

Hampshire County Council

Report to the Director of Economy, Transport and Environment

July 2018

Traffic Order Proposal – Ewshot Lane and Humphrey Park, Church Crookham 30mph Speed Limit

Contact: Strategic Transport – Christopher Gardner; tel 01962 846712; email christopher.gardner@hants.gov.uk/Traffic Management – Ian Janes; tel 01962 832284; email 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 introduce a 30mph speed limit (existing national speed limit) at Ewshot Lane and Humphrey Park in Church Crookham to reflect new development as follows:

A. Restricted Road (30 mph Speed Limit by a prescribed system of street lighting)

- (i) Humphrey Park (North) for its entire length, including the spur roads leading northward and southward, an approximate distance of 160 metres.
- (ii) Humphrey Park (South) for its entire length, including the spur roads leading northward and southward, an approximate distance of 135 metres.

B. 30mph Speed Limit

Ewshot Lane, Church Crookham between its junction with Redfields Lane / Aldershot Road and a point 368 metres south-east of that junction.

2. Reason

- 2.1** The proposed reductions in speed limits are related to new development. Local housing growth in the area (on the former Queen Elizabeth Barracks (QEB) and the southern side of Ewshot Lane) is creating a demand for additional pedestrian and cycle movements along Ewshot Lane. For example, Ewshot Lane has a dedicated pedestrian and cycle access into the Suitable Alternative Natural Greenspace (SANG) for the QEB development site and also forms a key route to Crookham Infant School. The provision of an appropriate speed limit along Ewshot Lane will help to increase the use of sustainable modes of transport for

journeys which may otherwise have been made by car. The proposed 30 mph speed limit on the northern section of Ewshot Lane also highlights the change in road character, development and usage brought about by new residential developments in this area.

- 2.2 The scheme supports the corporate strategies outlined in Integral Appendix A to this report.
- 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: 17/7/18



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 a new 30mph speed limit in Ewshot Lane at Church Crookham to reflect new development.

2. Recommendation

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to introduce a 30mph speed limit (existing national speed limit) at Ewshot Lane and Humphrey Park in Church Crookham as follows:

A. Restricted Road (30 mph Speed Limit by a prescribed system of street lighting)

- (i) Humphrey Park (North) for its entire length, including the spur roads leading northward and southward, an approximate distance of 160 metres.
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B. 30mph Speed Limit

Ewshot Lane, Church Crookham between its junction with Redfields Lane / Aldershot Road and a point 368 metres south-east of that junction.

3. Justification and Details of Proposal

- 3.1 The proposed reductions in speed limits are related to new development. Local housing growth in the area (on the former Queen Elizabeth Barracks (QEB) and the southern side of Ewshot Lane) is creating a demand for additional pedestrian and cycle movements along Ewshot Lane. For example, Ewshot Lane has a

dedicated pedestrian and cycle access into the Suitable Alternative Natural Greenspace (SANG) for the QEB development site and also forms a key route to Crookham Infant School. The provision of an appropriate speed limit along Ewshot Lane will help to increase the use of sustainable modes of transport for journeys which may otherwise have been made by car. The proposed 30 mph speed limit on the northern section of Ewshot Lane also highlights the change in road character, development and usage brought about by new residential developments in this area.

- 3.2 The scheme supports the corporate strategies outlined in Integral Appendix A to this report.
- 3.3 During the five year period ending 31st January 2018, there have been no injury accidents in Ewshot Lane within the new 30mph speed limit.
- 3.4 Attached are:
- (i) the traffic order.
 - (ii) a location plan.
 - (iii) a descriptive plan of the area.

4. **Consultation**

- 4.1 Consultations with the local County Councillor, John Bennison, and the Police were carried out during the winter of 2017/2018. Councillor Bennison was happy with the proposals. The Police did not support, but did not object.
- 4.2 In response to the public advertisement of the Traffic Order for the new 30mph speed limit in Ewshot Lane between 9th February and 2nd March 2018, one representation was received. Hart District Council, Church Crookham Parish Council, Ewshot Parish Council and the local Ministry of Defence were made aware of the public advertisement.
- 4.3 Representation received from:

Ewshot Parish Council

Details of representation:

The Parish Council is very disappointed that the 30mph proposed for Ewshot Lane doesn't extend further toward the village centre up to the existing 30mph limit especially as the Parish Council has made this request previously.

Response to representation:

Department for Transport guidance stipulates that speed limits should be set in accordance to national criteria based on the general character of the road, its alignment, the frequency of junctions and the extent of roadside development. Existing traffic speeds are also an important factor if the speed limit change is to be respected by road users. A further extension to the speed limit, as requested by the Parish Council, would extend proposals beyond the developed area where the character of the road would not be appropriate for a 30 mph speed limit.

5. **Local Member's View**

5.1 County Councillor Bennison supports the proposed way forward outlined in paragraph 4.3 above and the conclusion below.

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 Ewshot Lane and Humphrey Park, Church Crookham 30mph speed limit proposals are implemented as advertised.

CORPORATE OR 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

Scheme file.

Location

Economy, Transport & 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.