HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 December 2013
Title:	Report of Representations – Speed cushions on Yew Tree Drive and Sweethills Crescent, Whiteley
Reference:	5442
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to seek approval for the implementation of speed cushions on Yew Tree Drive and the eastern arm of Sweethills Crescent as part of the mitigation measures associated with the opening of the bus gate.

1.2. This paper seeks to

- set out the background to the project; and
- consider the representations received following the advertisement of the proposed implementation of speed cushions on Yew Tree Drive and the eastern arm of Sweethills Crescent.

2. Background

2.1. There is a bus link with a bus gate that stops general traffic from travelling between Botley Road and Whiteley via Yew Tree Drive. It is used by service bus route 28 from Fareham to Locks Heath and several works and school buses. Emergency vehicles can also use the bus gate.

2.2. Fareham Borough Council's saved policy T9: Access to Whiteley from the Local Plan Review (2000) remains current and states:

(a) Road connections from Whiteley to Botley Road for general traffic will not be permitted until Whiteley Way is complete between Junction 9 on the M27 and the A3051 north of Curbridge.

(b) Bus only access from Botley Road to Yew Tree Drive and/or Rookery Avenue will be permitted provided that it can be demonstrated to be safe and that satisfactory arrangements can be made to exclude other vehicular traffic.

2.3. There is also a condition attached to the planning permission for the construction of the roundabout at the junction of Yew Tree Drive and Botley Road and bus link on Yew Tree Drive. Condition 2 of Planning Permission P/05/1533/FP – Construction of Roundabout and Yew Tree Drive Link Road (Bus only Access) – 23 December 2005 states:

No development shall take place until details of the bus gate, including bus control measures, have been submitted to and approved by the Local Planning Authority in writing. The approved bus control measures shall be constructed before the bus link is first brought into use and shall be retained at all times. The link road shall be subsequently used by buses and emergency vehicles only unless otherwise agreed in writing by the Local Planning Authority following the submission of a planning application made for that purpose. Reason: In order to secure controlled use of the public highway in accordance with policies T5, T6 and T9 of the Fareham Borough Council Local Plan Review.

2.4. The County Council receives regular enquiries from local residents about the possibility of opening the bus gate to all traffic. Whiteley Parish Council is strongly in favour of the opening but other residents in the area would like to see it remain closed. In 2010 a consultation was coordinated by Hampshire County Council where residents were asked whether they wanted the bus gate opened to all traffic. As expected the results were split and no further action was taken at the time.

2.5. The bus link was opened to general traffic temporarily for three weeks in July 2012 to mitigate the effects of road works being undertaken on Parkway close to the National Air Traffic Services HQ which affected traffic flows on Whiteley Way. During this time further traffic surveys were carried out on several roads and the results compared with the results of similar surveys carried out in May 2012 when the bus gate was in operation.

2.6. The results showed that 520 vehicles used the bus gate in the AM peak period and a total of 3500 vehicles over a 12 hour period. There were 80 more vehicles in the AM peak period on Yew Tree Drive (between its junctions with Rookery Ave and Sweethills Crescent) and 400 more vehicles over a 12 hour period. There was an increase in traffic flows of 20% on Botley Road north of the bus link junction and a 19% increase on Botley Road south of the junction in the AM peak period, with 18% and 20% increases respectively over a 12 hour period. Traffic on Swanwick Lane increased by about 7% over the 12 hour period. There was a reduction in traffic flows of 13% in the AM peak period on Whiteley Way corresponding to an 11% reduction over the 12 hour period.

2.7. Given the continued pressure from Whiteley residents to consider opening the bus gate to all traffic, a 3 month trial opening of the bus link to general traffic (excluding Heavy Goods Vehicles) is planned which will allow further exploration of the implications of such an opening on the surrounding road network.

2.8. In order to facilitate the opening of the bus gate, the County Council submitted a planning application to Fareham Borough Council "To enable a trial opening of the bus gate for one year from date of decision so the effects of the bus gate opening to all traffic (with the exception of Heavy Goods Vehicles) can be monitored by Hampshire County Council as Highway Authority (variation of Condition 2 P/05/1533/FP): Details pursuant – Condition 4 (Mitigation Measures)". The planning application was approved by Fareham's Planning Committee on 11 September 2013. The necessary mitigation measures include measures such as restricting Heavy Goods Vehicles, traffic calming and pedestrian crossings focussing on Yew Tree Drive, Botley Road and Swanwick Lane and are detailed in section 5 of this report.

