

Hampshire County Council

Report to the Director of Economy, Transport and Environment

August 2019

Traffic Order Proposal - 40 mph speed limit in Hitches Lane, Fleet

**Contact: Jenny Wallace tel: 01962 832228
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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 (RTRA), the effect of which will be to introduce a 40mph speed limit (existing national speed limit) covering the following length of road:

- (i) Hitches Lane between a point 300 metres south of its roundabout junction with Emerald Drive and a point 240 metres north of its junction with Pilcot Road.

2. Reason

- 2.1 This scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.
- 2.2 Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians).
- 2.3 Residential planning permission has recently been granted on land at Netherhouse Copse, which will become a major residential development to the south of the new Hart Leisure Centre and the Calthorpe Park Secondary School. A new junction and roundabout will be constructed on Hitches Lane giving access into the new development.
- 2.4 Ensuring a consistent speed limit along the route to match the character of the altered highway will assist the flow of traffic and ensure safer approaches to the footway which, at present, is a national speed limit (60 mph) road. Alongside assisting vehicular movements, the reduction to 40 mph will assist with the future increase in number of pedestrian movements to and from the entrances to the development.

3. Other Options Considered and Rejected

3.1 The alternative of "do nothing" would not be an option as the reduced speed limit is required in support of the alterations to the road layout and was a condition of the S278 agreement.


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: 19th August 2019



Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

Report to the Director of Economy, Transport and Environment

Date

Traffic Order Proposal – 40 mph speed limit in Hitches Lane, Fleet

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Introduction

1. This report considers the introduction of a 40mph speed limit on Hitches Lane, Fleet.

Recommendation

2. That a Traffic Order be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to introduce a 40mph speed limit between a point 300 metres south of its roundabout junction with Emerald Drive and a point 240 metres north of its junction with Pilcot Road.
3. Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians).

Justification and Details of Proposal

4. The scheme was prepared to ensure Hitches Lane remained at a suitable speed limit for its purpose. With the development of up to 423 residential dwellings, a community facility, public open space and sports pitches the volume of all type of traffic movement is expected to increase. In addition to the increase in movements, a new Country Park access, roundabout to the southern development access and formal entrance to the northern part of the development significantly alters the character of the highway along it's 800m of proposed 40mph limit.
5. There have been no Personal Injury Accidents recorded on Hitches Lane in the period between 1 May 2014 and 30 April 2019.
6. This scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.

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

Consultation

8. The consultation with the Police was carried out during December 2018, no objection was received.
9. Subsequently, formal public advertisement was carried out ending on 29 March 2019. In response to this public advertisement two representations were received. Both of these welcomed the reduced speed limit but requested a further reduction to 30mph.
10. A summary of the two representations together with comments are set out in Appendix A.

Local Member's View

11. The local Members, Councillors J Bennison and Councillor Forster, were consulted during January 2019 and support the proposal.

Cost

12. The cost of implementation will be met by the Developer as part of the Section 278 works for the Netherhouse Copse Development.

Conclusion

13. Officers recommendations are to support the introduction of the proposed 40mph limit (as per the plan of the advertised proposals attached to this report), following the consideration of the two representations made in relation to the proposal. The requests for a lower 30mph limit have been noted.

REQUIRED CORPORATE AND 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

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>
Scheme File	Economy, Transport and Environment Department, Hampshire County Council, E11 Court West, The Castle, Winchester, Hampshire, SO23 8UD.

APPENDIX A

Objector	Objection	Officer Comment
<p>Louise McGrath</p> <p>Orchard Cottage Pilcot Road Crookham Village GU51 5SP</p>	<p>Support for the reduction to 40mph, but a request for further reduction to 30mph. Concerns regarding:</p> <ul style="list-style-type: none"> • Current speed of vehicles; • Children walking to Calthorpe Park School and • Concerns with pedestrians from Grove Farm walking to the leisure centre/Country Park. 	<p>The County Council has adopted a policy on the setting of speed limits that is supported by Department for Transport guidance. A range of factors are considered including road character and function, density and level of fronting development, accident history and road safety issues, current traffic speeds, the frequency of junctions and private entrances, and amenities that attract motorised and non-motorised road users. To be effective speed limits are reliant on drivers reacting to a range of those factors, particularly those with a visual impact to encourage appropriate speed choices and better awareness of the surrounding environment.</p>
<p>Cllr Angela Delaney</p> <p>(Hart DC, Fleet West)</p>	<p>Support for the reduction to 40mph, but a request for further reduction to 30mph. Concerns regarding:</p> <ul style="list-style-type: none"> • Vehicles not amending their speed until they reach the 30mph limit near the school and Leisure Centre, near misses with Children reported; • Increase in traffic volume with new developments. 	<p>There are expectations that speed limits should reflect and build upon of the natural reactions of drivers to the visual cues that surround them, as this will present an enforceable regime that most drivers will respect and appreciate. For a lower speed limit to be viable there is an expectation that there will be a higher density of directly fronting premises, a more developed road environment, with road geometry and alignment, local features and amenities, and traffic composition all supporting a lower speed limit environment.</p> <p>The Speed limit proposal for Hitches Lane of 40mph is a direct reflection of consideration of those factors listed above in combination with the new entrances and roundabout that</p>

the new development will bring. Due to these reasons, the 40mph proposal is the lowest speed limit both Hampshire County Council and Hampshire Constabulary believe is reasonable to enforce on Hitches Lane, with the 30mph limits as you move into the areas with direct residential frontages and the School. It is anticipated the transition from 40mph to 30mph should be more effective at reducing the speed of vehicles than the current 60mph limit which will help address the concerns of Councillor Delaney.

Although the road layout is changing the existing speeds on Hitches Lane would be too high for the Police to support an introduction of a lower limit than the proposed 40mph. The current mean speeds are 43mph northbound and 40mph southbound.

It is worth noting that the introduction of a speed limit alone is unlikely to result in reduced speeds unless it is supported by the road character. There is no benefit in setting a speed limit at a lower level where it is unlikely that it will be respected, this is because drivers and other road users will make judgements about their own actions based on their speed and their perception of an approaching vehicle speed as well as the speed limit. Where there is an expectation that a driver will be complying with the speed limit when in fact it is not the case can lead to misjudgements that have a negative effect on road safety.