

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	The Wallops Traffic Management
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide an update on progress on the Over Wallop traffic management scheme and obtain approval for further approach.

Recommendations

2. That the Executive Member for Highways Operations approves that the traffic management trial is not pursued any further due to the insufficient level of community support.
3. That the Executive Member for Highways Operations approves the approach that the County Council will not develop further similar schemes requested by local communities involving redistribution of traffic where there is no clear majority support locally.
4. That the Executive Member for Highways Operations notes the proposal to agree and deliver low-cost measures to reinforce the existing speed limit.

Executive Summary

5. This report provides an update to a report approved at the Executive Member for Environment and Transport Decision Day on 4 June 2019.

[Village Traffic Management Improvements Over Wallop Andover-2019-06-04-EMET Decision Day \(hants.gov.uk\)](#)

6. The aim of the proposed scheme was to prevent through traffic from using Salisbury Lane and discourage displaced traffic from using Station Road by encouraging the use of Old Stockbridge Road as an alternative route. The scheme also aimed to reduce vehicle speeds in the village.
7. On 4 June 2019, the Executive Member for Environment and Transport gave approval for:

- a proposed approach to the Over Wallop traffic management scheme; and
 - a proposed monitoring and assessment methodology for the traffic management trial.
8. Motorists are currently using the village as a cut through between the A303, Grateley railway station and the junction of B3084/A343/Salisbury Road. This traffic is passing through the village and is affecting the local residents due to the volume and speed of the traffic.
 9. The C250 Old Stockbridge Road has also been reclassified to a B road due to its width and smoother horizontal alignment and is already the signed route for larger vehicles.
 10. To remedy the mentioned issues with locally perceived traffic speed, safety issues and the amount of traffic using the cut through, a solution was proposed to carry out the following traffic management trial which, if successful, would be followed by permanent construction.

The components of the traffic management trial:

- a) Installation of traffic calming measures (interlocking concrete kerbs) on Station Road.
 - b) Installation of temporary barrier in Salisbury Lane and construction of turning heads (for refuse lorries).
11. The aim of the measures was to reduce the perceived risk reiterated by local residents, of the speed and volume of traffic and discourage motorists from using Station Road and encourage the use of Old Stockbridge Road as an alternative route
 12. The project was publicly consulted on in 2016 and a public engagement event was held in 2018. There was not a deliverable solution that was universally popular with all residents; however, the majority did support the proposals. Therefore, a trial scheme was proposed to assess the benefits of the scheme before a permanent scheme was implemented.
 13. During the course of the project, additional elements in the scheme scope were considered and rejected, namely improvements at Grateley (Wallop Road/Old Stockbridge Road) junction and Kentsboro (A343/Old Stockbridge Road) junction:
 - following preliminary design work, it was found that the improvements to Grateley junction were beyond the funding available to the project; and
 - the proposed improvements to the Kentsboro' junction were minor and within the funding available, but it was felt that that the benefits were minor in relation to the costs and therefore did not represent sufficient value for money to justify the expenditure.
 14. Due to the sensitivity of the scheme, it was proposed that a trial of the remaining traffic management measures be implemented in order to assess the actual traffic behaviour after the potential construction of the permanent solution. This would consist of a temporary construction of the following:

- traffic calming to be installed in the village on Station Road; and
 - closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries.
15. Consultation on these measures was carried out with the local Parish Council in March 2019 to allow for its input. As a result of these discussions, it was agreed that:
- traffic surveys will be carried out before and during the trial to measure the impact of the measures on actual traffic volumes and speeds;
 - personal injury and damage-only accidents will be monitored during the trial;
 - the success of the trial scheme would be judged through delivery of a substantial reduction to speed and volume of traffic through the village, proportional to the capital investment made by the County Council; and
 - to ensure results are fully representative, a trial duration of 12 months would be explored – whilst initial consideration focused on a 6 month trial, it is felt that it would need to be on a 12 month basis so that any seasonal variations are fully encompassed.
16. Following renewed internal discussions within both Over Wallop and Nether Wallop Parish Councils, it was requested that an additional survey will be carried out amongst the local residents to gauge the current support for the scheme. This was led by Over Wallop Parish Council in January 2022. The results of the survey are that 50.13% percent of residents were fully or somewhat opposed and 47.98% were fully or partially in support of the traffic management trial.
17. The survey results demonstrate that there is no mandate to proceed with this locally driven scheme to redistribute traffic within the village, which aids some residents and disadvantages others.
18. However modest measures to reinforce the existing speed limit will be considered after discussions with the Parish Councils. The decision on these low-cost measures will be dealt with as an Officer decision under the Scheme of Delegation. The scope of the low-cost measures will include road markings, road signs, gateway features and digital speed limit reminder signs. Traffic surveys will also be undertaken to assist in design work.
19. With respect to speed limits, the proposed low cost measures will focus on reinforcing existing speed limits. In terms of any reduction in speed limit, the Executive Lead Member for Economy, Transport and Environment has commissioned a review of the current policy for 20mph speed limits, with contribution from a Member working group, with the agreement of the Economy, Transport and Environment Select Committee. This review has been commissioned to determine whether there is a case for extending the scope for these measures beyond their role in casualty reduction. The working group will consider the evidence and is expected to report back to the Select Committee in September. The outcomes of the overall review will be

considered by the Executive Lead Member for Economy, Transport and Environment in due course.

Finance

20. This scheme is currently in the Capital Programme at a value of £332,000.

21. The forecast including actual spent is detailed in the table below.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	81	43	Developer contributions	189
Client Fee	37	20		
Supervision	5	2		
Speed limit reinforcement measures	60	32		
Land	6	3		
Total	<u>189</u>	<u>100</u>	Total	<u>189</u>

22. The scheme costs incurred will be funded by developers' contributions. Any residual funding will be held by the County Council until the section 106 expiry date and if not used, will be returned to the developer.

Consultation and Equalities

23. The divisional County Member, Councillor Drew, Over Wallop Parish Council and Nether Wallop Parish Council are aware and supportive of the approach detailed in this report.

24. Low-cost measures to reinforce the existing speed limit should enable the disabled and elderly to commute along Station Road and Salisbury Lane more freely and safely, so will have a positive impact on these groups. There would be a neutral impact on other groups with protected characteristics.

Climate Change Impact Assessments

25. 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

26. The low cost measures to reinforce the speed limit add no more vulnerability to climate change impacts than the existing highway arrangement, which is considered to be low vulnerability.

Carbon Mitigation

27. The installation of these measures itself will have negligible effect on carbon emissions, which should be offset by the decrease of carbon emissions in the area, assuming traffic speed decreases.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Project Update: Village Traffic Management Improvements, Over Wallop, Andover	<u>Date</u> 4 June 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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:

Low-cost measures to reinforce the existing speed limit should enable the disabled and elderly to commute along Station Road and Salisbury Lane more freely and safely so will have a positive impact on these groups. There would be a neutral impact on other groups with protected characteristics.