

**Hampshire County Council**

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

**March 2018**

**Traffic Order - The Hampshire (Various Roads, North of Basingstoke)  
(Restricted Road, 20, 30, 40 and 50 Miles per Hour Speed Limit) Order 2018**

**Contact: Alfred Nortey, tel 01962832367**

**Email: [Alfred.Nortey@hants.gov.uk](mailto:Alfred.Nortey@hants.gov.uk)**

**1. Summary**

1.1 The following decision is sought:

That a Traffic Order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to extend the existing 30 mph speed limit on Minchens Lane by approximately 185 metres in a northerly direction in line with the new development in the area, for safety reasons.

1.2 In addition, the proposed Order shall revoke and re-enact the same provisions as contained in "The Hampshire (Various Roads, North of Basingstoke) (Restricted Road, 20, 30, 40 and 50 Miles per Hour Speed Limit) Consolidation Order 2016", save for the amendment in 1.1 above.

**2. Reason**

2.1 The proposed extension to the existing 30 mph speed limit seeks to mitigate the impact from the development of 200 new homes east of Minchens Lane by incorporating it into an existing 30 mph speed limit regime.

2.2 This proposal is in essence a planning requirement which follows the outcome of a detailed assessment and a desire to manage the overall transport impact of the development on the highway, through ensuring that safety is maintained as part of the planning application. The scheme, which is being complemented with banned manoeuvres in and out of the development site, will have the benefit of promoting travel by more sustainable modes whilst ensuring that the safety of pedestrians and cyclists is not compromised.

2.3 The amended speed limit will highlight the entry into a built-up area as well as offer a safer entry into the development, and the infrastructure changes will encourage active travel by presenting a safer environment for non-motorised users. Access to the nearby Clift Surgery and the National Grid will subsequently fall within the proposed speed limit.

- 2.4 In consequence, the speed limit amendment is required by the local planning authority in granting planning permission, and the developer is required through the legal Section 278 agreement to facilitate the reduction in speed limit. This amendment is not a County Council traffic management measure but is in line with the County Council's Future Traffic Management Policy (May 2016), which recognises that planning permission, once granted, remains valid for some time and as such any associated highway improvements may come forward for implementation at a time when similar measures would be rejected.
- 2.5 The speed limit extension is being supported by highway improvements; comprising a new footpath and cycleway facility, along with a localised traffic calming system that serves as a gateway feature on the approach to the reduced speed limit.
- 2.6 An objection, on the grounds that the speed limit should be extended for the entire length of Minchens Lane, was received in response to the public consultation which took place between 07 April 2017 and 05 May 2017. In addition to placing notices in the vicinity of the development, a public notice appeared in The Independent on 07 April 2017. Copies of the notice, draft Order, statement of reason, existing Orders and drawings of the site are on display at Tadley Library, Basingstoke & Deane Borough Council and Hampshire County Council offices where they will remain for six weeks after the Order is sealed. These documents also appeared on the public notices website during the public consultation period.

3. **Other Options Considered and Rejected**

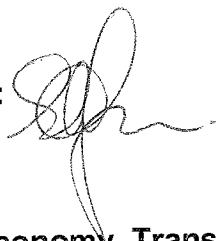
- 3.1 A "Do Nothing" option was considered but with existing traffic speeds at a level where additional speed-reducing features are not required, plus support from both the past and present Local Member, it was considered that the needs of the local community were best met through the implementation of a reduced speed limit and that the potential gains would outweigh the risk to road users.

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: 20<sup>th</sup> April 2018

**Stuart Jarvis**  
**Director of Economy, Transport and Environment**

**Hampshire County Council**

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**1. Introduction**

- 1.1 This report considers the outcome of the formal consultation to modify the existing 30 mph speed limit on Minchens Lane, Bramley.

**2. Recommendation**

- 2.1 That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to extend the existing 30 mph speed limit on Minchens Lane by approximately 185 metres in a northerly direction in line with the new development in the area, for safety reasons.

**3. Justification and Details of Proposal**

- 3.1 The scheme was prepared to mitigate the impact from the development off Minchens Lane by incorporating it into an existing 30 mph speed limit regime. This is being developed as part of a planning requirement which follows the outcome of a detailed assessment coupled with a desire to manage the overall impact on the highway, through ensuring that safety is maintained as part of the planning application. Other complementary measures include banned manoeuvres in and out of the development site, new footpath and cycleway facilities, plus a localised traffic calming system that serves as a gateway feature on the approach to the built-up section of Minchens Lane.

The amended speed limit will highlight the entry into the built-up area as well as offer a safer entry into the development, whilst the infrastructure changes will boost active travel by presenting a safer environment for non-motorised users. Access to the Clift Surgery and the National Grid will subsequently fall within the proposed speed limit. In consequence, the speed limit amendment is required by the local planning authority in granting planning permission and the developer is required through the legal Section 278 agreement to seek an appropriate speed limit

for the development. This amendment is not a County Council traffic management measure but is in line with the County Council's Future Traffic Management Policy (May 2016), which recognises that planning permission, once granted, remains valid for some time and as such any associated highway improvements may come forward for implementation at a time when similar measures would be rejected.

