

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	17 September 2019
<b>Title:</b>	Revocation of the Experimental Traffic Order – Prohibition of Right Turns from The Causeway-A33, Heckfield
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Adrian Gray

**Tel:** 01962 846892

**Email:** [adrian.gray@hants.gov.uk](mailto:adrian.gray@hants.gov.uk)

#### Purpose of this Report

1. This report reviews the Experimental Traffic Order Prohibiting Right Turns from C6 The Causeway onto the A33 Basingstoke Road (“the Experimental Traffic Order”). The purpose of implementing the experimental traffic order was to address a persistent accident pattern of right turn manoeuvres from The Causeway onto the A33. The order was experimental in order to provide a sufficient period to assess compliance with the restriction and the wider impact of the ban on surrounding roads. This report describes the evaluation and makes a number of recommendations.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment gives authority to make an Order to revoke the Experimental Traffic Order Prohibiting Right Turns from C6 The Causeway onto the A33 Basingstoke Road (“the Experimental Traffic Order”) under Section 9 and Part IV of Schedule 9 paragraph 27 of the Road Traffic Regulation Act 1984.
3. That in order to address safety concerns as quickly as possible, the Executive Member for Economy, Transport and Environment approves the issue of a temporary prohibition Notice under Section 14(2) of the Road Traffic Regulation Act 1984 in order to allow vehicles to make the right turn from the Causeway onto the A33, and delegates authority to the Director of Economy, Transport, and Environment to make the necessary arrangements.
4. That the Director of Economy, Transport and Environment undertake a review of what other measures, if any, might be implemented to reduce casualties at this junction, while minimising adverse impacts on surrounding roads.

## **Executive Summary**

5. The Experimental Traffic Order which prohibits right turn manoeuvres at The Causeway junction with the A33 has increased traffic volumes on the local roads in the vicinity. The removal of the right turn has consequently increased the queues on the B3349 Odiham Road. As a result, drivers are using other, less suitable routes, or attempting unsafe manoeuvres such as U turns on the A33 itself.

## **Contextual information**

6. The junction of A33 Basingstoke Road with C6 The Causeway at Heckfield has a history of collisions resulting in injury. A number of casualty reduction measures have been implemented over time with varying success, but a casualty problem remained with traffic turning right from The Causeway on to the A33 Basingstoke Road. The Experimental Traffic Order was implemented on 10th December 2018 to try and tackle this persistent injury accident problem.
7. The purpose of implementing an experimental traffic order was to provide a sufficient period of time to evaluate the traffic impact of prohibiting right hand turns on the B3349 and A33 before determining whether the measures should be made permanent, or abandoned.
8. Since the introduction of the Experimental Traffic Order, the County Council has been monitoring its impact and effectiveness. There have been no injury accidents recorded at the junction since its introduction. However, a number of safety concerns have been raised. A new potentially more dangerous pattern of driver behaviour has emerged whereby drivers are turning left at The Causeway junction onto the A33 and using vehicular driveways to U turn to avoid the right turn prohibition. Anecdotal reports, survey data, as well as photos from members of the public have shown this manoeuvre to be common place. In addition, the layby on the A33 immediately adjacent to The Causeway has become rutted with the volume of vehicles U turning here.
9. Survey data suggests that the right turn is being contravened regularly. On 6 June 2019 there were 36 violations between 07:00 to 09:30 and 65 violations between 16:00 and 18:30. The survey data is consistent with reports from members of the public who have reported vehicles contravening the right turn ban.
10. The survey data also shows an increase in right turns from Malthouse Lane to access the A33 as well as a new movement of U turns which were not recorded in the 'before' surveys.
11. The Experimental Traffic Order was made to enable the effectiveness of such a restriction to be assessed over an 18 month period. Following recent assessments and comments from the public, which demonstrate both adverse traffic flows arising from the Order as well as more urgent safety concerns, a new Revocation Order is recommended to remove the restriction, subject to the Revocation Order's advertisement and the later removal of the physical measures and signs that are currently in place.

