

**Hampshire County Council**

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

**Date 10 August 2020**

**Traffic Order - A30 Nately Scures Speed limits**

**Contact: Martin Wiltshire tel: 01962 832223  
email: martin.wiltshire@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 (RTA), the effect of which will be to introduce 30, 50 and 60 miles per hour speed limits covering the following lengths of road, West of Hook (Nately Scures) as shown on Drawing number A30/PROPOSALS01:

**(i) 30mph**

The Baredown, all sections for their entire length, an approximate total distance of 286 metres.

**(ii) 50mph – Existing National Speed Limit (70mph)**

A30 London Road (Scures Hill) between a point 137 metres east of its junction with The Baredown and a point 597 metres west of that point.

**(iii) 60mph – Existing National Speed Limit (70mph)**

A30 London Road between a point 460 metres west of its junction with The Baredown and a point 405 metres south-west of its junction with Water End Lane, an approximate distance of 1255 metres.

**2. Reason**

**2.1 This scheme supports the corporate strategies outlined in the table below which accompanies this report.**

**2.2 The proposed speed limit changes for the A30 Natley Scures is one of the recommendations resulting from a comprehensive review of injury collisions along the A30 between Basingstoke and Blackwater, which found that the accident/casualty rates along the A30 in this area are in excess of the national average for comparable roads.**

2.3 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).

**3. Other Options Considered and Rejected**

- 3.1 It would be possible to leave the current speed limits unaltered. This is rejected as the proposed lower speed limits are expected to reduce both the number and severity of injury accidents occurring on the section of the A30 to be covered by the lower speed limits.
  - 3.2 A number of representations called for lower speed limits to be imposed beyond those reductions in this proposal. Existing mean traffic speeds are considered too high to support lower limits than those proposed, with the proposed speed limit reductions consistent with current mean speeds and anticipated to achieve a high level of compliance
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:** 27/08/2020



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

**Hampshire County Council**

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**Introduction**

1. This report considers the introduction of 50 and 60mph speed limits on the A30 West of Hook (Nately Scures) and a 30mph limit on The Beardown which is a residential cul-de-sac adjoining the A30 and the proposed 50mph limit.

**Recommendation**

2. That a Traffic Order be made under the Road Traffic Regulation Act 1984 (RTA), the effect of which will be to introduce 30, 50 and 60 miles per hour speed limits covering the following lengths of road, West of Hook (Nately Scures) as shown on Drawing number A30/PROPOSALS01:
  - (i) 30mph  
The Beardown, all sections for their entire length, an approximate total distance of 286 metres.
  - (ii) 50mph – Existing National Speed Limit (70mph)  
A30 London Road (Scures Hill) between a point 137 metres east of its junction with The Beardown and a point 597 metres west of that point.
  - (iii) 60mph – Existing National Speed Limit (70mph)  
A30 London Road between a point 460 metres west of its junction with The Beardown and a point 405 metres south-west of its junction with Water End Lane, an approximate distance of 1255 metres.
3. Due consideration has been given to RTA 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).

## **Justification and Details of Proposal**

4. The proposed speed limit changes for the A30 Natley Scures is one of the recommendations resulting from a comprehensive review of injury collisions along the A30 between Basingstoke and Blackwater. An accident rate of 182 per billion vehicle kilometres was calculated for this section of the A30 covering Water End/Nately Scures/Baredown and found to be 43% greater than the national average for a rural A road (128). The accident rate considers the total number of reported injury accidents which have occurred on a particular length of road during the study period and traffic flows.
5. In the 5 years between 1 May 2014 & 30 April 2019 there were 7 injury collisions (1 fatal, 3 serious and 3 slight) on the section of the A30 that the proposed extents of the speed limits will apply to.
6. This scheme supports the corporate strategies outlined in the table below which accompanies this report.
7. Attached are:
  - (i) the traffic order;
  - (ii) a location plan (Drawing Number A30/LP01); and
  - (iii) a descriptive plan of the area (Drawing number A30/PROPOSALS01)..

## **Consultation**

8. The consultation with the Police was carried out during December 2019, and no objection was received.
9. Subsequently, formal public advertisement was carried out ending on 7 February 2020. In response to this public advertisement ten representations were received. Two representations opposed the proposals and eight welcomed the reduced speed limits but requested further reductions and consideration of other measures.
10. A summary of the representations together with officer comments are set out in Appendix A.

## **Local Member's View**

11. The local Member, Councillor Still, was consulted during December 2019 and supports the proposal.

## **Cost**

12. The cost of implementation the proposed speed limit reductions will be met from the annual casualty reduction programme.

## **Conclusion**

13. The introduction of lower speed limits on this section of the A30 is anticipated to reduce the number and severity of collisions, which are currently above the national average for this class of road. In developing the proposal, consideration has been given to representations made in relation to the advertised changes, but the proposal, which corresponds with guidance on setting speed limits, is considered to reflect likely driver compliance with speed limits and be respected. Further speed checks will be conducted after the speed limits have been established. As with all the whole of the road network maintained by the County Council, casualty/accident statistics will be monitored along the A30 and should studies identify a requirement to make further interventions, these will be subsequently considered.

## 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>A30 Traffic Management Review</u> <a href="http://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1283">http://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1283</a>	<u>Date</u> 12/11/2019

### 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, Ell Court West, The Castle, Winchester, Hampshire, SO23 8UD