

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	15 January 2024
<b>Title:</b>	Traffic Order Proposals: 30 Miles Per Hour Speed Limit in C125 Redbridge Lane at Nursling
<b>Report From:</b>	Director of Universal Services

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### Purpose of this Report

1. The purpose of this report is to seek approval from the Executive Lead Member for Universal Services to make an exception to the current Traffic Management Policy. At present all speed limits are set for road safety reasons and a decision is needed to allow the existing short section of 40mph speed limits on Redbridge Lane, Nursling, to be adjusted to 30mph to reflect the recent changes in the built environment and bring the whole road under one speed limit on Redbridge Lane.

### Recommendations

2. That the Executive Lead Member for Universal Services notes the current Traffic Management Policy position in relation to speed limits and permits an amendment of the speed limit on Redbridge Lane, Nursling to be progressed to allow for a reduction for a section of 375m outside the Bodding Avenue estate from 40mph to 30mph in line with the current 30mph speed limit on either end of Redbridge Lane.
3. That the Executive Lead Member for Universal Services gives authority to make a traffic order under the Road Traffic Regulation Act 1984 (RTRA), the effects of which will be to impose a 30 miles per hour speed limit (existing 40mph) on that length of C125 Redbridge Lane, Nursling between a point 215 metres south-west of its junction with A3057 Romsey Road and a point 415 metres south-west of that point. This order will revoke the provisions contained in The Hampshire (Various Roads Hillyfields Nursling) (Restricted Road) Order 1995 and The Hampshire (C125 Redbridge Lane Nursling) (40 mph Speed Limit) Order 2004 and re-enact them with no change of substance save for the change described above.

### Executive Summary

4. This paper seeks approval to make an exception to the current Traffic Management Policy. At present all speed limits are set for road safety and

casualty reduction reasons and a decision is needed to allow the existing short section of 40mph speed limit on Redbridge Lane, Nursling, to be adjusted to 30mph to reflect the recent changes in the built environment and bring the speeds in line with the rest of the carriageway on Redbridge Lane.

5. If approved, a Traffic Order will be implemented under the Road Traffic Regulation Act 1984 (RTRA), the effects of which will be to impose a 30 miles per hour speed limit (existing 40mph) on that length of C125 Redbridge Lane, Nursling between a point 215 metres south-west of its junction with A3057 Romsey Road and a point 415 metres south-west of that point, as per the plan shown as Appendix A.
6. This order will revoke the provisions contained in The Hampshire (Various Roads Hillyfields Nursling) (Restricted Road) Order 1995 and The Hampshire (C125 Redbridge Lane Nursling) (40 mph Speed Limit) Order 2004 and re-enact them with no change of substance save for the change described in the above paragraph.

### **Contextual information**

7. The above Traffic Order is proposed to support a speed limit reduction for a section of Redbridge Lane in Nursling. The speed limit for this section is currently 40mph, and the new proposed speed limit will be 30mph outside the Bodding Avenue Estate in line with the rest of Redbridge Lane.
8. Changing the 40mph speed limit will mirror the existing speed limit for the majority of Redbridge Lane which is subject to a 30mph speed limit due to the proximity to residential areas, the Oasis Academy School entrance, the Rugby Field and the car park entrance to community green space. Furthermore, a lower speed limit will improve the environment for pedestrians crossing this section of Redbridge Lane from the residential area (Bodding Avenue), to continue along Redbridge Lane and to access the school, football club and playing fields opposite. Concerns with the current speed limit have been raised by the local County Councillor and local residents and the change is publicly supported. A number of residents of Redbridge Lane and the Bodding Avenue estate have commented that they consider the existing 40mph speed limit unsuitable in this location and have requested that the speed limit be reviewed and reduced to 30mph for the following reasons:
  - The presence of the Oasis Academy and that children cross within the existing 40mph speed limit to access this school.
  - The residential development of Bodding Avenue estate, also known as Fen Meadows.
  - Access between the residential Bodding Avenue estate and the recreation ground opposite.
  - Existing traffic speeds and volume, particularly around school start and finish times.
  - The increase in child pedestrians and cyclists in recent years.
  - The number of families with younger children living in the Bodding Avenue estate.

