for the entire length of the High Street. Commented on not supporting road humps and then formally retracted the comment as he realised that there are no proposals for road humps. Asks for a virtual pavement type arrangement in Long Cross Hill	Support for speed limit proposals – noted. Refer to A Refer to A Comment was formally retracted Refer to B
Email 2: Warwick and Annette Taylor	Detailed two serious incidents when vehicles crashed, one overturning and the other vehicle crashing into their house which in part needed rebuilding. The impact having direct impact on their lives. They highlight their ongoing concern with vehicular speeds and potential conflict in the road.	Full support and endorsement of all traffic measures is noted. Refer to A Refer to A
Email 3: Richard Snell	Pleased to note proposals for the proposed 20mph and feels that this lower limit will improve the quality of life at the lower end of Barley Mow. Would also like to see a modification to the proposed extents of the 20mph so that it extends to the top of Barley Mow Hill	Support for the 20 mph proposals is noted. Refer to A

NOTES

A – One of the key factors in setting lower speed limits (such as 20mph) is the character of the road under consideration in terms of (a) its alignment, width and frequency of junctions/accesses, (b) the extent of its roadside development and (c) the volume and composition of traffic using the road. Past experience indicates that the majority of reasonable motorists vary their speed according to the factors outlined in (a), (b) and (c) above. The more these factors limit motorists' speed, the lower the speed limit that can realistically be set. Another of the key factors in setting lower speed limits is the existing speed of traffic which gives an indication as to how motorists are responding to the factors outlined in (a), (b) and (c) above. Mean average speeds at or around the proposed lower speed limit are typically a good indicator of the likely effectiveness of the proposal although reductions in speed may also depend upon the extent of the signs, markings and other measures used to support the introduction of the speed limit in question. Most recent traffic surveys in Arford Village showed mean average speeds ranging between 24.9mph to 29.5mph.

The extents of the proposed Arford Village 20mph zone were agreed based on discussions held at local level following meetings with Councillors and Hampshire Engineers. The proposed lengths of 20mph for the scheme were agreed by both Parish and County members at the Headley Parish meeting held on 11th April 2016. At this meeting the proposed extents for the 20mph zone in Long Cross Hill were mentioned and it was noted that there may be some support as a longer term aspiration to see an extension of this particular element of 20mph zone into the High Street. Officers at this meeting highlighted that further speed survey data would need to be captured for the High Street as it did not form part of the initial proposals. With this in mind Officers also confirmed that to now consider revised extents to the 20mph would involve a completely new Statutory Consultation process for the entire scheme (once additional data was obtained) and that this would delay any implementation of the current proposals should they be approved. On this basis Parish and County members agreed to progress the scheme to Statutory Consultation based on the agreed extents.

B – The suggestion to create a virtual pavement would not be a viable proposal due to various elements regarding the nature of the road in Long Cross Hill.

The vertical alignment in Long Cross Hill climbs from Arford Road throughout its length to the junction of Curtis Lane with a series of bends and visibility constraints in various sections of the road. The road width throughout is narrow and there would be very limited scope for defining any consistent length of safe designated area to form a virtual pavement. It is for these reasons that officers consider this type of measure for Long Cross Hill unsuitable.