

Hampshire County Council

Report to the Director of Economy, Transport and Environment

December 2021

Traffic Order Proposal – B3420 Andover Road/Andover Road North (40mph Speed Limit)

Contact: Daniel Hutchings

email: daniel.hutchings@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 (RTRA), the effect of which will be to impose an extension of the existing 40mph speed limit (currently 50mph) northbound for a further 100m on B3420 Andover Road/Andover Road North. A revised length of 710 metres.

2. Reason

- 2.1** Following the development of the new Kings Barton Estate, there has been an increase in pedestrians accessing schools and other amenities on either side of Andover Road. There is currently a footpath on the western side of Andover Road adjacent to Halls Farm Close, providing access to a footpath further south on the eastern side of Andover Road, that links through to the new housing development and school. Currently, the change in speed limit between 40mph and 50mph is situated just south of the Halls Farm Close footpath, allowing for different speeds on the approach to a popular crossing location. Therefore, Hampshire County Council proposes to continue the 40mph speed northwards for 100 metres. The new speed limit has been specifically targeted at increasing driver awareness of the speed limit when approaching Winchester, whilst ensuring compliance.
- 2.2** The new speed limit will compliment other engineering improvements implemented following an investigation undertaken by the Casualty Reduction Partnership into the fatal pedestrian incident in January 2020.
- 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)
- 2.4** The decision outlined in paragraph 2.3 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been

reached on the basis of what is reasonably practicable after due regard has been given to any other matters appearing to the authority to be relevant.

3. Other Options Considered and Rejected

3.1 Do nothing. But in view of the highway safety concerns raised, 'do nothing' is not considered a suitable option.

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: 11 /01/2022

A handwritten signature in black ink, appearing to read 'Stuart Jarvis', written in a cursive style.

Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

Report to the Director of Economy, Transport and Environment

December 2021

Traffic Order Proposal – B3420 Andover Road/Andover Road North (40mph Speed Limit)

**Contact: Daniel Hutchings
email: Daniel.hutchings@hants.gov.uk**

Introduction

1. This report considers the result of a formal consultation to reduce a section of existing 50mph speed limit and extend the existing 40mph speed limit to the north.

Recommendation

2. That a Traffic Order be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to impose an extension of the existing 40mph speed limit (currently 50mph) northwards for a further 100m on B3420 Andover Road/Andover Road North. A revised length of 710 metres.
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) [and (where relevant) for the provision of suitable and adequate parking facilities on and off].
4. The decision outlined in paragraph 3 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to any other matters appearing to the authority to be relevant.

Justification and Details of Proposal

5. The scheme was originally prepared in response to the development of the new Kings Barton Estate, and its subsequently increase in pedestrian movement across Andover Road. A significant increase in pedestrian movements has been seen between the footpath through to the development and new school opposite Grove Place and the footpath at Halls Farm Close, where there is currently a change in speed limit between 40mph and 50mph. Therefore, alongside the investigations by the Casualty Reduction Partnership (CRP) into a fatal road traffic collision on Andover Road in January 2020, it has been proposed to

extend the 40mph speed limit to the north of the ridgeline to increase driver awareness and assist with compliance with the speed limit. These measures are supported by further safety-led signing and road marking improvements.

The County Council has received historic requests for Andover Road, to reduce the speed limit to 30mph, however, the current road layout and traffic speeds are not suited to a 30mph speed limit meaning that compliance with such a restriction would be poor. The County Council will further consider this proposal should the general character of the road change as the longer-term development progresses.

6. As part of the Casualty Reduction Partnership (CRP) investigation, the accident history for the route was reviewed and a total of 6 incidents were reported in a 5-year period between the junction of Park Road and the junction of Manley Road. All these incidents involved a vehicle turning into or out of a side road or access, with 3 involving vehicles overtaking a turning vehicle or a stationary vehicle. A specific review of pedestrian incidents was also analysed, which indicated a total of 3 incidents in a 29-year period, with the latest occurring September 2003.
7. The scheme supports the corporate strategies outlined in the table below which accompanies this report.
8. Attached are:
 - (i) the traffic order;
 - (ii) a location plan; and
 - (iii) a TRO Plan showing the length of the advertised proposals

Consultation

9. Local Members (Councillor Porter and Councillor Warwick) and Hampshire Constabulary were consulted on the proposals. Winchester City Council was also advised through the Casualty Reduction Partnership
10. The Police do not object to the speed limit.
11. The proposals were advertised for the second time, due to anomalies in the initial advert, in the local press and displayed on site between 27th August 2021 and 17th September 2021.
12. 55 representations were received during the advertisement periods, including 1 representation of support, and 53 requests for the speed limit to be reduced to 30mph. Details of the individual responses and officer comments can be found in the attached Appendix. Multiple representations from the same person have been treated together.

Local Member's View

13. Local Members, Councillor Porter and Councillor Warwick supported the proposals.

Cost

14. The cost of implementation will be met from the Casualty Reduction Partnership Capital Programme.

Conclusion

15. Whilst it is understood that a 30mph speed limit is preferred, the road character, layout, and traffic speeds do not support this, and it is unlikely this would be adhered to. In addition, the Police have already confirmed that they would not support this and would be likely to object were this to be advertised with the current road layout in place. It is therefore proposed that the proposal be approved, and the 40mph speed limit extension is implemented as advertised and shown on the attached plan.

