

**Hampshire County Council**

**Report to the Director of Economy, Transport and Environment**

**May 2015**

**Traffic Order – Proposed 30 mph on B3037 Alan Drayton Way, Bishopstoke Road, Fair Oak Road and Allington Lane; 40 mph on B3354 Winchester Road, Eastleigh**

**Contact: Martin Wiltshire, tel: 01962 832223  
email: martin.wiltshire@hants.gov.uk**

**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 reduce the existing 40 mph speed limits to Restricted Roads (30 mph) by virtue of street lighting on:

- (i) B3037 Bishopstoke Road / Alan Drayton Way/Fair Oak Road between a point 50 metres east of Scotter Road and a point 248 metres west of Sandy Lane.
- (ii) Allington Lane between a point 60 metres south of its junction with Dean Lane and a point 175 metres south thereof.

and to reduce the existing derestricted section of B3354 to 40 mph as follows:

B3354 Winchester Road between a point 425 metres north-west of Maddoxford Lane and a point 12 metres north of Blind Lane, an approximate distance of 1616 metres.

In addition, the Traffic Order shall contain the same provisions as set out in the following Orders and shall revoke those Orders.

- (i) The Hampshire (Restricted Roads) (No.3) Order 1965.
- (ii) The Hampshire County Council (Restricted Roads) (No.2) Order 1968.
- (iii) The Hampshire (B3037 Bishopstoke Road – Alan Drayton Way – Fair Oak Road, Eastleigh) (40 MPH Speed Limit) Order 1981.
- (iv) The Borough of Eastleigh (Allington Lane, West End and Fair Oak) (Restricted Road and 40 Miles per Hour Speed Limit) Order 2000.

- (v) The Borough of Eastleigh (Winchester Road, Botley) (Relocation of 40 MPH Speed Limit) Order 2005.
- (vi) The Borough of Eastleigh (Botley Road, Horton Heath) (40 MPH Speed Limit and Restricted Road) Order 2007.
- (vii) The Borough of Eastleigh and District of Winchester (B3354 Winchester Road, Fair Oak / Main Road, Colden Common) (Restricted Road and 40 MPH Speed Restrictions) Order 2007.
- (viii) The Hampshire (Various Roads, Fair Oak and Horton Heath) (30 and 40 Miles per Hour Speed Limit) Order 2008.

The following order is partially revoked:-

The County Council of the County of Southampton (Built Up Areas) Order 1938 insofar as it relates to the B3037 at Fair Oak.

## 2. Reason

- 2.1 The proposal for Alan Drayton Way and Fair Oak Road has originated from the countywide assessment of speed limits on the A and B road network. The outcomes of the 'A' and 'B' road speed limit review and the proposed programme were reported to Councillor Kendal, Executive Member for Environment and Transport, and consequently approved on 17 January 2012.
- 2.2 The speed limit review followed Department for Transport (DfT) guidelines applying the DfT collision rate threshold analysis. This is the injury accident threshold for upper tier roads, which reflects expected levels associated with a road carrying a given level of traffic and an appropriate balance between safety and mobility. The DfT recommended threshold is a collision rate of 35 per 100 million vehicle kilometres. Lower speed limits should be considered where the accident rate is above this threshold.
- 2.3 The proposal for Allington Way originated from concerns expressed about the safety of pedestrians who cross the road within 30 metres of where the speed limit changes from 40 to 30mph. The proposal seeks to extend the start of the 30mph limit away from the crossing point, where a School Crossing Patrol person operates, by approximately 175 metres. The proposed change of speed limit along Allington Lane was progressed in conjunction with the Alan Drayton Way and Fair Oak Road proposals because of its close proximity.
- 2.4 The proposed 40mph speed limit on the B3354 Winchester Road seeks to extend the existing 40mph from north of Boorley Green to Horton Heath. This reflects the nature of the area in terms of development, frequent private accesses and junctions and the level and nature of traffic activity.

2.5 The proposals also support the Corporate Strategy 'Hampshire safer and more secure for all'.

3. Other Options Considered and Rejected

3.1 The option to do nothing in relation to Alan Drayton Way and Fair Oak Road proposal was considered to be unacceptable because the collision rate per 100 million vehicle kilometres for the sections of the B3037 where lower speed limits were recommended outcomes of the A and B road speed limit review, were calculated as above the DfT threshold.

3.2 The accident rate assessed through the A and B road speed limit review identified two sections of the B3037 to be reduced from 40mph to 30mph. A length of the B3037 between the two junctions with the old Fair Oak Road, and separating these two sections, was initially assessed as remaining at the present 40mph. Changing the speed limit from 30mph to 40mph and back to 30mph over a relatively short distance can cause confusion for motorists. The benefit of a 30 mph limit along the entire route would decrease the likelihood of this by providing a more consistent speed limit regime throughout the urban area of Fair Oak. For this reason the option of introducing two separate sections of 30mph speed limit as identified through the A and B road speed limit review analysis was not progressed.

3.3 The proposed reduced speed limits for Allington Lane and the B3354 Winchester Road were both considered to be the most appropriate measure following assessment of the issues raised.

4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.