3. Scheme Details

3.1. Speed cushions on Yew Tree Drive and the eastern arm of Sweethills Crescent form part of the mitigation measures proposed for the area affected by the opening of the bus gate on Yew Tree Drive. As the western arm of Sweethills Crescent is already calmed by the use of cushions, the additional ones on the eastern arm will complete the system of traffic calming measures on this road.

3.2. The installation of speed cushions along Yew Tree Drive will deter motorists using this road as a through route to avoid the use of the motorway or A27 and will prevent excessive speeds along the road.

3.3. Details of the spacings of the speed cushions together with plans are shown in Appendix C.

4. Consultation

4.1. Subsequent to the positive outcome of the consultation, the speed cushions were advertised under Sections 90A to 90G of the Highways Act 1980 for a period of 21 days starting 18 October 2013 with 7 representations being received by close of 8 November 2013.

4.2. General concern appears to focus on the necessity for traffic calming, potential damage to vehicles and the location of the cushions. The representations are detailed and responses given in Appendix D.

4.3. The emergency services were consulted regarding the installation of the cushions and no representations were received.

4.4. Councillor Stallard and Councillor Woodward have also been consulted and both support the proposals.

5. Recommendations

5.1. That approval be given for the implementation of speed cushions on Yew Tree Drive between its junctions with Rookery Avenue and Botley Road.

5.2. That approval be given for the implementation of speed cushions on the eastern arm of Sweethills Crescent.

Rpt/5442/PE

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	Location
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. The website contains a summary assessment of the impacts on Objective 1.4 Develop Hampshire's highway network and transport systems

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. No impacts are anticipated.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint/energy consumption?

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

The measures proposed will reduce vehicle speeds and encourage the use of alternative forms of transport making it safer for cyclists and pedestrians. This in turn will reduce the number of car borne journeys made, hence reducing our carbon footprint/energy consumption.

Description of speed hump locations

Measurements along the centreline of the Yew Tree Drive carriageway heading westwards from the centre of the Sweethills Crescent Roundabout			
Approximate distance from centre of the roundabout (m)	No. of cushions	Approximate distance from previous set of cushions (m)	Comments
57.5	2	-	
117.5	2	60.0	
188.9	2	71.4	Allowing for locations of islands either side of the Sweethills Crescent T junction.
247.7	2	58.8	
306.5	2	58.8	Positioned centrally between the two surgery accesses.
356.3	2	49.8	Allowing for location of island north-east of the Clydesdale Road junction.
406.3	2	50.0	Allowing for the location of the utilities' parking bay on the south side.
466.3	2	60.0	

Measurements along the centreline of the Yew Tree Drive carriageway heading eastwards from the centre of the Sweethills Crescent Roundabout			
Approximate distance from centre of the roundabout (m)	No. of cushions	Approximate distance from previous set of cushions (m)	Comments
70.0	2	-	
141.0	2	71.0	Allowing for locations of islands either side of the Hispano Avenue junction.
201.0	2	60.0	Allowing for locations of islands, bus stops and road junctions.
249.1	2	48.1	
297.2	2	48.1	
345.3	3	48.1	
405.3	2	60.0	
557.7	2	152.4	Allowing for a new Toucan crossing at the current School Patrol crossing site and the exit from Gull Coppice.
619.7	2	62.0	Allowing for the location of inspection chambers in the carriageway.
679.7	3	60.0	