REQUIRED CORPORATE AND 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

Work File

Location

Traffic Team, 2nd Floor, Elizabeth II Court West, The Castle, Winchester

Public Representations/Comments	Officer Comments
Kevin Sykes, Old Dairy Cottage, Andover Road	
<p>My property is immediately adjacent to the current speed limit increase from 40mph to 50mph. I am aware that this speed limit reduction is potentially associated with a crossing which several primary school parents (along with Steve Brine MP) have been lobbying for.</p> <p>My concerns are:</p> <ol style="list-style-type: none"> 1. Is a 10mph reduction ambitious enough? My own view would be that the 30mph limit that exists just past Stoney Lane should be extended all the way to the edge of the new Barton Farm Development up the hill from Wellhouse Lane. The pedestrian usage in the area has significantly increased. The footpaths are narrow, and it would be entirely appropriate for cyclists and pedestrians to see a significant reduction in speed. 2. If a new crossing is also being considered, then I have significant concerns if this were to be a light controlled crossing. Whilst the road is busy in peak hours, it is not so busy during the day. A call button control can be subject to false calls and calls when there is time to cross. Cars stopping needlessly and then accelerating away from a standing start create significantly more noise and emissions than those travelling at a constant velocity. I believe a zebra crossing would be a better option to limit the amount of false stops. 3. The Barton Farm planning permission includes a condition that this section of Andover Road is closed to traffic in the final scheme. This is the most cost-effective way of managing the safe use for pedestrians. The planning permission for Barton farm should have included an earlier imposition of this condition and a phased approach should have been adopted. There is surely merit in investigating as to whether this condition could be brought forward, being that this would deal with the issue and provide best value to the taxpayer. 	A, B, C, E, F
Mark Tucker	
<p>Plans showing proposals are dated July 2020. This was before the decision by HCC to consider implementing a signalised traffic-controlled crossing on Andover Road near Halls Farm Close footpath. Proposed change to speed limit therefore does not reflect the requirements for a speed limit associated with a signalised traffic-controlled crossing for pedestrian movement across the road at this location.</p> <p>If a pedestrian was hit by a vehicle travelling at 40mph it is highly probably that they would be killed. If a pedestrian is hit by a vehicle travelling at 30mph then the pedestrian is likely to be seriously injured but not killed. A 30mph is far more desirable than a speed limit of 40mph.</p>	A, B, D

	<p>Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length is only 12 seconds. The saving is significantly less when traffic is slowed/stopped by traffic signals at junction with Winchester Avenue or by traffic entering or exiting Stoney Lane. This saving is inconsequential compared with the cost of both human and financial terms associated with a pedestrian being it as occurred in the fatal accident in January 2020 at this location.</p> <p>A 30mph limit is more appropriate than a 40mph as this section of Andover Road will soon have residential housing situated on both sides of the road as part of the Kings Barton development. A 30mph limit would be more appropriate to tie in with the LCWIP planned 20mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>I propose that the Order is altered to show a 30mph speed limit rather than a 40mph limit over the 700m road length indicated in the order.</p>	
James Batho, 15 Wessex Drive (2 representations)		
	<p>Whilst I approve of lowering the speed limit, I do not believe that this goes far enough. The area is rapidly changing with the development of Barton Farm and the opening of Barton Farm Primary Academy. This has led to greater use of the road by pedestrians and many more crossings of the Andover Road by young people. This has been acknowledged by the recent acceptance by HCC of the need for a pedestrian crossing. An easier and complementary solution would be to reduce the speed limit to 30mph.</p> <p>A walking and cycling track have been opened to Worthy Down and South Wonston. This excellent facility is marred by the current route meeting Andover Road at a 50mph speed limit and resulting in a far lower use by residents of the local area. To protect them, I request that the section of road from the existing 30mph zone to the end of the dual carriageway should be considered residential and that the speed limit here should be 30mph at a maximum.</p>	A, B, C
Councillor Anne Weir, St Barnabas Ward		
	<p>Steps proposed acknowledge measures are needed to control traffic speeds along this part of Andover Road where new housing at Kings Barton is coming forward quickly and increasing numbers of people of all ages are moving along footpaths and across the road to reach schools, shops, and other amenities, along with City Centre. This acknowledgement is welcome, but the steps proposed are wholly inadequate.</p> <p>Priority now is to raise road safety standards from Park Road to Wellhouse Lane. Starting point must be reducing the speed limit to 30mph right along this stretch. Anything short of this is unlikely to deliver the necessary reduction in speeds essential to protect the rising numbers of pedestrian and cyclists who rely on this route.</p> <p>Moving 40mph limit 100m beyond the ridge line will have limited impact. Many drivers leaving Winchester travelling north are already well over the 40mph speed limit before they reach the existing 50mph section. A 100m extension is unlikely to alter that</p>	A, B, C

	<p>behaviour. A 50mph to 40mph reduction travelling south will not reduce average speed sufficiently before drivers reach the stretch of road near the ridge line which is an important pedestrian desire line. Speed will continue to be too high at Stoney Lane junction where again growing numbers of pedestrians are crossing to access facilities in Weeke.</p> <p>Proposal needs to be urgently reviewed with the objective of achieving safe traffic speed on the now continuous urban section of the road up to Wellhouse Lane. Please reconsider and extend the 30mph limit to Wellhouse Lane.</p>	
<p>Nigel Palmer, 3 Hyldeborne Road</p>		
	<p>Note that the plan showing the proposed changes is dated July 2020, indicating that this proposal was made before the decision by HCC to consider implementing a signalised traffic-controlled crossing on Andover Road near the Halls Farm Close footpath. Therefore, the proposed changes to the speed limit do not reflect the requirements for a speed limit that would be associated with such a crossing for pedestrian movement across the road at this location.</p> <p>Observed numerous occasions of excessive speed of vehicle on this stretch of road, particularly in the direction of Winchester. It's well publicised that, if a pedestrian is hit by a vehicle traveling at 40mph, it is highly probably that the pedestrian will be killed. Whereas a pedestrian hit by a vehicle travelling at 30mph is still likely to sustain serious injuries but would survive. Obviously, everyone's paramount consideration should be pedestrian safety, so in principle a reduced speed limit of 30mph crossing the whole of the proposed 710m 40mph section is more desirable than a relatively small extension to the existing speed limit of 40mph as shown in the order.</p> <p>Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length is only 12 seconds. The saving is significantly less when traffic is slowed or stopped by traffic signals at junction with Winchester Avenue or by traffic entering or exiting Stoney Lane. This saving is inconsequential compared with the cost of both human and financial terms associated with a pedestrian being hit as occurred in the fatal accident in January 2020 at this location.</p> <p>A 30mph limit is more appropriate than a 40mph as this section of Andover Road will in the near future have residential housing situated on both sides of the road as part of the Kings Barton development. A 30mph limit would be more appropriate to tie in with the LCWIP planned 20mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>Request the order is amended to show a 30mph speed limit as opposed to a 40mph speed limit along the whole of the 710m length of the road indicated in the Order.</p>	<p>A, B, D, G</p>
<p>Debbie Palmer, Hyldebourne Road.</p>		
	<p>Whilst reducing a small stretch of road from 50mph to 40mph is an improvement, I feel this doesn't go far enough and would like consideration to be given to reducing it to a 30mph zone along with the whole 710 metre section. There is significant difference if a</p>	<p>A, B, C, D</p>

