

Consultation report

Boorley Green Traffic Management Proposals

Public Consultation

Date: October 2017

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1.0 Introduction

Hampshire County Council commissioned a feasibility study focussing on options for managing local traffic arising from the new housing development north of Boorley Green.

The feasibility study recommended that the combination of options, set out below which if implemented as a package, would provide some traffic management solutions to try and offset the impacts of the additional traffic arising from the new development north of Boorley Green:-

1. Road closure on Wangfield Lane, near its junction with Maddoxford Lane and Netherhill Lane (allowing access for pedestrians/cyclists/horses)
2. Road Closure on Oatlands Road (a single location was suggested, mid way - allowing access for pedestrians/cyclists/horses)
3. Traffic Calming on Maddoxford Lane, a combination of speed cushions, traffic island build-outs and a gateway feature together with an extension of the 30mph limit

The report also recognised the importance of Crows Nest Lane but felt that any impacts should be monitored for increases in traffic following the development of the site and if necessary a road closure is considered at a later date.

An exhibition was held in The Botley Centre, High Street, Botley, Southampton, SO30 2ES, on Thursday 18th May 2017 between the 3pm to 7pm, with many local residents attending to express a range of differing views.

The public consultation ran for over 5 weeks, starting on Tuesday 16 May and ending at midnight on Friday 23 June 2017. The exhibition material was available online via the HCC website and hard copies of the material were available on request at the County Council offices in Winchester.

The consultation material was also made available at The Botley Centre and at the show homes at Boorley Green during the consultation period.

This report has been written with the aim of presenting the results of this questionnaire and categorising the qualitative data (written responses) into categories to present common themes coming from the concerns raised within the questionnaires.

2.0 Summary of Results

Overall, a total of 228 responses to the formal consultation were received by Hampshire County Council's Strategic Transport team. Of these, 113 responses were paper questionnaires and 115 responses were completed online via the scheme's web-site. An additional 26 emails were received and the comments recorded. A number of questionnaires was completed by one person but had an additional person's details, where this is the case, the questionnaire is deemed to be completed by two individuals.

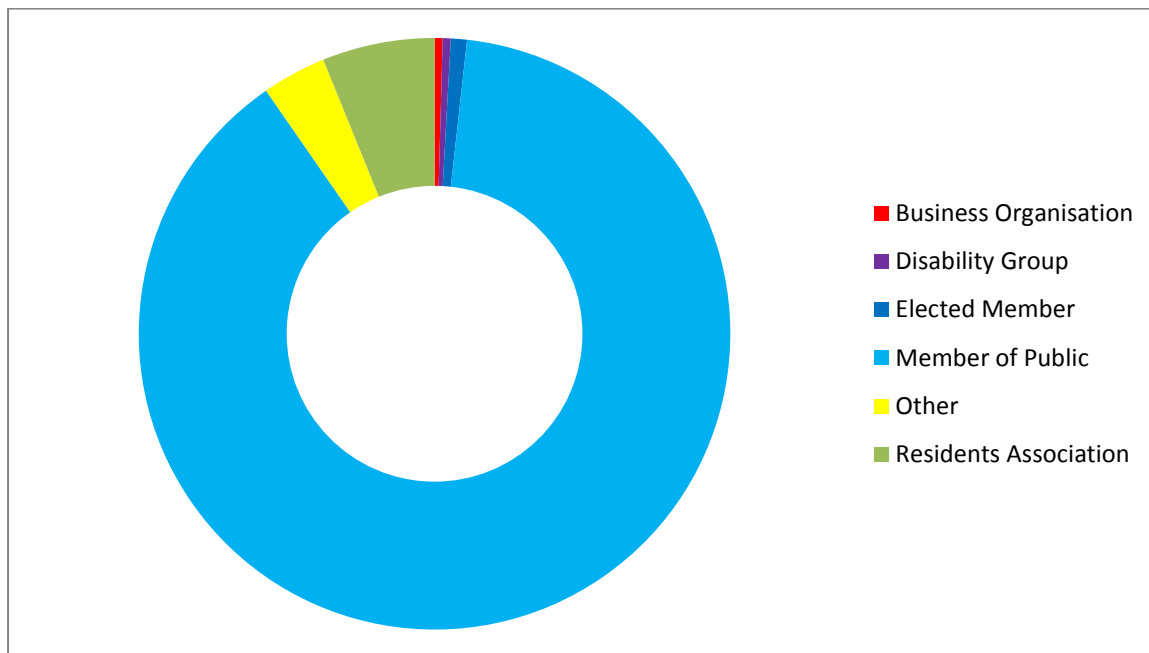
The responses to the questionnaires show that there was no clear consensus on which options were supported to address the likely traffic impacts arising from the new development in Boorley Green. There was a mixed level of support for the overall scheme and its objectives. Also as a result of the consultation there were additional options offered to the Council that seek to manage traffic and improve the residential amenity of various roads in Boorley Green and the wider area.