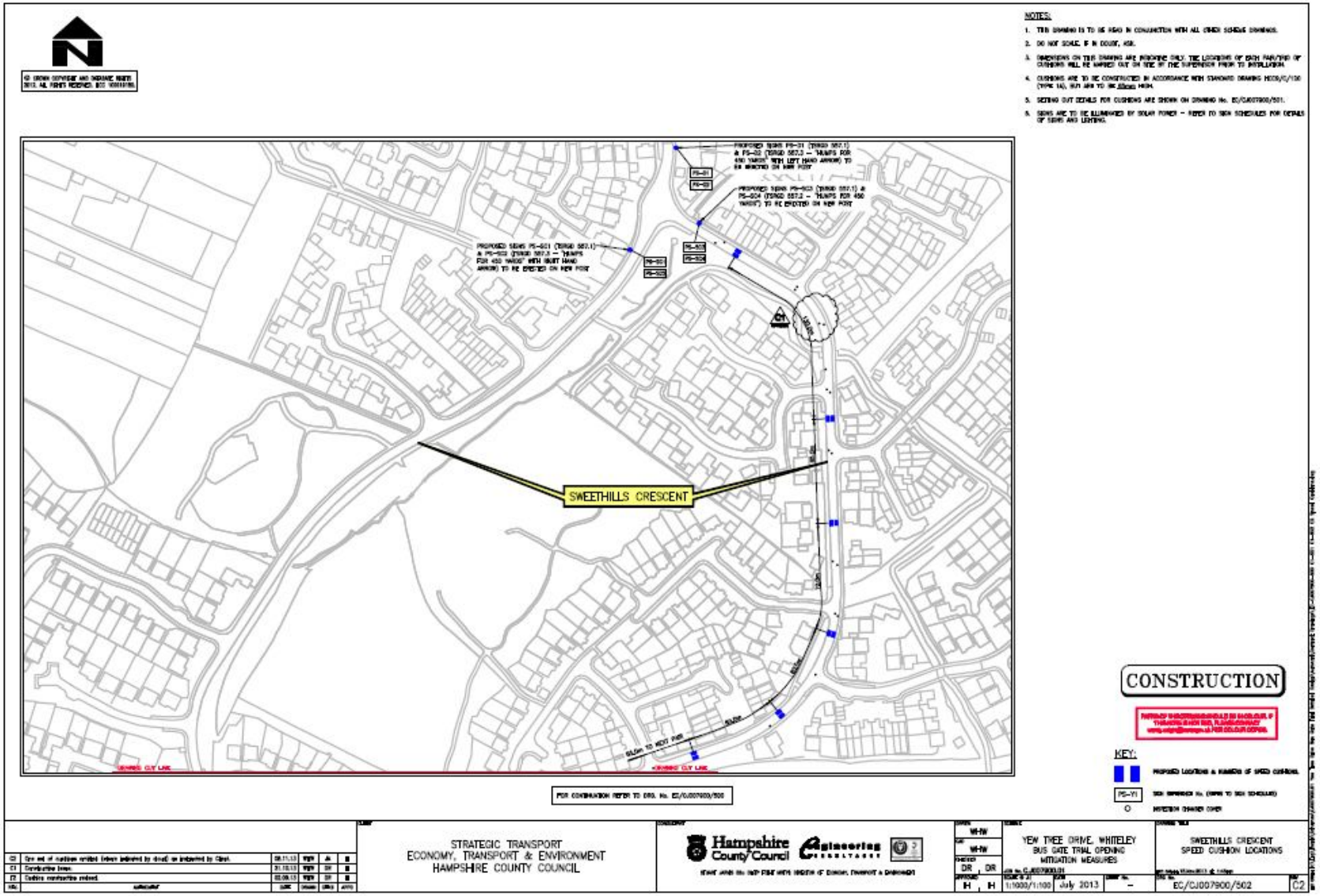
Measurements along the centreline of the Sweethills Crescent carriageway heading northwards from the centre of the Sweethills Crescent Roundabout			
Approximate distance from centre of the roundabout (m)	No. of cushions	Approximate distance from previous set of cushions (m)	Comments
85.0	2	-	All locations have been designed to provide an average spacing of 60.0m while allowing for locations of existing manholes in the road.
150.0	2	65.0	
210.0	2	60.0	
270.0	2	60.0	
340.0	2	70.0	
405.0	2	65.0	
475.0	2	70.0	
535.0	2	60.0	