	<p>car hits a pedestrian at 40mph, whereby it is highly likely he/she will be killed, as opposed to vehicle travelling at 30mph, whereby pedestrian has a much higher probability of surviving.</p> <p>Since there will be residential housing on both side of the road as part of the Kings Barton development in the near future, a 30mph limit would better link in with the LCWIP planned 20mph restriction from Winchester Avenue into the City Centre, thus facilitating an easier transition for drivers from one speed to another.</p> <p>Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length is only 12 seconds. The saving is significantly less when traffic is slowed or stopped by traffic signals at junction with Winchester Avenue or by traffic entering or exiting Stoney Lane. This saving is inconsequential compared with the cost of both human and financial terms associated with a pedestrian being it as occurred in the fatal accident in January 2020 at this location.</p> <p>The proposed change to the speed limit detailed in plan is dated July 2020. This does not reflect the subsequent HCC decision to consider implementation of a signalised traffic-controlled crossing on Andover Road by the Halls Farm Close footpath, which would necessitate a speed limit associated with such a pedestrian crossing at this location.</p> <p>Request the order is amended to show a 30mph speed limit as opposed to a 40mph speed limit along the whole of the 710m length of the road indicated in the Order.</p>	
<p>Catherine Defty, Weeke</p>		
	<p>Child attends Barton Farm Primary Academy, and I am extremely worried the proposals are only lowering the speed to 40mph. A person hit by vehicle at 40mph, has a 10% chance of survival – imagine less for a child. If lowered to 30mph, this chance increases to 80%.</p> <p>Parents with young children will be regularly crossing this section of road to attend school, so surprised that the Council are taking significant risk with lives. There are no second chances to get this decision right. One child death will be too many.</p> <p>Hope Hampshire will appropriately adjust the proposal to reflect the risk to pedestrians.</p>	<p>A, B</p>
<p>Anita Feeney</p>		
	<p>As a parent of a child who attended Barton Farm Primary Academy, and regularly works along and across Andover Road I am extremely worried that the proposal to only lower the speed limit to 40mph. If a person is hit by a vehicle at 40mph they stand a 10% chance of survival. If the speed limit was lowered to 30mph, this chance increases significant to 80%</p> <p>Parent with young children will be regularly crossing this section of road to attend school. I am surprised that the Council are taking this significant risk with lives. There are no second chances to get this decision right. One child death will be too many.</p> <p>Hope Hampshire will appropriately adjust the proposal to reflect the risk to the pedestrians.</p>	<p>A, B</p>

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Alan and Paula Sydney, 97 Andover Road		
	<p>Disappointed at the proposed minor extension of the 40mph limit. This seems totally inadequate in light of the continuing development of Barton Farm and the opening of the primary school.</p> <p>Traffic seems to be running much faster following the installation of the traffic lights into the new development, which has resulted in vehicles bunching up and drivers wanting to press on. This is particular the case with traffic leaving Winchester and makes walking along the narrow pavement on the western side really unpleasant if not downright dangerous, especially for those with young children.</p> <p>The increasingly residential nature of the area requires more steps to be taken to slow traffic, including safe pedestrian crossings. We believe consideration should be given to extending the existing 30mph zone to the point presently proposed for the 40mph limit, and the 40mph limit run from there to at least the second set of traffic lights for Barton Farm</p>	A, B, C
Jon Shurlock, Priors Dean Road		
	<p>Area around Andover Road is being extensively developed with Kings Barton development and the addition of the new Barton Farm Primary Academy. This is changing the nature of the area and the speed limit on Andover Road need to reflect this. The section from the current 30mph up to the second set of Barton Farm traffic lights should be considered as residential, and the 30mph extended for this length.</p>	A, B, C
Roy Faithful, 2 Minstead Close		
	<p>Good to see the proposal to reduce the speed limit along Andover Road but the length of reduction is simply not long enough especially with the increasing amount of road traffic and pedestrian that will be crossing. The reduction should go past the junction with Harestock Road/Wellhouse Lane and should be reduced to 30mph at this point.</p> <p>There have been many incidents because of excessive speed in the past at this point. The 30mph limit should also be imposed at any point where there is a possible pedestrian crossing.</p> <p>There should be speed reduction along Priors Dean Road, but they are often disregarded because this is no enforcement at all. This will also be the case along Andover Road North.</p>	A, B, C, G
Caroline Rogers		
	<p>Andover Road is a residential road. Why is the speed limit not 30mph or less?</p>	A
John and Caroline Peters, 39 Halls Farm Close (2 representations)		
	<p>We wish to object to the reduction of the speed limit on Andover Road North on the ground that the reduction as proposed does not adequately address the important road safety issues arising from the current speed restrictions. We consider that both the</p>	A, H, J, G,