12. Due to the need to address safety concerns relating to the unsafe manoeuvres described above as quickly as possible, it is recommended that the prohibited right turn is permitted while revocation takes effect by way of a temporary prohibition Notice under s14(2) of the Road Traffic Regulation Act 1984.
13. Hampshire County Council will investigate what other measures, if any, might be implemented to reduce casualties at this junction, while minimising adverse impacts on surrounding roads.
14. The overall effectiveness of removing the right turn from The Causeway is linked to the operation of the A33/B3349/Welsh Lane roundabout. Traffic data suggests that flows on the roundabout are unbalanced, which could partially explain the congestion levels on the A33 and the B3349. A wider strategic approach is therefore required to facilitate safety measures at The Causeway/A33 junction and to improve capacity locally.
15. The current Experimental Traffic Order has received thirty representations, twenty-three of which were against the order. These representations are summarised in Appendix 1.
16. The content of the representations, including the small number of comments in support of the measure, are noted and will be considered as part of the wider study into this location to identify solutions to the safety concerns that do not have a detrimental effect on the local road network.
17. A total of 30 comments were received in relation to the experimental order. Of those that supported the order, there were nonetheless concerns expressed in relation to the number of vehicles continuing to make the right turn at the junction. The consensus among those who objected was that the restriction had not been successful, with the number of vehicles continuing to make the right turn manoeuvre again raised, as well as the new pattern of driver behaviour U turning on the A33.

## **Finance**

18. The costs associated with the works required to implement the Order revoking the Experimental Traffic Order, as well as carrying out the Notice to permit the right turn, will be met within the existing safety engineering budget.

## **Legal**

19. The County Council has a duty under s122(1) and 122(2) of the Road Traffic Regulation Act 1984, which requires it to exercise its functions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) which forms the basis for the decision being sought.
20. In order to issue a temporary Notice under s14(2) of the Road Traffic Regulation Act 1984, the County Council must be satisfied that it is necessary to do so without delay because of the likelihood of danger to the public or of serious damage to the road.

21. The pattern of driver behaviour of U turning on the A33 creates additional hazards that were not occurring prior to the introduction of the prohibition of right turns. This coupled with a high volume of right turns still occurring require the council to act quickly in the interests of safety.

## **Performance**

22. The junction of The Causeway and A33 will continue to be monitored as an existing accident site.

## **Consultation and Equalities**

23. No consultation is required to make an Order to revoke the Experimental Traffic Order. However, consultation was carried out during the first six months of the making of the Experimental Traffic Order, and appended to this report are the comments received. Those who commented will be updated on the decision that will be made following this report.
24. In earlier consultations (November 2018), the Police indicated that the Constabulary had concerns about drivers retaining the potential to make the right turn out of The Causeway. As a result, they were unable to support the proposal as one that they could devote resources to enforcing.
25. The proposal is to remove a no right turn restriction and return the junction to its original layout. Therefore, a neutral impact is expected for all service users including individuals with protected characteristics.

## **Conclusions**

26. This report seeks authority to make an Order to revoke the Experimental Traffic Order due to the creation of unsafe movements on the A33 and the high number of violations of the right turn ban. It is noted that a number of comments received in response to the Experimental Traffic Order were supportive, though among these were caveats relating to the violations observed by members of the public. Due to the frequency of such violations, and the new pattern of unsafe movements, a wider study into this location needs to be undertaken to ascertain what will work to solve the accidents problem, without having a detrimental effect on the local road network. This report also seeks authority to issue a temporary prohibition Notice under s14(2) Road Traffic Regulation Order 1984 on safety grounds.

## 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

### 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

Location

Traffic Order: The Causeway Heckfield -  
Experimental Prohibition of Right Turns  
Decision record

<http://democracy.hants.gov.uk/ieDecisionDetails.aspx?Id=908>

## **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:**

The proposal is to remove a no right turn restriction and return the junction to its original layout. Therefore, a neutral impact is expected for all service users including individuals with protected characteristics.