Please note that not all respondents provided additional comments. All comments received were recorded.

3.0 Analysis of Questionnaire Responses

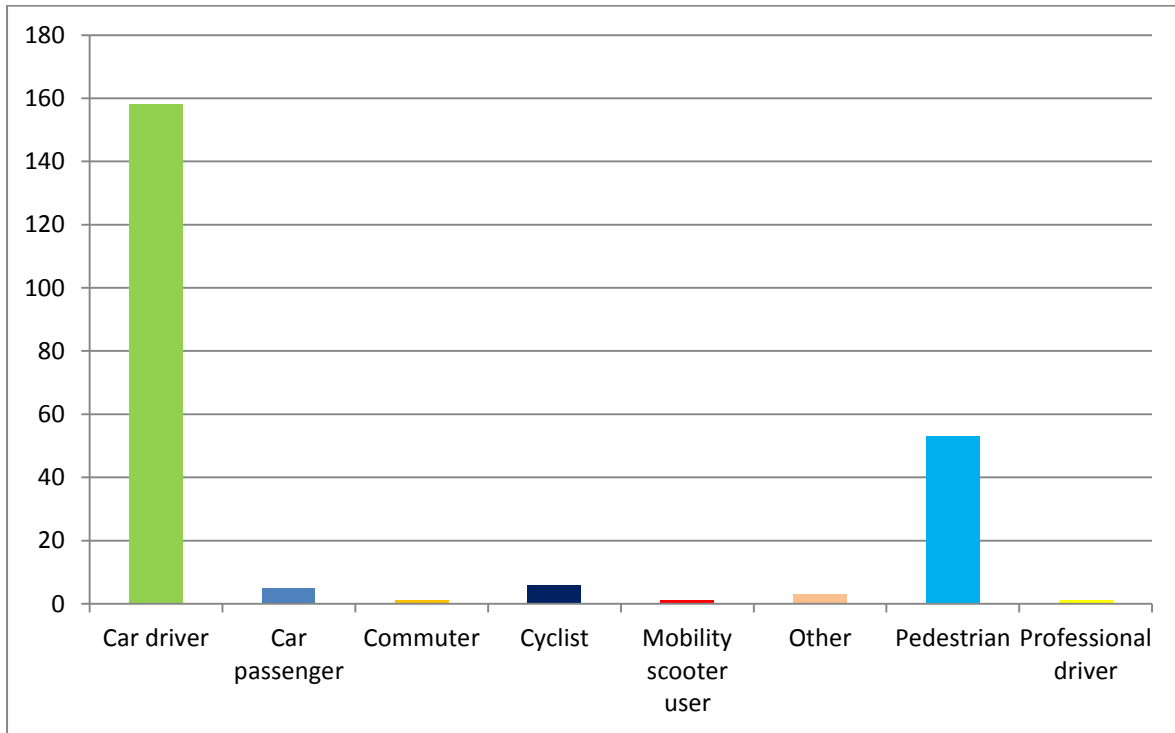
Those who attended the public consultation were asked to complete a questionnaire which contained a number of questions with an option to comment, to gauge the level of support for the scheme proposal and to provide an opportunity for the public and other stakeholders to raise any concerns and identify areas for further consideration.

Question 1: In what capacity are you answering?



Question 2: How do you normally travel?

