

Hampshire County Council

Report to the Director of Economy, Transport and Environment

June 2017

Traffic Order – Chalton Lane, Clanfield Speed Limits

Contact: Ian Janes

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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 introduce 30mph and 40 mph speed limits (existing 50 mph) at Chalton Lane in Clanfield as follows:

30 Miles Per Hour

Between a point 112 metres east of its junction with Green Lane and a point 70 metres east of its junction with Bilberry Avenue, an approximate distance of 191 metres.

40 Miles Per Hour

Between a point 70 metres east of its junction with Bilberry Avenue and a point 100 metres north of its junction with A3 slip road, an approximate distance of 470 metres.

In addition, the Traffic Order shall contain the same provisions as set out in:

- (i) The Hampshire (Various Roads, Clanfield and Horndean) (Restricted Road and 30, 40 and 50 Miles Per Hour Speed Limit) Order 2017
- (ii) The Hampshire (B2149 Havant Road, Horndean) (Restricted Road and 40 Miles Per Hour Speed Limit) Order 2016

And shall revoke those Orders in their entirety.

2. Reason

2.1 As part of the section 278 agreement for the new housing development on the south-east corner of the Chalton Lane/Green Lane junction in Clanfield, it was agreed to progress new/extended

speed limits in Chalton Lane to include the frontage of the new development, subject to the successful completion of the statutory Traffic Regulation Order procedure.

2.2 The scheme supports the safer and more secure for all, maximising well being and enhancing our quality of place corporate strategies.

3. **Other Options Considered and Rejected**

3.1 Other options have been considered – see paragraphs 4.1 to 4.3 of the main report below.

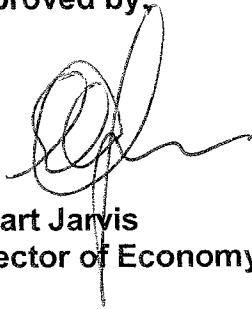
4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**

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

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

Approved by:

Date:



1/6/17

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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1. Introduction

1.1 This report considers the introduction of new/extended speed limits in Chalton Lane at Clanfield.

2. Recommendation

2.1 That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to introduce 30mph and 40 mph speed limits (existing 50 mph) at Chalton Lane in Clanfield as follows:

30 Miles Per Hour

Between a point 112 metres east of its junction with Green Lane and a point 70 metres east of its junction with Bilberry Avenue, an approximate distance of 191 metres.

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In addition, the Traffic Order shall contain the same provisions as set out in:

- (i) The Hampshire (Various Roads, Clanfield and Horndean) (Restricted Road and 30, 40 and 50 Miles Per Hour Speed Limit) Order 2017
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And shall revoke those Orders in their entirety.

3. **Justification and Details of Proposal**

- 3.1 As part of the section 278 agreement for the new housing development on the south-east corner of the Chalton Lane/Green Lane junction in Clanfield, it was agreed to progress new/extended speed limits in Chalton Lane to include the frontage of the new development, subject to the successful completion of the statutory Traffic Regulation Order procedure.
- 3.2 As part of the process to implement the new/extended speed limits, the opportunity has been taken to consolidate and simplify other existing speed limits in the area to bring them under one traffic order. As a result, some of the restrictions that have been included in the advertised Traffic Order as part of the proposals are already in place.
- 3.3 The scheme supports the safer and more secure for all, maximising well being and enhancing our quality of place corporate strategies.
- 3.4 During the five year period ending 28th February 2017, there have been three injury accidents in Chalton Lane within the new/extended speed limits.
- 3.5 Attached are:
- (i) the draft traffic order;
 - (ii) a location plan; and
 - (iii) a descriptive plan.

4. **Consultation**

- 4.1 Consultations with the local County Councillor, Ken Moon, and the Police were carried out during the winter of 2016/2017. Councillor Moon requested that the proposed 30mph speed limit should be extended by a further 10 to 20 metres to the east. The Police had no objections to the new/extended speed limits.
- 4.2 In response to the public advertisement of the Traffic Order for the new/extended speed limits in Chalton Lane between 24 February and 17 March 2017, one representation was received. East Hampshire District Council and Clanfield Parish Council were notified of the public advertisement.
- 4.3 Representation received from:
- Ray Veck, Windmill Close, Clanfield.
- Details of representation:
- I would like to add my comments to the proposed speed limit changes to Charlton Lane, Green Lane and Bilberry Avenue and beyond.

Why does the current speed limit of 50mph need changing? The entrance to Bilberry Avenue is wide and void of any hedging giving good visibility up and down Charlton Lane. If this or any other planned junction was deemed dangerous why was planning permission given to have any exits on to Green Lane?

Every traffic measure proposed and actioned in Clanfield were non effective and a waste of money.

Beyond Bilberry Drive heading to the A3 junction should be a national speed limit anyway so an already low 50 changed to 40mph would be ridiculous.

Please stop thinking the way to solve any road problem is to simply reduce the speed limits. Better road planning works wonders.

Response to representation:

One of the key factors in setting lower speed limits (such as 30mph and 40mph) is the character of the road under consideration in terms of (a) its alignment, width and frequency of junctions/accesses, (b) the extent of its roadside development and (c) the volume and composition of traffic using the road. Past experience indicates that the majority of reasonable motorists vary their speed according to the factors outlined in (a), (b) and (c) above. The more these factors limit motorists' speed, the lower the speed limit that can realistically be set. Another of the key factors in setting lower speed limits is the existing speed of traffic which gives an indication as to how motorists are responding to the factors outlined in (a), (b) and (c) above. Mean average speeds at or around the proposed lower speed limit are typically a good indicator of the likely effectiveness of the proposal although reductions in speed may also depend upon the extent of the signs, markings and other measures used to support the introduction of the speed limit in question. Recent traffic surveys within the length of the proposed 30mph speed limit showed mean average speeds in the region of 34mph which, when combined with the likely speed limiting effect of the increased development on the south side of Chalton Lane, suggested that a 30mph speed limit would be appropriate on this occasion. Although it was not possible to carry out traffic surveys within the length of the proposed 40mph speed limit, recent traffic surveys to the north of this length showed mean average speeds in the region of 46mph which, once again, when combined with the likely speed limiting effect of the increased development on the south side of Chalton Lane, suggested that a 40mph speed limit would be appropriate in this instance.

5. **Local Member's View**

- 5.1 The previous local Member, Councillor Moon, supported the proposed way forward outlined in paragraph 4.3 above and the conclusion below. The current local member, Councillor Rob Mocatta, also supports the proposed way forward.

6. **Cost**

- 6.1 The cost of implementation is being funded through developer contributions and will be delivered as part of an existing scheme in the Capital Programme.

7. **Conclusion**

- 7.1 It is recommended that the Chalton Lane, Clanfield speed limit proposals are implemented as advertised.

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

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	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 Elizabeth II Court West The Castle, Winchester, Hampshire, SO23 8UD.

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 developing 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:

No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
No significant impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
No significant change.