<p>current situation and the proposed amendment seriously imperil the increasing number of pedestrians using this section of Andover Road.</p> <p>The current 50mph sign is placed where the footpath running between Henry Beaufort School and Halls Farm Close meets Andover Road. Since the COVID-19 lockdowns, the development of Kings Barton and the opening of the Kings Barton Primary Academy, this has become an increasingly busy crossing point, especially for families including many with small children. The exit from the footpath to Andover Road is particularly hazardous because the 40/50mph speed limits imposed there encourage drivers to believe that the increased risk of pedestrian movements associated with urban areas has passed (or has not yet been reached when travelling into the city). The danger is heightened further because the footpath exit is invisible to drivers on Andover Road until they are almost level with it and because at the exit point (and for much of Andover Road) the pavement is exceedingly narrow. On the southbound side of the road, trees can easily conceal pedestrians approaching the road to cross. Higher traffic speeds also imperil pedestrians because, where the footpath meets Andover Road, there are dips in the road on the near horizon in both directions. As a result, motorists cannot readily see pedestrians waiting to cross and pedestrians cannot readily see approaching cars until they are almost upon them. We routinely see cars there traveling at speeds that appear to be far in excess of 40mph. Police speeds checks on this stretch of road are exceptionally rare so many regular users of the road undoubtedly believe they can speed with impunity. In these circumstances, simply moving the 50mph sign 100m down the road will not remove the risk of harm. It will continue to expose pedestrians (and cyclists) crossing to a very high risk of death or serious injury. More stringent measures are needed.</p> <p>We submit that the proper safe speed limit for Andover Road from Stoney Lane to Harestock Road should be 30mph and that steps should be taken as a matter of urgency to provide an appropriate crossing, with clear signs warning motorists of the risk of pedestrians.</p> <p>In addition, the current position of the 40mph speed limit shortly before the junction of Andover Road northbound and Stoney Lane is itself a hazard. While some drivers are beginning to accelerate to leave the city, others are slowing down to turn left. We routinely experience this conflict as drivers when we turn left into Stoney Lane. This has become all the more hazardous recently because of the increased road parking on the eastern section of Stoney Lane associated with the higher density of housing. We urge the Council to revise the speed limit on Andover Road to 30mph until after the Harestock Road junction. The current proposal sends a message to motorists that it is safe to travel at speed along this section of road, endangering the increasing number of families now living on both sides of Andover Road.</p>	
<p>Dr Paul O'Halloran, Stoney Lane</p>	
<p>Formally write to support a reduction in speed limit on Andover Road. The present 40mph limit sign is on the bottom of a hill with a right turn immediately after going north. This is crazy and explains why there are so many incident or close incidents over the</p>	<p>A, B, N</p>

<p>years. I cycle, walk, or drive this road at least once a day. I would like the 30mph speed limit to be extended until the present 50mph and decrease the 50mph to 40mph. Walking on path on Andover Road can be quite frightening as cars/lorries are so fast and close. It feels as though they will hit me with their wing mirrors.</p> <p>Andover Road is a dangerous place to cross. Banking on the east side makes crossing difficult and I notice new steps have been introduced opposite Stoney Lane, with no ability to cross the road safely. Hope Andover Road will be closed to traffic eventually, which will make these steps safer. Until then they are a huge hazard which has been pointed out now.</p> <p>Do not want to see more accident on this road. Anything that can decrease the speed of traffic should be considered. The alternative is more accident and even death again.</p> <p>At some stage, planners need to think that other people exist other than car drivers.</p>	
<p>Linda MacKenzie, Stoney Lane</p>	
<p>There has been an enormous amount of development in the City on Brownfield sites and new sites, Barton Farm being the largest. I am aware of the controversy of this development from 20 years ago and it has completed altered the nature of this stretch of Andover Road. Stoney Lane even extends into the new development across Andover Road. During lockdown, residents have sought access to countryside and many more people have discovered the path running north alongside the road leading to the field when the new primary school is located. These fields have been firm favourites for dog walkers for many years.</p> <p>New access paths have been created through Barton Farm linking it the designated wildlife area towards Kings Worthy. These are great, safe paths for families for recreational use and resident from Weeke will enjoy the access. It must be made safer for pedestrians to cross this main artery into Winchester to avoid more tragic accidents. How can a 40mph speed limit be justified in this growing residential area? I'm certain that many would argue for a 20mph. The minimum must be 30mph with more traffic calming measures and controlled crossings.</p> <p>Crossing Andover Road from Stoney Lane is not for the faint hearted due to the number and speed of cars/commercial vehicles using this stretch of road and the junction. Due to a raised band across the road, there are few access points to cross whilst avoiding the junction. If walking up the footway on the west side, it is narrow and quite shocking to have large vehicles speeding past. It is a notorious stretch of road for speeding and is a favourite for speed camera. It has been welcomed to have the new pedestrian crossing with traffic lights as they do slow down the traffic can give some breaks to allow crossing the road.</p> <p>Population is increasing and many more people are using footpaths to walk into Winchester. It was encouraged during planning application for the Barton Farm development for new residents to cycle and walk into Winchester rather than encourage more congestion in the city. As a cyclist, I find it terrifying to cycle on this stretch of road with the speed and volume of traffic. I am aware of many accidents occurring at the Stoney Lane and Andover Road junction and have witnessed collisions with motorcyclists and cars. The way forward for all the environmental and climate change reasons should be to encourage us to use</p>	<p>A, B, G, O</p>