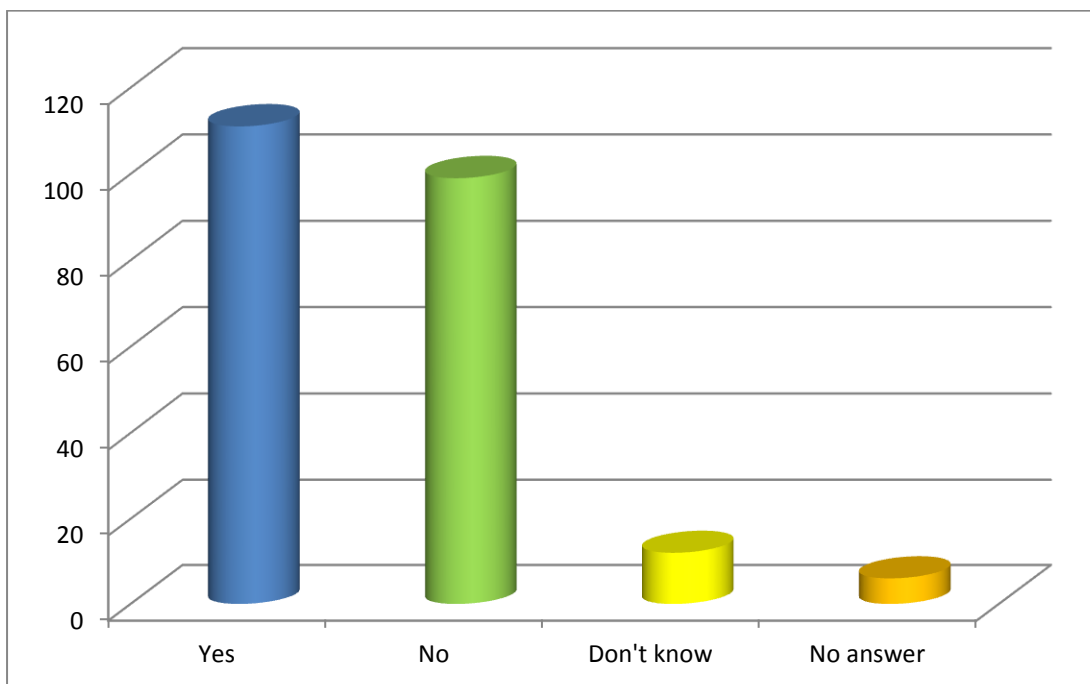
From the responses received, the majority are car drivers with pedestrians coming second.



Question 3: Do you support the closure of Wangfield Lane?

49% of respondents supported the closure of Wangfield Lane.

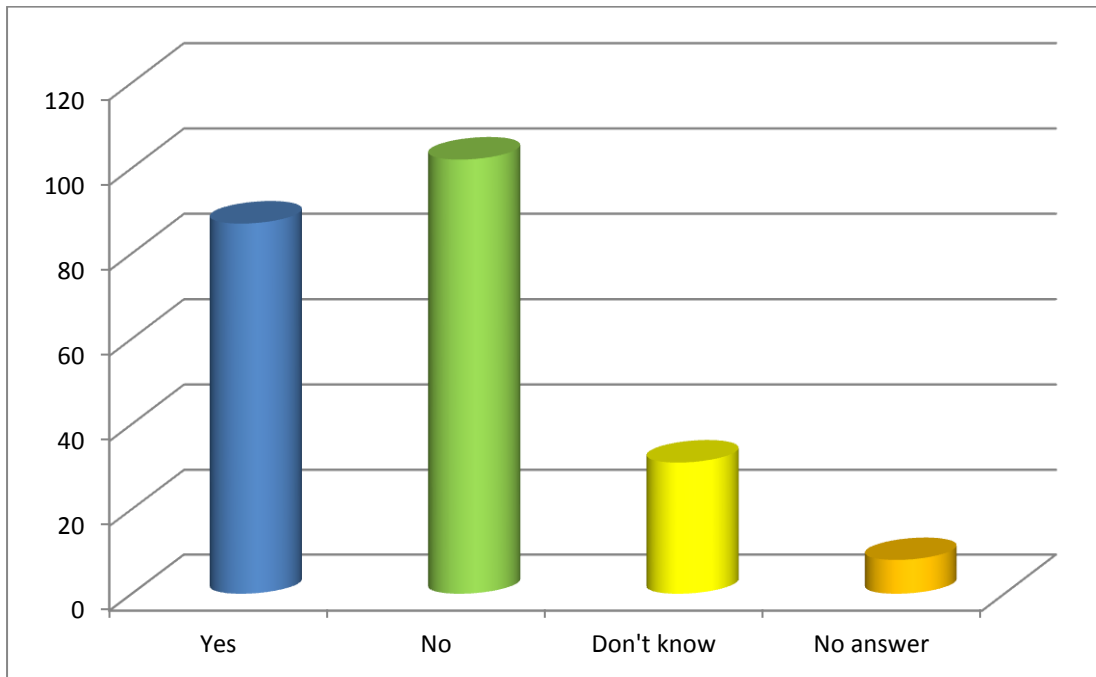
43% of respondents did not support the closure of Wangfield Lane.



Question 4: Do you support the closure of Oatlands Road?

45% of respondents did not support the closure of Oatlands Road option.

38% of respondents did support the closure of Oatlands Road option.