Originator	Comments	Officer Response
Mr & Mrs Ingram 24 Dumas Drive Whiteley PO15 7LU	• Provision of humps aggravates back pain when driving to doctors surgery on Yew Tree Drive	• Local Transport Notes 1/07 states "it is difficult to identify any extra effects due to road humps in addition to those resulting from general driving. Evidence has been found by Jarvis & Giummara (1992) suggesting that poorly maintained roads may well result in vertical accelerations in buses regularly exceeding those generated by slowly crossing over road humps". In addition, the provision of speed cushions as opposed to full width humps means that they can be straddled to minimise discomfort.
	• Existing road humps on Sweethills Crescent are dangerous as they push the cars to the centre of the road and into the path of oncoming vehicles	• The current 3 year injury accident record shows that none have recorded by the police in Sweethills Crescent therefore there is no evidence to suggest that they are dangerous or causing problems.
	• Money better spent repairing the road	• Funding for the works is via Section 106 contributions secured from developers to mitigate the impacts of development in the area. Under the terms of the agreements this money cannot be spent on road maintenance.
	• Alternative would be to create a single carriageway with give way road markings	• Chicanes do not provide the speed reduction that is achieved with vertical deflection and speed cushions are already present on the western arm of Sweethills Crescent. Additionally traffic flows on Yew Tree Drive tend to be tidal; chicanes only function effectively when there are balanced flows of vehicles and at a sufficient volume.
M Dollery 1 Lipizzaner Fields Whiteley	• No injury accidents to justify installing measures	• The three year accident record reports 1 serious injury accident and 6 slight injury accidents along

		Yew Tree Drive
	• Why are so many speed cushions being proposed?	• The spacings for the cushions are in accordance with the guidelines in Local Transport Note 1/07 and Traffic Advisory Leaflet 4/94
	• On what grounds can the council justify spending so much public money on something that isn't warranted	• The measures form part of the mitigation measures conditioned by Fareham Borough Council as part of the planning application for a trial lowering of the bus gate. In addition in consultation carried out in February 2013 54% of respondents said that traffic calming was essential
	• Damage will be caused to cars with no real effect on slowing speeds	• Vehicles should not suffer damage when negotiating the cushions as long as the cushions conform to guidance and the vehicles are travelling at a suitable speed. Speed cushions when introduced according to the guidelines and with appropriate spacings have been proven to bring about a reduction in mean vehicle speeds
	• Is it not possible to make YTD around Gull Coppice a 20mph zone at certain times of the day and term time only?	• The 20mph limit forms an extension to the existing 20 limit. For enforcement purposes it is not practical to vary the times and dates that the speed limit is active as this can cause confusion. It is also not standard practice or County Council policy.
	• The government advised councils to use any other means at their disposal to slow traffic other than speed cushions so why is this advice being ignored?	• This advice has not been formally issued. At the present time measures such as these achieve the greatest level of speed reduction.
Tim Peregrine Southern Region Rep MAG (Motorcycle Action Group)	• Humps are proposed in Sweethills Crescent on the apex of bends on a road that is also on a slope. The penultimate	• This concern has been investigated and as a result the pair of cushions on the bend near Austen Crescent has been removed from the design.

	set to the north end are on a sloping bend that is often affected by ice in the winter. This is courting disaster for PTWs	
John Baker 25 Austen Gardens Whiteley PO15 7HW	• Concerned about the single set of cushions at the northern end of the installation close to the junction with Austen Gardens. • Concerned about the pairs of cushions on the bends at the southern end of the installation approaching the roundabout junction with Yew Tree Drive • Encouraging motorcyclists to ride between the cushions increases risk as it requires riders to occupy a narrow area at the centre of the carriageway	• These cushions have been removed from the design. • There are three pairs of cushions on the fairly large sweeping bend heading towards YTD and the bend is constant along this distance. If these are removed the remaining cushions will need to be rearranged and the resulting layout will not function effectively as a traffic calming measure. Vehicle speeds should be sufficiently reduced from turning into Sweethills Crescent or from the traffic calming to ensure there is sufficient time for riders to react to the presence of the cushions. • Para 8.3.2 in the IHIE Guidelines for Motorcycling suggests "….many motorcyclists prefer speed cushions that give the option of riding between the speed cushions rather than over them."
J Harvey & R Luke 78 Coleridge Drive Whiteley Fareham PO15 7NN	• The reduction in the speed limit to 20mph does not need to be enforced with speed humps that deteriorate car suspensions and increase maintenance / service costs. • Furthermore the traffic down Sweethills in	• Research carried out by the Transport Research Laboratory over the years has shown that vehicles should not suffer damage when negotiating the cushions as long as the cushions conform to guidance and the vehicles are travelling at a suitable speed. • Speed cushions are currently located on the western arm of