9. It would be possible to extend both existing 30mph speed limits either end of the existing 40mph speed limit to beyond Bodding Avenue (north and south), which would reflect the change in the built environment from the introduction of the Bodding Avenue housing development. However, with the development of over 100 family properties built adjacent to the western carriageway and the introduction of a football club within the community sports field on the eastern carriageway, this is deemed inappropriate as, the increase in car traffic turning into both built estates, the increase in the built environment has increased pedestrians requiring to cross the carriageway to access the community green space on the eastern side of the road. To raise drivers' awareness of the need to reduce speed, the change in speed limit could be emphasised with yellow-backed terminal signs on either side of the carriageway with an adjacent 'SLOW' carriageway marking on a red pad.
10. Extending the existing 30mph speed limits in this way would be the typical response to a change in the built environment but is rejected in this case because the resulting length of 40mph speed limit in between is considered too short. In these circumstances the remaining length of 40mph is expected to be approximately 375m. Department for Transport guidance circular 01/2013 recommends that the minimum length of speed limit should generally not be less than 600m but that in exceptional cases this could be reduced to 400m for lower speed limits. This aims to avoid frequent speed limit changes that cause confusion for drivers, that affect compliance and are difficult to enforce.
11. It would be possible to leave the extents of the current speed limits unaltered, but to use measures such as yellow-backed terminal signs and 'SLOW' carriageway markings to highlight the need to slow down. This is rejected because it would not reflect the change in the built environment and make drivers aware of the increase in pedestrians being in the road.
12. It should also be noted that at the Hillyfields end, the 30mph terminal sign is already yellow-backed and a red carriageway surface treatment has been applied. As such, these measures would not address concerns with the current speed limit.
13. A minor works scheme is proposed to provide an uncontrolled facility to aid pedestrians crossing between the residential area and the public field opposite which is owned by Southampton City Council. This scheme includes the construction of a new footway link and crossing point supporting an established desire line and it is suggested that a 30mph speed limit will support this scheme. Additional signage will also be implemented to make drivers aware of the pedestrian crossing and pedestrians crossing the road.
14. Due consideration has been given to RTRA 1984 sections 122(1) and 122(2) and any other relevant legislation. In this case the Local Highway Authority considers this TRO expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians).
15. The decision outlined in paragraph 14 (above) to exercise the functions of the Local Highway Authority under RTRA 1984 sections 122(1) and 122(2) has been reached on the basis of what is reasonably practicable.

## **Finance**

16. The cost of the Traffic Regulation Order and works to introduce a 30mph speed limit will be delivered as part of the A3057 Nursling & Rownhams Junction improvements scheme to the sum of £50,000 which is funded from S106 developer contributions.

### **Consultation and Equalities**

17. The proposed Traffic Regulation Order has been advertised and notices placed on site to invite public comment. No objections were received from the public during the public consultation period which took place between 21<sup>st</sup> July and 11<sup>th</sup> August 2023.
18. The local Member supports the proposed reduction of the speed limit.
19. The Police object to the proposal for the following reasons:
- The higher rate of speed monitored along this stretch of road is currently recorded as over 40mph indicating that this length of road is considered, by drivers, to be a 40mph speed limit. However, this could be due to 40mph signs being present outside the housing development.
  - There are no recorded accidents along Redbridge Lane. The police note that the development-generated crossing movements have been occurring for five years with no recorded casualties, indicating the existing 40mph speed limit is satisfactory.
  - The proposal does not fit DfT guidelines on setting speed limits as the 375m section falls short of the DfT guidelines of 600m, which evidence suggests could result in average speeds increasing from the existing figures as the speed limit signs would be removed and would create unnecessary enforcement requests to which the police could not assist.
20. For these reasons the police have objected to this proposal unless serious traffic calming along the whole length of the proposal is implemented.
21. It is considered that the proposal will have a neutral impact on protected groups. The establishment of a lower speed limit will support the proposed minor works scheme to introduce an uncontrolled crossing point.

### **Officer response**

22. The reasons given by the police in objection to the proposal are acknowledged. It is recognised that the proposal is inconsistent with DfT guidelines on setting speed limits and also with current Hampshire County Council policy relating to speed limits.
23. The option to leave the current speed limits unaltered was considered but rejected because it would not reflect the change in the built environment and the requirement to reduce the speed limit to 30mph in line with the rest of the road and aid the movements of additional turning vehicles into the new estates or the safe crossing of pedestrians to the community space and the football club. It is acknowledged that the Bodding Avenue development has been in place for some time, but issues have been raised previously by the residents to members of Test Valley Borough Council and the County Council which is why it has been

included within the design work for the A3057 Nursling & Rownhams Junction Improvement Scheme which is set to start construction in early 2024.

24. The alternative option to extend both existing 30mph speed limits either end of the existing 40mph speed limit to beyond Bodding Avenue (north and south) would reflect the change in the built environment but is rejected because the resulting length of 40mph speed limit in between is considered too short.
25. The change in speed limit is considered necessary to reflect the changes in the built environment and increased traffic movements and pedestrian movements around the junctions and into the community space, rugby grounds, football club or the altered entrance to the Oasis academy school, which has been relocated onto Redbridge Lane. The request for traffic calming from the police is considered disproportionate given the good safety record at this time. However, it is recognised that creating a single 30mph speed limit along the length of Redbridge Lane will result in the removal of the current 30mph terminal signs which serve as prompts for drivers to slow down, and consideration will be given to supplemental measures such as Speed Limit Reminder signs and pedestrian crossing signs to mitigate this loss.
26. In the event of poor driver compliance which does not improve with low cost supplemental measures, then subject to available funding consideration may be given to traffic calming measures as envisaged by the police to achieve compliance.