	<p>motor vehicles less and to walk or cycle. During the first lockdown, the road was transformed, and families could safely cycle together on the main road. No parent would feel comfortable allowing younger children to cycle on this road unaccompanied with the current speed allowed.</p> <p>Urge the council to reconsider the proposal and to put forward a reduction to a 30mph at least up to the current 50mph. The speed limit for the current 50mph should be reduced to 40mph up to the national speed limit past the ATR entrance. The crossing between Wellhouse Lane and Harestock is a hazardous junction. The city boundary is being extended all the time with the new housing developments and the city roads should be adapted accordingly.</p>	
<p>Mrs and Mrs Osborne (2 representations)</p>		
	<p>We strongly object to the proposed speed limit reduction on the Andover Road. Our objections and comments on this proposal are:</p> <ol style="list-style-type: none"> 1. the proposed speed reduction is insufficient to provide for the safe movement of pedestrians and cyclists along the length of Andover Road. A speed limit of no more than 30mph should be introduced along Andover Road extending as far as the junction with Wellhouse Lane. 2. The footfall along the Andover Road is already significant and will continue to increase as the Cala Homes development progresses along with the need to access Henry Beaufort, Barton Farm Primary and Harestock schools. 3. Despite the recent fatality, which clearly highlights the need for a significant speed reduction, your proposal does nothing to address the risks and concerns expressed by local residents. 4. The lack of any progress with improvements to footpaths (they're too narrow and significantly overgrown) or the introduction of cycleways along Andover Road is very disappointing and undermines confidence that HCC has any real concern for the safety and wellbeing of the local residents. <p>We would like the speed limit to be 30mph. It is far too fast at the moment.</p>	<p>A, B, C, P</p>
<p>Mike Slinn, 1 Shenton Gardens</p>		
	<p>The Plan showing the proposed changes is dated July 2020. This date was before the decision was taken by HCC to consider implementing a signalised traffic-controlled crossing on Andover Road near the Halls Farm Close footpath. Therefore, the proposed changes to the speed limit do not reflect the requirements for a speed limit associated with a signalised traffic-controlled crossing for pedestrian movement across the road at this location.</p> <p>If a pedestrian is hit by a vehicle travelling at 40mph it is highly probable that the pedestrian will be killed. If a pedestrian is hit by a vehicle travelling at 30mph then the pedestrian is likely to be seriously injured but not killed. In principle then a speed limit of 30mph is far more desirable than a speed limit of 40mph as shown in the Order.</p>	<p>A, B, D</p>

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	<p>Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds. The saving is significantly less when traffic is slowed or stopped by the traffic signals at the junction with Winchester Avenue or by traffic entering or exiting Stoney Lane. This time saving is inconsequential compared with the cost in both human and financial terms associated with a pedestrian being hit as occurred in the fatal accident in January 2020 at this location. A 30mph limit is more appropriate than a 40mph limit as this section of Andover Road will in the near future have residential housing situated on both sides of the road as part of the Kings Barton development. A 30 mile per hour limit will also be more appropriate to tie in with the LCWIP planned 20mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	
Christine and Trevor Dixon (2 representations)		
	<p>Agree there needs to be speed reduction on Andover Road North, but object to the proposal to extend the 40mph limit by 100 meters as it will make very little difference, particularly to HGVs at night. We believe the existing 40mph section should be reduced to 30mph as far as Well House Lane. This would discourage traffic including HGV vehicles from speeding along this section of what is now clearly a residential road. It should also ensure that traffic enters Stoney Lane at 30mph</p> <p>We welcome the new road crossing to be installed near the Halls Farm footpath. Surely this will require a 30mph limit.</p>	A, B, C, J.
Ann Rymell, 3 Stoney Lane		
	<p>May I add my support to the above proposal to enforce a 30mph limit on Andover Road coming out of Winchester until at least the current 50mph speed limit.</p>	A, B
Hugh Roberts		
	<p>Presumably there has been a risk assessment done? I couldn't see one (or a reference to one) anywhere. All that seems to be in the attached document is an 'opinion' that road sign visibility for inbound traffic might be improved, which doesn't seem like much of a justification, even if it might seem otherwise a good idea. There is therefore no context within which to weigh the proposal. From my own point of view, adequately maintaining the trimming back of bushes & etc (particularly for improving sight lines at junctions) along much of the outer length of the Andover Road would be way more beneficial and would likely save more lives.</p>	A, B (plus i), L
Dr Antonio De Stefano, 2 Cobbe Close		
	<p>The Plan showing the proposed changes to the speed limit is dated July 2020. That is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant.</p>	A, B, D

	<p>If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds. This saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development.</p> <p>A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	
Caterina Zucca, Kings Barton Residents Association.		
	<p>Representation of behalf of the residents of the new development to the East of Andover Road in Winchester.</p> <p>The Plan showing the proposed changes to the speed limit, is dated July 2020. This date was before the decision was taken by HCC to consider implementing a signalised traffic-controlled crossing on Andover Road near the Halls Farm Close footpath. The proposed changes to the speed limit do not therefore reflect the requirements for a speed limit associated with a signalised traffic-controlled crossing for pedestrian movement across the road at this location.</p> <p>If a pedestrian crossing the road is hit by a vehicle travelling at 40mph it is highly probable that the pedestrian will be killed. If a pedestrian is hit by a vehicle travelling at 30mph then the pedestrian is likely to be seriously injured but not killed. In principle then a speed limit of 30mph is far more desirable than a speed limit of 40mph as shown in the Order.</p> <p>Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds. The saving is significantly less when traffic is slowed or stopped by the traffic signals at the junction with Winchester Avenue or by traffic entering or exiting Stoney Lane. This time saving is inconsequential compared with the cost in both human and financial terms associated with a pedestrian being hit as occurred in the fatal accident in January 2020 at this location.</p> <p>A 30mph limit is more appropriate than a 40mph limit as this section of Andover Road will in the near future have residential housing situated on both sides of the road as part of the Kings Barton development. A 30 mile per hour limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	A, B, D

APPENDIX

Krystyna Kaminski-Cook	
I would like to make my request that this stretch of road should be reduced to 30mph. This would be a positive move towards safety for pedestrians crossing especially as a crossing to the school will be put in and so will help with traffic calming. It will also reduce noise to the nearby houses. It will reduce pollution from traffic and help drivers use less fuel. A win-win situation. I hope my request will be taken into account.	A, B
Ed Spooner	
The Plan showing the proposed changes to the speed limit is dated July 2020, which is before the more recent decision to implement a signalised traffic-controlled crossing, therefore this order (C829/MB) is no longer relevant. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre. I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.	A, B, D
Professor Will Jennings, 9 Venta Drive	
The Plan showing the proposed changes to the speed limit is dated July 2020 that is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant. If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. The maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds; this saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre. I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.	A, B, D
Dominik Stokes	
Welcome any measures to reduce the speed that vehicles travel along that stretch of road, I am shocked that anyone would think this a sufficient solution to the dangers posed – particularly given the tragic accident that occurred there last year. Whilst a 40mph limit may have been appropriate in the past, the nature and use of the surrounding area has changed and will continue to change further. The new King’s Barton (Cala Homes) development brings with it an influx of families, many with very	A, B