	particular is so small there is little point in this initiative.	Sweethills Crescent. Provision of cushions on the eastern arm balances the provision and ensures that the whole road is subject to these speed reducing features.
Chris Mouland Hemmingway Gardens	• Residents affected by these plans weren't provided adequate notification.	• Significant consultation had already been carried out to determine the public view on the issues in the area and the measures thought necessary to respond to them. Timescales limited the ability to do such a widespread consultation on the actual measures to be implemented and to a large extent these measures were directed by Condition 4 of Fareham Borough Councils planning approval, thereby limiting the County Council's ability to amend them. Methods of communication used to inform the public of the scheme have included press releases, information on the County Council's website and statutory consultation processes.
	• No evidence that a significant number of speed related traffic incidents/accidents occur on either Sweethills Crescent or Yew Tree Drive.	• Whilst accepting that there are no speed related accidents in Sweethills Crescent, the consultation that was carried out raised concerns regarding the speed of vehicles in the general area. Additionally the use of speed cushions on Yew Tree Drive looks to reduce the attractiveness of the road as a through route avoiding the use of the A27 or M27.
	• Speed cushions are almost completely ineffective	• Speed cushions when introduced according to the guidelines and with appropriate spacings, have been proven to bring about a reduction in mean vehicle speeds (TAL 4/94).


NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS.
2. DO NOT SCALE. IF IN DOUBT, ASK.
3. DIMENSIONS ON THIS DRAWING ARE INDICATIVE ONLY. THE LOCATIONS OF EACH PAIR/TRIO OF CUSHIONS WILL BE MARKED OUT ON SITE BY THE SUPERVISOR PRIOR TO INSTALLATION.
4. CUSHIONS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING HCC5/C/130 (TYPE 1A), BUT ARE TO BE 80mm HIGH.
5. SETTING OUT DETAILS FOR CUSHIONS ARE SHOWN ON DRAWING No. EC/CJ007900/501.
6. SIGNS ARE TO BE ILLUMINATED BY SOLAR POWER - REFER TO SIGN SCHEDULES FOR DETAILS OF SIGNS AND LENTING.
PROPOSED SIGNS PS-01 (TERSO 557.1) & PS-02 (TERSO 557.2 - "RAMPS FOR 450 YARDS" WITH LEFT HAND ARROW) TO BE ERECTED ON NEW POST
PS-01
PS-02
PROPOSED SIGNS PS-003 (TERSO 557.1) & PS-004 (TERSO 557.2 - "RAMPS FOR 450 YARDS") TO BE ERECTED ON NEW POST
PS-003
PS-004
PROPOSED SIGNS PS-001 (TERSO 557.1) & PS-002 (TERSO 557.2 - "RAMPS FOR 450 YARDS" WITH RIGHT HAND ARROW) TO BE ERECTED ON NEW POST
PS-001
PS-002
C1
SWEETHILLS CRESCENT
SLOPE
SLOPE TO NEXT PAIR
SLOPE
SLOPE
SLOPE
SLOPE
CONSTRUCTION
KEY:
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FOR CONTINUATION REFER TO DRG. No. EC/CJ007900/500
STRATEGIC TRANSPORT
ECONOMY, TRANSPORT & ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL
Hampshire County Council
Atkins
YEW TREE DRIVE, WHITELEY
BUS GATE TRIAL OPENING
MITIGATION MEASURES
SWEETHILLS CRESCENT
SPEED CUSHION LOCATIONS
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July 2013
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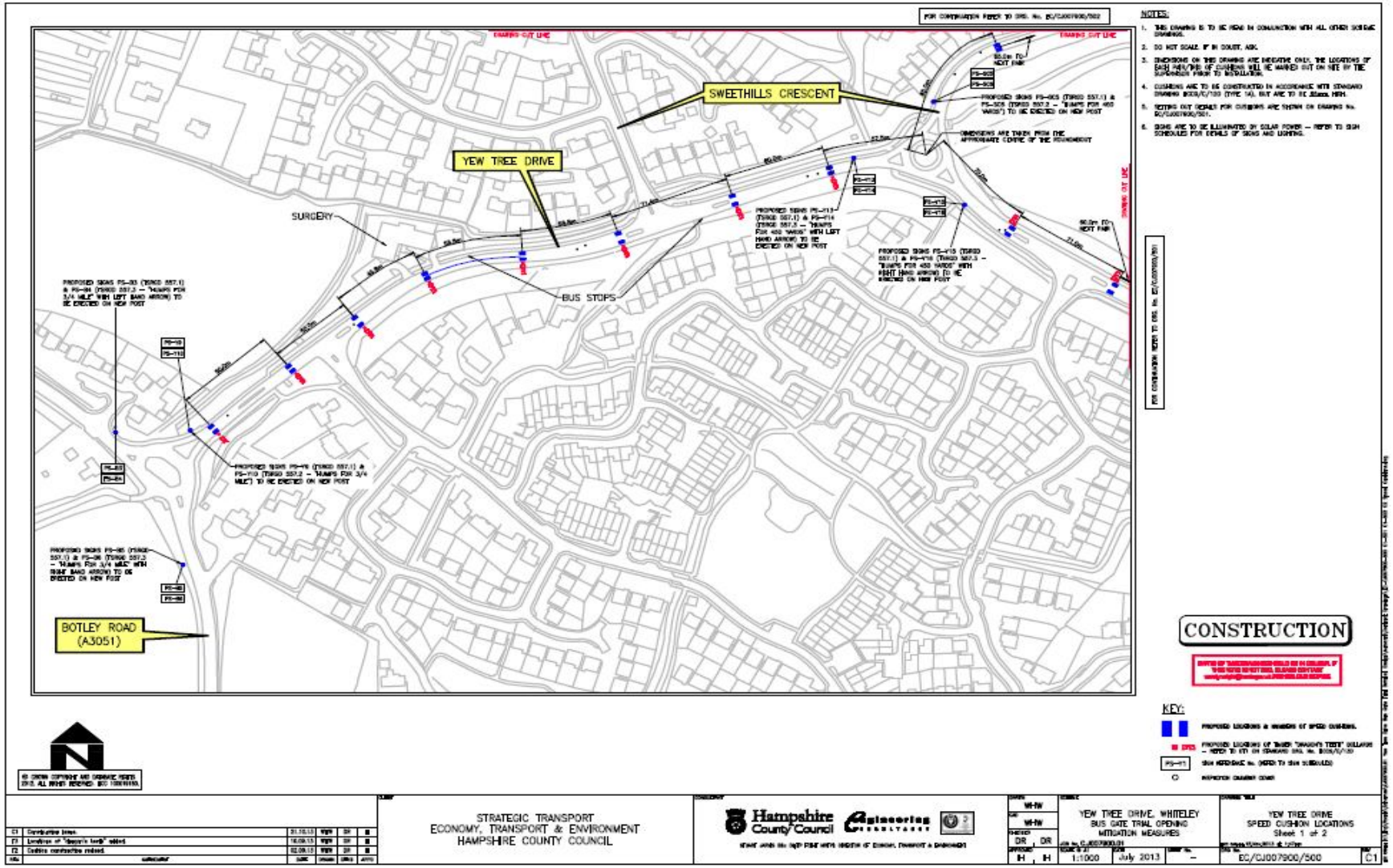
SWEETHILLS CRESCENT
YEW TREE DRIVE
SURGERY
BUS STOPS
BOTLEY ROAD (A3051)
NOTES:
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KEY:
STRATEGIC TRANSPORT
ECONOMY, TRANSPORT & ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL
Hampshire County Council
YEW TREE DRIVE, WHITELEY
BUS GATE TRIAL OPENING
MITIGATION MEASURES
YEW TREE DRIVE
SPEED CUSHION LOCATIONS
Sheet 1 of 2
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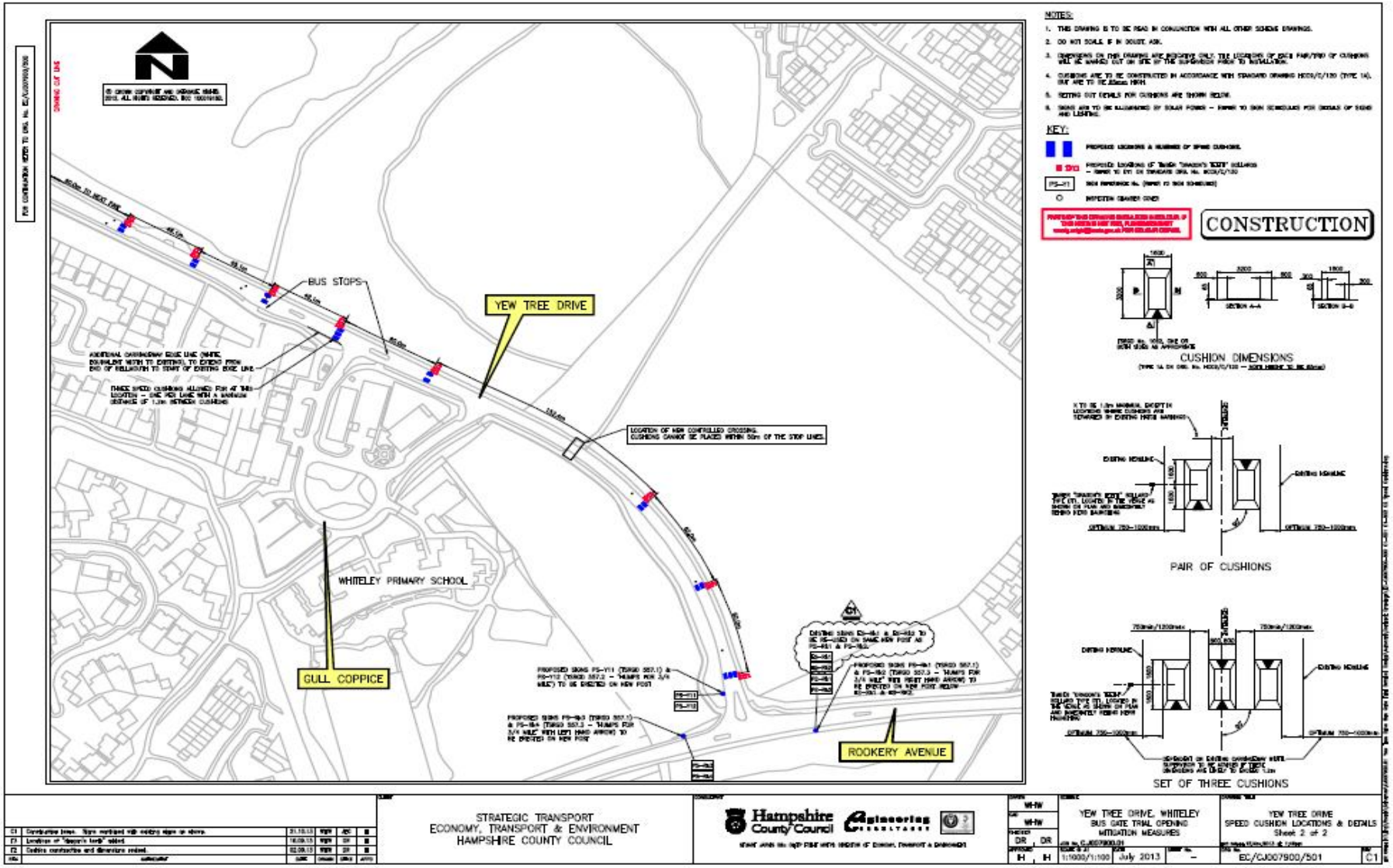
NOTES:
KEY:
CONSTRUCTION
BUS STOPS
YEW TREE DRIVE
WHITELEY PRIMARY SCHOOL
GULL COPPICE
ROOKERY AVENUE
CUSHION DIMENSIONS
PAIR OF CUSHIONS
SET OF THREE CUSHIONS
STRATEGIC TRANSPORT
ECONOMY, TRANSPORT & ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL
Hampshire County Council
YEW TREE DRIVE, WHITELEY
BUS GATE TRIAL OPENING
MITIGATION MEASURES
YEW TREE DRIVE
SPEED CUSHION LOCATIONS & DETAILS
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