

Hampshire County Council

Report to the Director of Economy, Transport and Environment

October 2019

**Traffic Order Proposal – A32 Garrison Hill, Droxford
(40mph Speed Limit)**

Contact: Daniel Hutchings, tel. 01962 832418

email: daniel.hutchings@hants.gov.uk

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 impose a 40mph speed limit (existing national speed limit) on the length of A32 Garrison Hill between a point 70 metres north of its junction with Sheep Pond Lane and a point approximately 470 metres north of that point.

2. Reasons

- 2.1 Following investigations into a serious road traffic collision at the A32 Garrison Hill/B2150 Hambledon Road/Sheep Pond Lane junction in 2017 and a review of the accident and speed data for the location, it is proposed to reduce a section of the existing national speed limit and implement a 40mph speed limit to the north of the crossroads for 470 metres north of the existing 30mph speed limit.
- 2.2 The reduced speed limit will compliment other signing, lining and road surfacing improvements recently implemented at the crossroads.
- 2.3 Existing mean speeds show that 40mph is a realistic speed limit for this section of road and it is felt the buffer 40mph limit will encourage better compliance of the 30mph speed limit approaching the crossroads.
- 2.4 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).
- 2.5 The decision outlined in paragraph 2.4 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to any other matters appearing to the authority to be relevant.

3. Other Options Considered and Rejected

3.1 Do nothing. In view of highway safety concerns and accident history, 'do nothing' is not considered a viable option.

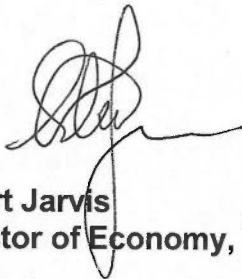
4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.

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

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

Approved by:

Date: 4/20/19

A handwritten signature in black ink, appearing to read 'Stuart Jarvis', with a long horizontal flourish extending to the right.

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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Introduction

1. This report considers the result of a formal consultation to reduce a section of the existing National speed limit and implement a 40mph speed limit to the north of the existing 30mph Speed Limit.

Recommendation

2. That a Traffic Order be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to impose a 40mph speed limit (existing national) on the length of A32 Garrison Hill between a point 70 metres north of its junction with Sheep Pond Lane and a point approximately 470 metres north of that point.
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).
4. The decision outlined in paragraph 3. (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to any other matters appearing to the authority to be relevant.

Justification and Details of Proposal

5. The scheme was prepared in response to a serious road traffic collision at the A32 Garrison Hill/B2150 Hambledon Road/Sheep Pond Lane junctions and a review of accident and speed data for the location. Alongside other signing, lining and road surfacing improvements recently implemented, the decision was made to implement a 40mph buffer speed limit to the north of the crossroads, to encourage better compliance with the existing 30mph speed limit on approach to the crossroads.

6. Attached are:
- (i) the traffic order.
 - (ii) a location plan.
 - (iii) a descriptive plan of the area showing the advertised proposals – Drg. SPF0517/CRP18/1118.
 - (iv) 5-year accident history up to 21 April 2017.

Consultation

- 7. The Local Member (Councillor Huxstep) and Hampshire Constabulary were consulted on the proposals. Winchester City Council was also advised through the Casualty Reduction Partnership.
- 8. The proposals were advertised in the local press and displayed on site from 17 May 2019 until 7 June 2019.
- 9. The Police do not object to the speed limit.
- 10. One representation was received which supported the proposals but requested additional restrictions to be considered. Details of the response and officer comments are attached as an Appendix.

Local Member's View

- 11. The local Member, Councillor Huxstep, supports the proposal.

Cost

- 12. The cost of implementation will be met from the Casualty Reduction Partnership's Capital Programme.

Conclusion

- 13. That the report be approved and the restriction be implemented as advertised as shown on the attached plan.

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.)

Document

Work File

Location

Traffic Management, 2nd Floor,
Elizabeth II Court West, The Castle,
Winchester.

Appendix

Contact	Comments	Officer Comments
Janet Melson, Droxford Parish Council	Droxford PC considers it anomalous to introduce a restriction on the A32 without consideration to potential speed on Sheep Pond Lane. Upon turning west into Sheep Pond Lane from the A32, there is a sign indication that a National Speed Limit applies. This is inconsistent with reducing speeds in this area in which a number of accidents have occurred. Therefore suggest, additional signage is installed to limit the speed of vehicle in Sheep Pond Lane, particularly the stretch between the cemetery and the A32 junction to 30mph.	When considering speed limits, consideration is given to the character of the road in terms of width, bends, frequency of junctions and extent of development. Due to these characteristics, many rural roads are subject to national speed limit, as in most instances, drivers adjust their speed to the general character and conditions on the route. It is not unusual that speed limit reductions or other traffic management measures are not provided, where speeds have not been reported to be a contributory factor in recent traffic incidents, or where traffic management measures do not clearly demonstrate a casualty reduction benefit. Having reviewed the Police accident data for the last 5-year period for Sheep Pond Lane, for which information is currently available (up to 30 th April 2019), this shows no speed-related injury-accidents along the entire length of the road. Whereas the proposed 40mph limit on A32 compliments other casualty reduction measures.