### **Climate Change Impact Assessments**

27. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

### **Climate Change Adaptation**

28. The climate change tool was not applicable because this report relates to a change in speed limit only and not to physical infrastructure.

### **Carbon Mitigation**

29. The setting of speed limits is important in supporting strategic transport policy, including achieving transport-related climate change outcomes. Helping support Hampshire residents walk and cycle is expected to reduce reliance on private cars and will support the climate change target to be carbon neutral by 2050.

### **Conclusions**

30. This report seeks approval to make an exception to the current Traffic Management Policy allowing the existing 30mph speed limits on Redbridge Lane, Nursling, to be adjusted to reflect recent changes in the built environment

without creating a short section of 40mph speed limit outside the development of Bodding Avenue estate.

31. The police have objected to the proposal citing, amongst other concerns, the departure from DfT guidance on setting speed limits. Alternative options to resolve the police objection have been considered but rejected, with the proposal for a single 30mph speed limit on Redbridge Lane considered the better solution.

**REQUIRED CORPORATE AND 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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Executive Lead Member for Universal Services. Project Appraisal: A3057 Nursling and Rownhams Junctions Improvements	13 March 2023

**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>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

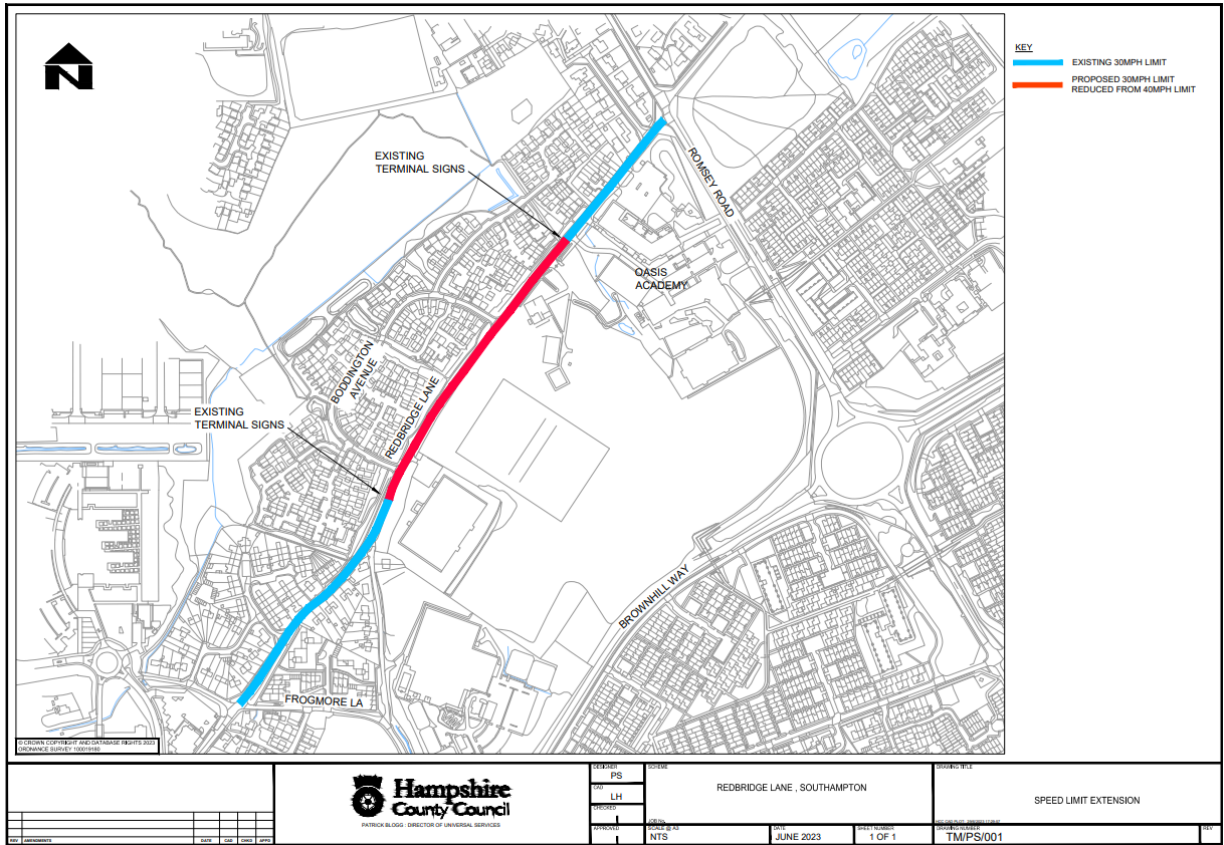
- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **2. Equalities Impact Assessment:**

It is considered that the proposal will have a neutral impact on protected groups. The establishment of a lower speed limit will support the proposed minor works scheme to introduce an uncontrolled crossing point.



# APPENDIX A



HCC CAD/TS/2 - Traffic Management/Traffic Management Group/RTM/1/4 - Utility - CAD/TS/2/Redbridge Lane TRG.dwg