	<p>young children. These families will invariably need to cross the Andover Road to take their children to nursery school. Additionally, a new school has opened, Barton Farm Primary Academy, situated on the opposite side of Andover Road to The Henry Beaufort School – and many parents are crossing the road between the two schools. In the morning, you can see young children aged five and below walking alongside this road. With such an increase in the numbers of pedestrians crossing this road, together with the increase in young children using it as they walk to school, I find it hard to justify the need for a 40mph limit to be in place. This is clearly a residential area, and the number of young families will only increase. I respectfully ask that you revisit your proposal with a view to extending the 30mph limit further to the North-West, along the full length of the proposed 40mph limit.</p>	
<p>Tomasz Zawidniak, 5 Rendell House, Bright Road</p>		
	<p>The Plan showing the proposed changes to the speed limit is dated July 2020 that is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant. If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds; this saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre. I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	<p>A, B, D</p>
<p>Malgorzata Zawidniak, 5 Rendell House, Bright House.</p>		
	<p>The Plan showing the proposed changes to the speed limit is dated July 2020 that is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant. If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds; this saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre. I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	<p>A, B, D</p>

Matthew and Hannah James, Bingham Road.	
<p>The Plan showing the proposed changes to the speed limit is dated July 2020 that is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant.</p> <p>If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds; this saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	A, B, D
Katie Rodan, 1 Lansdell Road	
<p>The Plan showing the proposed changes to the speed limit is dated July 2020 that is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant.</p> <p>If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds; this saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p> <p>I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.</p>	A, B, D
Jeanne Renshaw	
<p>I would like to see the speed of the road brought down to 30 miles an hour, this is because it's a crossing on the crest of a hill from Kings Barton to Henry Beaufort and a crossing from Harestock to the new Kings Barton school.</p> <p>Also, there is a pedestrian crossing at the entrance to the new estate and cars often speed straight through it, not stopping in time. If the road to Itchen Abbas can be 30 mph with few houses, a road with lots of children around and very narrow pavements should definitely be 30 mph.</p>	A, B, M

Leroy Laurent. Binstead Road		
	I write to support my friends and neighbours that the whole of Andover Road should be a 30 MPH stretch. I am a car owner and feel it should be made safer for environmental and safety reasons. There are also increasingly more families moving in the area and using that stretch of roads as well as commuter traffic.	A, B
Christopher Elms, 129 Andover Road		
	Whilst a small reduction for a small distance is an improvement, the proposal does not go far enough or addresses the safety of pedestrians using Andover Road. Propose decreasing the existing 50mph limit for the whole of Andover Road from Three Maids Hill to the brow of the hill near Mountbatten Court ("the Ridgeway"). This will reduce the risk of accidents both at Wellhouse Lane and with regard to pedestrians crossing the road near the Ridgeway. Propose decreasing the existing 40mph section of Andover Road (from Park Road to the Ridgeway) to 30mph. The existing north-bound pathway is poorly maintained and narrow which means that pedestrians come into close proximity to the road (especially if they have small children or pushchairs). This can be very worrying when large vehicles are moving at 40mph with only a few feet of space from pedestrians. Propose implementing enforcement measures in the faster part of the road (e.g., speed camera).	A, B, C, G
Stewart and Jane Dunn, 1 Andover Road North		
	Welcome the proposed reduction to the speed limit, however, it does not go far enough. As residents, and frequent users of the road and footway, we would ask for the reduction to be extended to at least the traffic signal at the Kings Barton junction, and ideally beyond the junction of Wellhouse Lane. The area has changed in recent year, but driver attitudes towards speed I excess of 50mph have not. The area is increasingly being flanked with housing either side of the road. There is an increase in pedestrians both side of the highway. School children and adult are attempting to cross this busy road to go to and from school We need further measures taken to slow traffic down. A pelican crossing to the Barton Primary School. Speed camera on both sides are needed now in additional to extending the speed limit to what is being proposed.	A, B, C, G
Olivia Ellerton, Andover Road North		
	I support the reduction in speed but believe it should be reduced to 30mph. I also believe a further restriction of 40mph should be enforced along Andover Road North, leading up to and across the traffic lights opposite the Kings Barton entrance. This 40mph limit should then continue past the crossroad junction where many accidents have happened over the years.	A, B, C

	<p>I also want to raise the question of inadequate street lighting along this stretch of Andover Road/Andover Road North. The trees cause a naturally darker corridor, and in winter months and night-time, it is pitch black along here.</p> <p>However, I question why all this money and time is being wasted putting these temporary measures in, when the road, according to the agreed planning permission for Kings Barton development, will be closing to vehicles in the near future.</p>	
<p>Tim and Natalie Brown, 54 Buriton Road</p>		
	<p>I write in support of the proposed extension of the 40mph speed limit on Andover Road. However, given the increased numbers of pedestrians needing to cross this road, as a result of the Kings Barton development, this step alone appears wholly inadequate, if the aim is to increase safety.</p> <p>As the parent of a pupil at Barton Farm Primary Academy, living in Harestock (along with several other pupils), I regularly need to cross at the southern point of the proposed extension where a pathway linking to Halls Farm Close forms the main connection between Kings Barton and Harestock. Sight lines at this location are poor, and drivers are given no indication that this is a regular crossing place. Crossing here has often been difficult even with reduced traffic due to Covid.</p> <p>Even with a 40mph limit, drivers are likely to be travelling at the upper end of the limit - if not above - given the imminent transition to the 50mph limit. It is unclear how much effect the new limit will have on speeds in practice. Even if it is effective in reducing speeds by 10 mph, a 40mph road remains unsuitable in the absence of other measures.</p> <p>Using the existing southern pedestrian crossing to reach the school involves a round trip detour of 900 metres, while the northern crossing at the Manley Road entrance to Kings Barton does not sensibly join up with any convenient pedestrian route into the main part of the Harestock estate. Heading north towards Harestock Road, involves walking alongside 50mph traffic on an uneven and muddy path.</p> <p>It seems clear that a 30mph limit together with an additional, traffic light-controlled crossing is required in this location, particularly given the recent death of an elderly resident at precisely this point. This would have the additional benefit of further integrating Kings Barton with more established areas, which was a stated aim of the proposal to eventually close Andover Road entirely.</p>	<p>A, B, H, J</p>
<p>David Renshaw, 14 Andover Road North</p>		
	<p>I wish to object to the proposed amendment to speed restrictions on the B3420 reference C829/MB.</p> <p>I object on the basis that the proposal is wholly inadequate in addressing the problems of excessive speeds on this stretch of road and the impact of this on the increased pedestrian and cycle traffic in the area. Given the changes to this area and increased residential nature, including a new school, a reduction to 40mph for such a short extra distance will not improve safety. The recent fatal accident on this road occurred in the existing 40mph zone!</p>	<p>A, B, C</p>