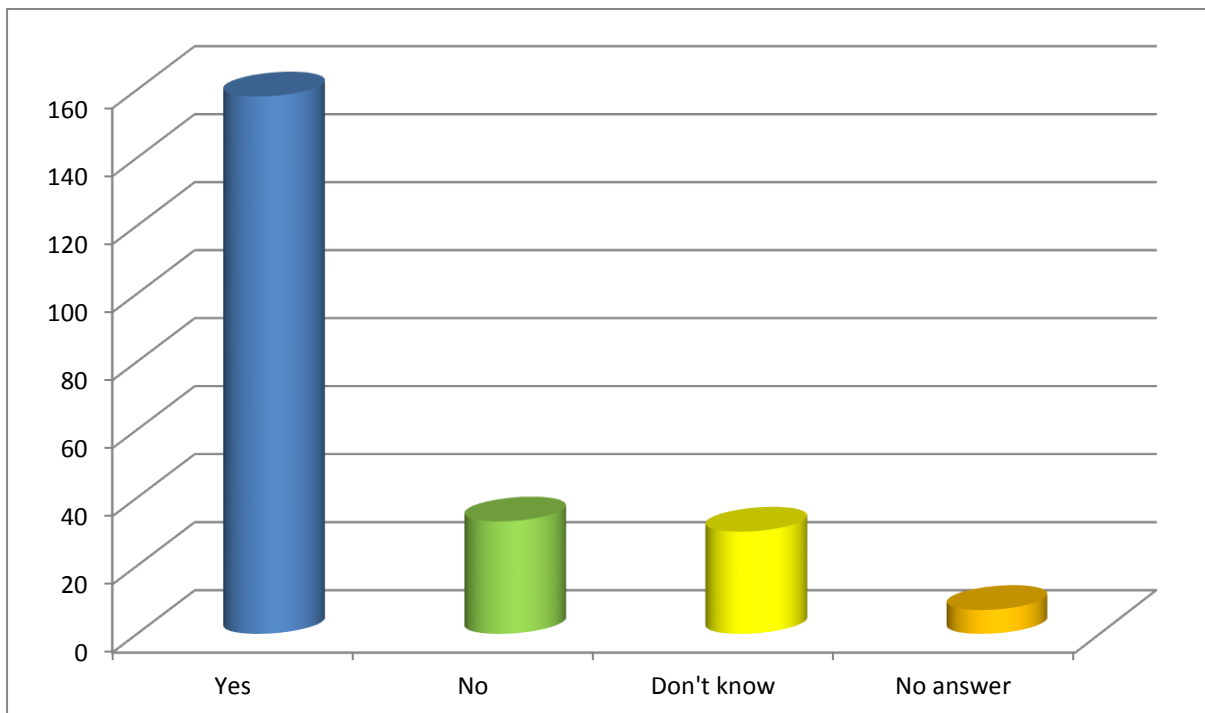


Question 5: Do you support the traffic calming along Maddoxford Lane?

69% of respondents supported traffic calming on Maddoxford Lane.

14% of respondents did not support traffic calming on Maddoxford Lane

13% of respondents did not whether they supported traffic calming on Maddoxford Lane.