3.2 There were no recorded personal injury accidents on the C22 Minchens Lane in the most recent five year period but a number of accidents were recorded on roads included within an extended study area, albeit considered inconsequential. It is therefore reasonable to believe that the existing safety record would not be unduly compromised by the proposed scheme.

3.3 Speed surveys were carried out on Minchens Lane using Automatic Traffic Counters to collect data over a twenty-four/seven day period; a summary of which is shown in the Table below.

Location	Mean Speed (mph)		85% Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Boundary of existing 30/60 Terminal Signs	23.4	24.3	34.0	35.0
National Grid Access (north of existing 30/60 boundary)	Inbound	Outbound	Inbound	Outbound
	15.1	16.4	20.0	22.0
Olivers Lane, 15m east of railway bridge	Westbound	Eastbound	Westbound	Eastbound
	29.3	26.1	36.0	33.0

*Table: Speed Survey Results from 20/06/2014 to 26/06/2014*

3.4 Attached are:

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

#### 4. Consultation

4.1 The proposed extension to the 30 mph speed limit was publicly advertised between 07 April 2017 and 05 May 2017. Bramley Parish Council was notified in an email dated 28 February 2017.

4.2 The Police do not object to the speed limit extension.

4.3 One objection was received in response to the public consultation; the upshot of which entailed a request to extend the existing 30 mph speed limit further north past the development and for the entire length of Minchens Lane (Appendix C).

5. **Local Member's View**

5.1 The Local Member at the time of consultation, Councillor Keith Chapman fully supported the proposal. The current Local Member, Councillor Rhydian Vaughan has since been notified and fully supports the proposal.

6. **Cost**

6.1 Developer funded.

7. **Conclusion**

7.1 It is recommended that the Traffic Order proposal be approved and implemented as advertised, with the planned traffic management measures introduced to complement the reduction in speed limit so as to achieve the following:

- Safer and secure for all road users.
- Enhance the general quality of life for residents in the immediate vicinity of the development, including patients visiting the nearby Clift Surgery.
- Better balance between safety, accessibility and environmental objectives.
- Improved overall efficiency of the speed limit regime by highlighting the entry into the built-up section.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
None		
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u>	<u>Date</u>	
<u>Circular 01/2013 Setting Local Speed Limits</u>	<b>January 2013</b>	

**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.)

<u>Document</u>	<u>Location</u>
Work File (C791)	2 <sup>nd</sup> Floor, Elizabeth II Court West, The Castle, 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:**

- 2.1 The provisions under the Crime and Disorder Act 1998 have no implications for this proposal.

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

- 3.1 There is no direct impact on climate change but the potential to reduce energy consumption and our carbon footprint through engaging in more sustainable travel modes is forever extant. There is however no impacts on the need to adapt to climate change and be resilient to its longer term impacts.

<b>Name &amp; Address</b>	<b>Comments Raised</b>	<b>Officer's Response</b>
<p>Andrew Turner Minchens House Minchens Lane Bramley Hampshire RG26 5BH</p>	<p>Fully supports the no right/left turn proposal but objects to the short distance over which the 30 mph speed limit is being extended.</p> <p>Rural single track lane is used extensively by residents and heavily by cyclists (recreational/commuting).</p> <p>Re-instate signs advising use of passing places and close off lane to Heavy Goods Vehicles (HGVs) due to damage to verges and hedgerows. Issue has grown worse due to contractor traffic.</p>	<p>Speed limits are set in accordance with Department for Transport guidelines so as to reflect on road type and function. More specific to rural roads, there has to be a good balance between road safety, accessibility and environmental objectives. The character and function of the section north of the development do not meet our criteria for a 30 mph speed limit nor support our current policy on casualty reduction. More so, this section of Minchens Lane goes beyond our objective to set an appropriate speed limit with the view to mitigating the impact from the development.</p> <p>Speed survey results indicate low speeds at a point north of the development and we do not believe extending the 30 mph speed limit for the entire length will result in lower speeds nor have any safety benefits.</p> <p>A policy decision was made in 2016 to prioritise measures to sites where a related, treatable pattern of road casualty collisions exists, and to scale back investigating measures where no clear road casualty reduction benefit is demonstrated. Formal weight restrictions are not wholly supported by the</p>



		<p>Police, as they are very difficult to enforce and are therefore reliant on driver compliance. They require implementation of a legally enforceable Traffic Regulation Order (TRO) that will contain exemptions for legitimate vehicle movements for various activities such as deliveries, removals and maintenance-related activities which further complicates enforcement and often means that a significant amount of HGV movements would persist. Care should also be taken not to merely displace problems onto other nearby, and perhaps less appropriate routes. It is also to be expected that construction-related traffic will cease once the development is complete.</p>
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