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	<p>To fully address the traffic speed issues, a 30mph speed limit should be imposed for southbound traffic from the entrance to Sir John Moore barracks entrance. This would reduce traffic speed in the area of the Harestock Road/Wellhouse Lane junction accident black spot and calm traffic flows through the junction of Manley Road and Andover Road North and onwards through the areas used by pedestrians.</p>	
<p>Sharon Munden, 13 Andover Road North.</p>		
	<p>Resident since May 2006. I have lost count of the number of incidences/collisions that have occurred at the junction between Harestock Road and Well House Lane since we have lived here. Also, now that you have introduced the traffic lights entering the new Kings Barton Estate EXACTLY OPPOSITE our house, crashes are happening here too and I'm very concerned that before long a fatal accident is likely to occur at either of these junctions. Whilst I welcome the fact that you are increasing the 40mph zone for approx. 705 metres, surely, it would make sense to take the 40mph zone to at least the Harestock Road/ Wellhouse Lane junction. The existing 50mph is too fast.</p>	<p>C</p>
<p>Anonymous</p>		
	<p>I live very close to the road and uses it regularly. For many years, this road has been an outlier among the arterial routes into the city of Winchester. Despite being a residential road on one side all the way up to the Sir John Moore Barracks (and now increasingly residential on both sides, as the Kings Barton development fills out), it has a speed limit of 50mph for the most part, reducing to 40mph at the 'ridge line' by the footpath into Halls Farm Close, and reducing to 30mph just before the junction with Park Road. This compares to: Badger Farm Road and Romsey Road, which are 40mph throughout, reducing to 30mph and then 20mph; Stockbridge Road, which is 40mph from the point at which any houses appear near the junction with Harestock Road and then soon reduces to 30mph; and St Cross Road, which is 40mph (despite limited housing as it leaves the roundabout near M3 J11) swiftly reducing to 30mph just before houses appear on both sides of the road. Easton Lane is 30mph reducing to 20mph, as is Bar End Road, despite the fact that there is industrial and commercial development more so than residential development along significant stretches. As a consequence, Andover Road is a disproportionately "fast" road. It is therefore both noisy and dangerous. Your traffic order deals with only one aspect of the problem; the speed of vehicles at the 'ridge line', where there have been several near misses and one fatality of an elderly pedestrian in recent years. You are absolutely right to address this, and I understand you are also considering the installation of a pedestrian crossing here, which is very welcome. However, there are other significant problems related to: the dangerous layout of the junction at Harestock Road and Wellhouse Lane, which has poor visibility, and too many vehicles moving in different directions through the junction. At 50mph, this becomes dangerous. There is also a narrow slip road exiting northbound on to Harestock Road; and there has been one nasty crash and several near misses involving traffic traveling southbound at the junction with Manley Road.</p>	<p>A, B, C</p>

	<p>The pavements are narrow in places along the road, and non-existent in others. There is no street lighting for long stretches. There are several undulations in the road creating sections of poor visibility. All of this means that Andover Road is not as safe as it could be for pedestrians and cyclists, but also for cars.</p> <p>The obvious way to improve this situation in the near term is to reduce the speed limit for a longer distance than proposed in your Traffic Order. This would also bring Andover Road into line with other arterial routes into the city, as set out above.</p> <p>I urge you to extend your proposed 40mph limit through to the entrance with Sir John Moore Barracks. Ideally, the Andover Road limit would be 30mph, at least until the junction with Manley Road; however, a reduction to 40mph through to Sir John Moore Barracks would be a good start and would make a significant difference to the safety and 'pleasantness' of this important road.</p>	
<p>Brian Denton. 11 Andover Road North (2 representations)</p>		
	<p>I consider the proposal to increase the existing 40mph insufficient to meet the current needs of Andover Road/ Andover Road North traffic flows. The nature of the B3420 has changed completely since the development of the Kings Barton housing development. Traffic flows have changed accordingly.</p> <p>This part of Andover Road North has evolved from a B class truck route to domestic urban road. You will be aware that Harestock Crossroads has been a significant location for road traffic accidents over many years. Any reduction in speed would have the bonus of reducing risk at that location. When Andover Road was a secondary truck road with a dual carriageway section 50 MPH was the correct limit in my view. But the nature of the road has completely changed due to the large Kings Barton development. Traffic regulated to 50 is now too fast for this urban road.</p> <p>I live very close to the new junction between Andover Road North and Kings Barton. On 3/09/21, I witnessed yet another accident at that junction. There have been many near misses as well. You will be aware that one of the cars involved knocked a traffic light completely over. Thankfully due to modern car construction there was no serious injury sustained. For one thing had the recent collision occurred at 30 rather than 50, it is unlikely your traffic signal post would have been knocked over.</p> <p>The residents of Andover Road North now have increased risk joining the main carriageway. This is because the fast through-traffic out of the city is funnelled in the nearside lane by the outside lane providing access to Kings Barton from those new lights. We have experienced several near misses joining the main road with road users approaching at a good 50mph.</p> <p>I have seen two serious accidents between joining traffic from Kings Barton and fast traffic heading towards the city at those new traffic lights.</p> <p>I wish to support the local campaign for a normal 30 MPH limit to be extended to at least the traffic lights, preferably Harestock Crossroads. I suspect Hants Highways will not do anything about this unless or until we have a really serious accident on this section of road, but this would reduce the risk from ever-increasing traffic levels between Kings Barton and the Andover Road North. I would hope the County Council can recognise the significant change in circumstances on our road in recent times.</p>	<p>A, B, C</p>