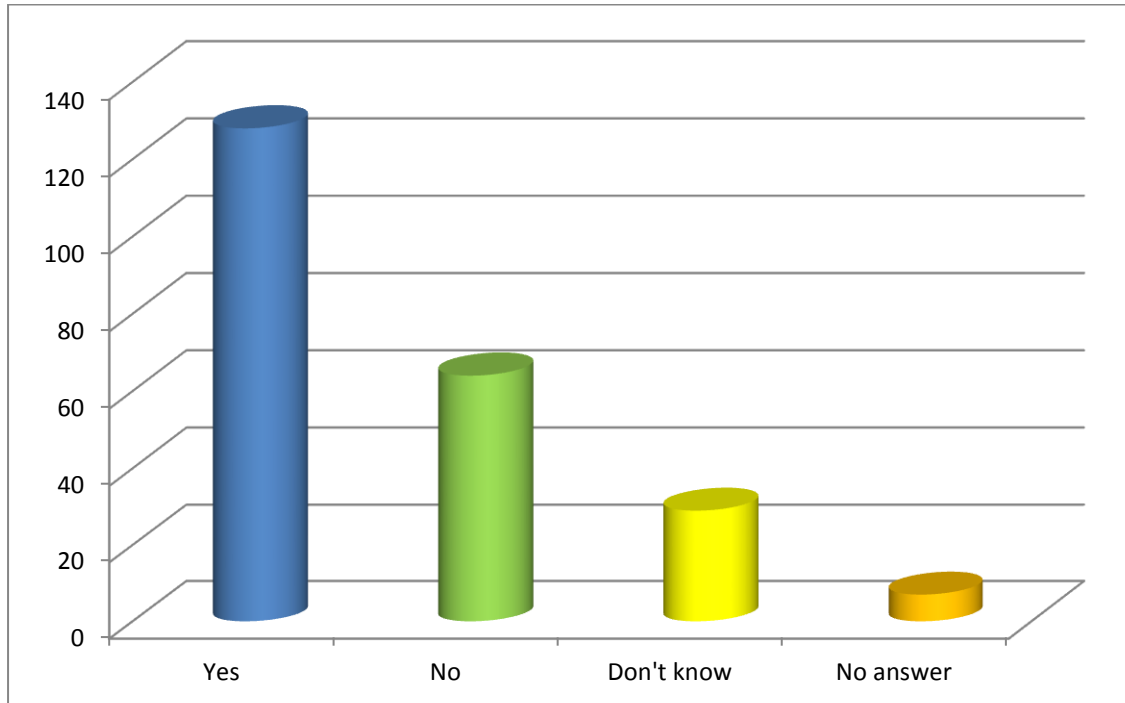


Question 6: Do you support a possible future road closure of Crow's Nest Lane?

56% of respondents supported the future road closure of Crows Nest Lane.

28% of respondents did not support the future road closure of Crows Nest Lane

13% of respondents did not know whether they would support the future Crows Nest Lane



Additional comments

An open question was asked to provide respondent's with an opportunity to provide feedback and raise any issues regarding the proposed scheme. A summary of these responses are provided in the below table.

Common themes and issues raised have been summarised below:

Common themes	Number of respondents
Wangfield Lane is dangerous – close it (excessive vehicle speeds and numbers using it). No pavements, unsuitable for traffic increases.	50
Crows Nest Lane is not suitable for traffic – close it.	27
Deliver Botley Bypass	25
There is a general lack of planning for infrastructure - why wasn't the traffic considered at the planning phase?	23
If you close Wangfield Lane, Netherhill Lane will be damaged (potholes, damage to verges, character & appearance). More traffic into Durley Lanes, Botley Village	21
Oatlands Rd needs closing.	20
Don't close any roads. Do something else e.g. Add double yellow lines, lower speed limits, weight restrictions, one-way working, pinch points, traffic lights, traffic calming like that in Hunts Pond Rd.	19
Speeding issues. Lower speed limits (20mph and 30mph)	19
Close Maddoxford Road before the secondary exit from the development site.	17
Don't shut Wangfield Lane as it will increase vehicles using Netherhill Lane and will help to ease congestion locally.	15
Make Crows Nest Lane and or Oatlands Road or both one way or access only.	14
If Oatlands Road is closed, then Crows Nest Lane should be closed.	10

In conclusion, the public consultation provided information on the proposals for members of the public in order that they could be part of the process and help Hampshire County Council decide on the best way forward.

Next Steps

The Executive Member for Economy and Environment has been briefed on the results of the public consultation. After reviewing all the evidence available and understanding the views of the local community, Cllr Rob Humby has decided not to implement the package of traffic management measures consulted upon during May of this year, at this time. In reaching this position the County Council has considered two facts:

- There is no consensus in the community as to what solution is required
- The development's actual impact is not yet being felt as only a small number homes are occupied/built (approximately 50 units are occupied).

It is therefore suggested that the way forward is:-

- To not implement the Boorley Green Traffic Management scheme as consulted on at this time
- To undertake a traffic evidence base now and monitor traffic flows at tactical points within the network. Monitoring will take place annually as the development is built out and occupied. This will allow the County Council, as Highway Authority, to accurately quantify the impact of the development and respond accordingly
- Base data will be gathered using traffic count surveys on a mid week day over a 12 hour period on mid points on Maddoxford Lane, Oatlands Road, Crows Nest Lane and Wangfield Lane locations (as per plan below, the blue stars indicating approximate positions for counts)
- To review the situation and consider evidenced based solutions on the occupation of the 700th dwelling, or when the 2nd access point into the site is in use, or when the primary school within the development is opened - whichever is the sooner or if the traffic flows indicate a convincing need
- Seek to deliver Botley Bypass as this will have a positive benefit to residents living in Boorley Green and may influence what, if any, traffic management intervention is required

In this way any future solution will be based on evidence gathered and seek to address the impact of the development.

The suggested way forward has been shared with Botley Parish Council, whom have lent their support to this methodology.