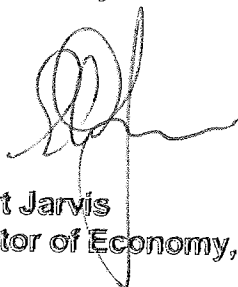
5. Dispensation granted by the Conduct Advisory Panel – None.

6. Reason(s) for the Matter being dealt with if Urgent – None.

Approved by:

Date:

9<sup>th</sup> June 2015.



Stuart Jarvis  
Director of Economy, Transport and Environment

**Hampshire County Council**

**Report to the Director of Economy, Transport and Environment**

**May 2015**

**Traffic Order – Proposed 30 mph on B3037 Alan Drayton Way, Bishopstoke Road, Fair Oak Road and Allington Lane; 40 mph on B3354 Winchester Road, Eastleigh**

**Contact: Martin Wiltshire, tel: 01962 832223  
email: martin.wiltshire@hants.gov.uk**

**1. Introduction**

- 1.1 This report considers the objections and representations made in respect to the proposal to impose a 30 miles per hour Speed Limit on the B3037 Bishopstoke Road/Alan Drayton Way/Fair Oak Road between a point 50 metres east of Scotter Road and a point 248 metres west of Sandy Lane.
- 1.2 No representations were received associated with the speed limit changes proposed with either Allington Lane or the B3354 Winchester Road which were also advertised for statutory consultation within the same public notice.

**2. Recommendation**

- 2.1 That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to reduce the existing 40 mph speed limits to Restricted Roads (30 mph) by virtue of street lighting on:
- (i) B3037 Bishopstoke Road/Alan Drayton Way/Fair Oak Road between a point 50 metres east of Scotter Road and a point 248 metres west of Sandy Lane.
  - (ii) Allington Lane between a point 60 metres south of its junction with Dean Lane and a point 175 metres south thereof.

and to reduce the existing derestricted section of B3354 to 40 mph as follows:

B3354 Winchester Road between a point 425 metres north-west of Maddoxford Lane and a point 12 metres north of Blind Lane, an approximate distance of 1616 metres.

2.2 In addition, the Traffic Order shall contain the same provisions as set out in the following Orders and shall revoke those Orders.

- (i) The Hampshire (Restricted Roads) (No.3) Order 1965.
- (ii) The Hampshire County Council (Restricted Roads) (No.2) Order 1968.
- (iii) The Hampshire (B3037 Bishopstoke Road – Alan Drayton Way – Fair Oak Road, Eastleigh) (40 MPH Speed Limit) Order 1981.
- (iv) The Borough of Eastleigh (Allington Lane, West End and Fair Oak) (Restricted Road and 40 Miles per Hour Speed Limit) Order 2000.
- (v) The Borough of Eastleigh (Winchester Road, Botley) (Relocation of 40 MPH Speed Limit) Order 2005.
- (vi) The Borough of Eastleigh (Botley Road, Horton Heath) (40 MPH Speed Limit and Restricted Road) Order 2007.
- (vii) The Borough of Eastleigh and District of Winchester (B3354 Winchester Road, Fair Oak / Main Road, Colden Common) (Restricted Road and 40 MPH Speed Restrictions) Order 2007.
- (viii) The Hampshire (Various Roads, Fair Oak and Horton Heath) (30 and 40 Miles per Hour Speed Limit) Order 2008.

2.3 The following order is partially revoked:-

The County Council of the County of Southampton (Built Up Areas) Order 1938 insofar as it relates to the B3037 at Fair Oak.

### 3. **Justification and Details of Proposal**

3.1 The scheme was prepared to introduce a lower speed limit along the B3037 between a point 50 metres east of its junction with Scotter Road and a point 248 metres west of its junction with Sandy Lane. The proposal has been developed as a result of a recommendation from the 'A' and 'B' road speed limit review. The review process took into account various factors including the accident rate, recorded mean speeds, road user activity along the route and the highway environment.

3.2 Due to the number of personal injury accidents occurring along the B3037 it was felt that lowering the existing speed limit would help to reduce the number of accidents whilst improving the overall safety for all road users. A lower speed limit, in suitable circumstances, can help to reduce the level of risk on appropriate routes.

3.3 The personal injury accident record indicated that during the five year period between 1 July 2009 and 30 June 2014 there had been a total of 25 injury accidents recorded on the section of the B3037 over which the speed limit reductions are proposed, 7 serious and 18 slight in severity.

3.4 Speed surveys undertaken during the A and B road speed limit review process showed that mean traffic speeds ranged between 28.2 and 33.9 on the sections of route where the lower speed limits were recommended. Subsequent speed checks revealed that mean traffic speeds ranged between 32.8 and 37.4 mph on the section of Alan Drayton Way between the two junctions with the old Fair Oak Road where it was originally recommended to maintain a 40 mph speed limit restriction.

3.6 This proposal also supports the Corporate Strategy 'Hampshire safer and more secure for all'.

3.7 Attached are:

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

#### 4. **Consultation**

4.1 Full statutory and public consultation was carried out between 27 March and 21 April 2015. The statutory consultees included the Freight Transport Association, Road Haulage Association, the relevant Parish Councils and the Hampshire Chamber of Commerce. No objections were received from these statutory bodies.

