

**Hampshire County Council**

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

**November 2017**

**Traffic Order – Liss Speed Limit Proposals**

**Contact: Ian Janes; Tel: 0300 555 1388; E-mail: [ian.janes@hants.gov.uk](mailto:ian.janes@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, the effect of which will be to amend the 30mph, and 40mph speed limits in Liss as follows:

- (i) Extend the existing 30 mph speed limit on B3006 Farnham Road / Station Road / Hillbrow Road by approximately 1,173 metres, to incorporate the existing 40 mph speed limit on Hillbrow Road between a point 26 metres east of its junction with East Hill Drive and its junction with B2070 London Road.
- (ii) Extend the existing 30 mph speed limit on C86 Rake Road (currently de-restricted) by approximately 565 metres, between a point 21 metres east of its junction with Yew Tree Place and a point 102 metres north-east of its junction with Wyld Green Lane.
- (iii) Reduce the existing national speed limit on B3006 Farnham Road to 40 mph between its junction with A3 Roundabout (Liphook By-Pass) and a point 291 metres north of its junction with Church Street (existing 30 mph terminals), an approximate distance of 493 metres.

The order will also revoke and re-enact the provisions contained in several existing orders with no change of substance save for the addition of the restrictions described above and the correction of an anomaly. Given that these lengths are now measured differently, descriptions may vary from the originals (e.g. Lengths of 30 mph speed limits (Section 84 of the 1984 RTA) have been split from those lengths which are Restricted Roads by virtue of Street Lighting (Section 81 of the RTA).

**2. Reason**

- 2.1 At the County Council's annual highways workshop in 2013, County Councillors covering the East Hampshire area approved the inclusion of

possible traffic management measures in Liss in the East Traffic Management programme for the 2014/2015 financial year. Many of these schemes were subsequently included in the "legacy" TM programmes for the 2016/2017 financial year. The majority of "legacy" schemes were implemented earlier this year and the Liss scheme is the last of these schemes to be completed. As per the other "legacy" schemes, this scheme is being progressed for safety/speed-related reasons.

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, but not progressed further – see paragraphs 4.1 to 4.3 of the main report below.

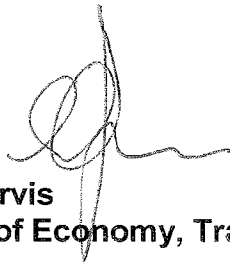
4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**

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

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

Approved by:

Date: 30/11/17.



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

**Hampshire County Council**

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**1. Introduction**

- 1.1 This report considers introduction of a new/revised 30mph and 40mph speed limits in Liss.

**2. Recommendation**

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to amend the 30mph and 40mph speed limits in Liss as follows:

- (i) Extend the existing 30 mph speed limit on B3006 Farnham Road / Station Road / Hillbrow Road by approximately 1,173 metres, to incorporate the existing 40 mph speed limit on Hillbrow Road between a point 26 metres east of its junction with East Hill Drive and its junction with B2070 London Road.
- (ii) Extend the existing 30 mph speed limit on C86 Rake Road (currently de-restricted) by approximately 565 metres, between a point 21 metres east of its junction with Yew Tree Place and a point 102 metres north-east of its junction with Wyld Green Lane.
- (iii) Reduce the existing national speed limit on B3006 Farnham Road to 40 mph between its junction with A3 Roundabout (Liphook By-Pass) and a point 291 metres north of its junction with Church Street (existing 30 mph terminals), an approximate distance of 493 metres.

The order will also revoke and re-enact the provisions contained in several existing orders with no change of substance save for the addition of the restrictions described above and the correction of an anomaly. Given that these lengths are now measured differently, descriptions may vary from the originals (e.g. Lengths of 30 mph speed limits (Section 84 of the 1984 RTA) have been split from those lengths which are Restricted Roads by virtue of Street Lighting (Section 81 of the RTA).

### **3. Justification and Details of Proposal**

- 3.1 At the County Council's annual highways workshop in 2013, County Councillors covering the East Hampshire area approved the inclusion of possible traffic management measures in Liss in the East Traffic Management programme for the 2014/2015 financial year. Many of these schemes were subsequently included in the "legacy" TM programmes for the 2016/2017 financial year. The majority of "legacy" schemes were implemented earlier this year and the Liss scheme is the last of these schemes to be completed. As per the other "legacy" schemes, this scheme is being progressed for safety/speed-related reasons.
- 3.2 As part of the process to implement the proposed speed limits, the opportunity has been taken to consolidate and simplify other existing speed limits in the area to bring them together in one traffic order. As a result, some of the limits included in the advertised 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 31 July 2017, the injury accident record shows no accidents at Farnham Road, one accident at Hill Brow Road and no accidents at Rake Road.
- 3.5 Attached are:
  - (i) the traffic order;
  - (ii) a location plan; and
  - (iii) descriptive plans of the area.

### **4. Consultation**

- 4.1 Consultation with local interested parties (including the former local County Councillor, Vaughan Clarke, East Hampshire District Council, Liss Parish Council and the Police) was carried out during spring 2017.
- 4.2 In response to the consultation, the Police have indicated that they do not support the proposed speed limits. Hampshire and Thames Valley Police have a joint roads policing strategy which is based on the National Police Chief's Council's priorities of policing roads in partnership. In supporting this strategy, the Police will require any new speed limit proposal to fully meet the requirements of the Department for Transport's "Setting Local Speed Limits" with mean speeds used as a basis for determining local speed limits within the guidelines and a priority on reducing injury collisions. Unless these factors are met in full, the response to the proposal will be to object in principle to any change in speed limit. Recent traffic surveys in (i) Farnham Road (proposed 40mph) showed mean average speeds in the region of 43 to 45mph, (ii)

Hill Brow Road (proposed 30mph) showed mean average speeds in the region of 35 to 37mph and (iii) Rake Road (proposed 30mph) showed mean average speeds in the region of 23 to 24mph. Mean average speeds at or around the proposed lower speed limit are typically a good indicator of the likely effectiveness of the proposal. However, reductions in speed to encourage compliance with the proposed lower speed limit may also depend upon the extent of the signs, markings and other measures used to support the introduction of the speed limit in question. Taking into account the mean average speeds at Farnham Road and Hill Brow Road, additional measures are proposed on this occasion to help achieve speed limit compliance.

- 4.3 In response to the public advertisement of the traffic order for the new/revised 30mph and 40mph speed limits in Liss in July/August 2017, the following one representation was received:

(i) Keren Burney, 2 Western Road, Liss:

Agree with the changes in speed limits to the B3006 and the Rake Road. Do not agree with reducing the Hill Brow speed limit above East Hill Drive to 30 mph. I think we need to keep a bit of speed up going up the hill, so 40 mph is a sensible limit. It is quite a quiet road with few pedestrians. On the way down, I and other drivers normally reduce speed to 35/30 as we descend, naturally.

**Officer comments:** One of the key factors in setting lower speed limits 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 combine to 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 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.

## 5. Local Member's View

- 5.1 The former local County Councillor, Vaughan Clarke, supported the proposal and the current local County Councillor, Russell Oppenheimer, also supports the proposal.

6. **Cost**

6.1 The cost of implementation will be met from the ordinary Traffic Management Programme.

7. **Conclusion**

7.1 It is recommended that the new/revised 30mph and 40mph speed limit proposals in Liss are implemented as advertised.

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

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	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:**

- 2.1 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.