4.2 Hampshire Constabulary was consulted and whilst they do not object to the proposal, in a detailed reply they state that they do not support the proposal to include the section of the B3037 Alan Drayton Way between the two junctions with the old Fair Oak Road, suggested that introducing a lower speed limit on this section would not achieve a significant reduction in the mean speed of traffic and result in a community expectation for Police enforcement that they will not be able to meet. Hampshire Constabulary's consultation response letter is attached as an Appendix.

4.4 An email was received from Bishopstoke Parish Council which gives the full support of the Parish Council to the proposal to standardise the speed limit at 30mph along Bishopstoke Road, Fair Oak Road and Alan Drayton Way.

#### 5. **Local Member's View**

5.1 The local Member, Councillor Lyon, supports the proposal for the whole Alan Drayton Way and Fair Oak Road route to be reduced to 30mph.

#### 6. **Cost**

- 6.1 The cost of implementing the proposed speed limit changes for Alan Drayton Way and Fair Oak Road together with Allington Way will be met from the Capital allocation for the A & B road speed limit review programme.
- 6.2 The cost of implementing the speed limit changes for the B3354 Winchester Road will be met from the ordinary Traffic Management Programme.

7. **Conclusion**

- 7.1 The proposed reduction of the speed limit to 30 mph along the B3037 will provide a consistent speed limit throughout the residential area between Bishopstoke and Fair Oak. The original speed limit changes that were a recommended outcome of the A and B road speed limit review would present drivers with a change of speed limit from 30mph to 40mph and back to 30mph over a short distance, and could cause confusion for motorists. The benefit of signing a consistent speed limit is considered to outweigh the concerns raised by Hampshire Constabulary about community expectations for Police enforcement. In addition, a consistent speed limit reflects the community's response to the consultation. On balance, the recommendation is that the Traffic Order be implemented as advertised.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	No
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
A and B road Speed limit Review	3513	17 January 2015

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
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. Traffic management measures benefit all sectors of the community in terms of safety.

### **2. Impact on Crime and Disorder:**

- 2.1 There should not be any impact to crime or disorder as the implementation of the proposed speed limit will encourage safer driving in the specified road

### **3. Climate Change:**

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

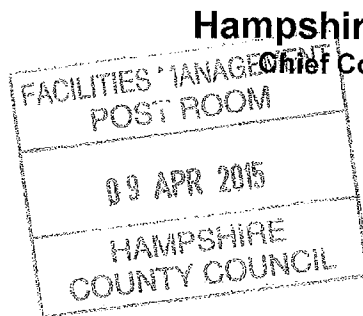
Not applicable.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Not applicable.



Mrs Sue Lucas  
Hampshire County Council  
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**Hampshire Constabulary**  
Chief Constable Andy Marsh

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Deaf/speech impaired minicom: 01962 875000  
Email: traffic.management@hampshire.pnn.police.uk

07 April 2015

Dear Sue,

**RE; TRAFFIC ORDER PROPOSALS – 30 MPH SPEED LIMIT ON ALAN DRAYTON WAY, BISHOPSTOKE ROAD, FAIR OAK ROAD AND ALLINGTON LANE. 40 MPH LIMIT ON B3354 WINCHESTER ROAD**

Thank you for your E-mail of 24<sup>th</sup> March 2015 concerning the above speed limit proposals.

In relation to the proposal to implement a 30 mph restriction for the length of the B3037 Alan Drayton Way between Scotter Road and Sandy Lane, data shows mean speeds of 33.1 and 36.7 mph. This would suggest that the current 40 mph limit is appropriate for this stretch of road.

The introduction of a 30 mph limit, without further speed reduction measures, will not have a significant effect upon driver behaviour or vehicle speeds, which will probably remain close to the current levels. This will create an enforcement issue for Police at a location where one previously did not exist. This will also likely result in a community expectation or demand for Police enforcement at a level which we will no longer be able to meet.

Association of Chief Police Officers (ACPO) Speed Enforcement Guidelines states:-

'Enforcing speed limits that are not clear, feel like roads with higher limits than in fact they are and tend to confuse rather than help those drivers that wish to comply, will lose that public support and confidence the Police Service needs.'



**Hampshire Constabulary**  
Chief Constable Andy Marsh

A reduction in the current speed limit should include engineering measures which will reduce overall speeds and prevent the need for Police enforcement to go beyond routine activity.

Hampshire Constabulary does not support the proposal to introduce a 30 mph limit for the Length of Alan Drayton Way for the following reasons:-

1. Does not include measures to effectively manage vehicle speeds
2. Does not meet DfT guidelines.
3. Does not meet ACPO Speed Enforcement Guidelines (Section 4 -Principles of Speed Enforcement).
4. May put vulnerable road users at greater risk.

In relation to the proposed 30 mph limit extension for Allington Lane, there are no police objections.

In relation to the proposed 40 mph limit on the B3354 Winchester Road, there are no police objections.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Cleverley'.

*John Cleverley*  
*Traffic Management Officer*  
*Joint Operations Unit, Roads Policing*