Councillor Kelsie Learny, St Barnabas Ward	
<p>While any safety measures are to be welcomed, the Andover Road speed reduction proposals are wholly inadequate. As a regular walker along this stretch of road, I have seen the significant increase in pedestrians, many of them families with young children, crossing not only at the top of the hill where the speed reduction is proposed but also at Stoney Lane where new steps have been put in encouraging people to come out of the new development at that point rather than at the crossing. The speed reduction should be to 30mph from the Manley Road/Andover Road North crossing to the existing 30 mph limit towards the town centre. In addition, a crossing is still needed at the peak of the hill which is the major route between Harestock and the new school.</p>	A, B, N, J
Kirsty Read (plus 2 children), Kings Barton Estate,	
<p>As a parent living in Kings Barton with 2 children under 5, I am extremely worried that the proposal is to only lower the speed limit to 40mph and even this not starting until after the entrance to the estate. If a person is hit by a vehicle at 40mph they stand only a 10% chance of survival. I would image that for a child this would be even less. If the speed limit was lowered to 30mph this chance increases significantly to 80%. I am somewhat surprised that the County Council are taking this significant risk with lives. There are no second chances to get this decision right. One child death will be too many. It is terrifying attempting to leave the estate and approach Andover Road at any of the crossings with two small children in tow. We have to do this to access simple local amenities such as a letterbox, park, or shop. I hope that Hampshire will appropriately adjust the proposal to reflect the risk to us and many others.</p>	A, B
Jenny Papworth, 5 Hyldeborne Road.	
<p>The Plan showing the proposed changes to the speed limit is dated July 2020 that is before the decision to implement a signalised traffic-controlled crossing and is therefore no longer relevant. If a pedestrian were hit at 40mph they would most likely be killed, whilst at 30mph they would be seriously injured but not killed. Maximum saving in time for a vehicle travelling at 40mph rather than 30mph over the 700m length of the speed limit is only 12 seconds; this saving is inconsequential compared with the cost in both human and financial terms of a pedestrian fatal accident. A 30mph speed limit is more appropriate than a 40mph speed limit as this section of Andover Road will be in a residential housing area as part of the Kings Barton development. A 30mph speed limit will also be more appropriate to tie in with the LCWIP planned 20 mph speed limit proposal for the section of Andover Road from Winchester Avenue into the City Centre.</p>	A, B, D

	I propose that the Order be altered to show a 30mph speed limit rather than a 40mph speed limit over the 700m road length indicated in the Order.	
Tim Porter, 17 Andover Road North		
	<p>The proposed changed speed limit comes across as a short-sighted bureaucratic response to the recent tragedy. It does not deal with the underlying problem, that Andover Road and Andover Road North has now become part of the urban fabric of Winchester. There are now lots of conflicts between pedestrians, cyclists and motor vehicles which were not present when the current speed limits were introduced.</p> <p>A more appropriate response would be to reduce the speed limit as the motorists enter the Winchester urban area, which is now as the motorists from the north approach the Well House Lane junction.</p>	A, B
James Beardon, Andover Road North.		
	<p>Note the intention to reduce the speed limit for a small stretch on Andover Road to 40mph. This, in my view, is a missed opportunity. I am resident further up on Andover Road North and would make the case that the entire road up to the Wellhouse Lane junction should be 30mph (and 40mph beyond that to Three Maids Roundabout).</p> <ol style="list-style-type: none"> 1. The entire of Andover Road/Andover Road North is residential. To turn into any property, you must slow to a near stop. Dangerous with cars coming up behind at 50mph. On this basis, I feel it should be 30mph. 2. The footway (near where the current 50mph starts - northbound side) is exceptionally narrow for a small stretch. You are all but into the road. 3. The lights at Barton Farm (Andover Road North) means traffic is stationary. This seems dangerous on a 50mph road (The speed limit should have been reduced when these lights were installed). 4. The Well House Lane junction's an accident hot spot (few people fully understand the right of way). I have witnessed the aftermath of 4-6 what appear to be quite serious accidents. 5. I have witnessed four occasions with cars going <u>the wrong way</u> up the dual carriage way, often turning out of Well House Lane and straight up the southbound carriageway not realising it's a dual carriageway. 6. Many of the risks at the Well House Lane junction can be reduced by reducing the speed of traffic on the Andover Road North. 7. Terrible road for cycling, which I have to use regularly to get to the station (I've nearly been hit several times and have seen a cyclist after being knocked off). This would be improved by a reduction in speed. 8. Increase in footfall from the army camp (more if that is turned into houses), Barton Farm, Henry B school backing onto the road etc. with lack of street lighting for much of the road. There are lots of people crossing and those numbers are increasing. 9. If the stretch after Wellhouse lane was 40mph, it'd be a more gradual reduction into a 30mph 	A, B, O

Cliff Morton, 11 Harestock Close		
	<p>Whilst welcoming any change that addresses the traffic problems with Andover Road and Andover Road North, the proposed scheme simply does not go far enough.</p> <p>As well as issues at the crossing point in question, there is a huge problem with speeding and anti-social driving on the whole stretch of Andover Road North (in both directions). The junctions with Well House Lane and Harestock Road are known accident blackspots. The root cause of the accidents is excessive speed and impaired line of sight visibility.</p> <p>The problems here could be significantly improved very easily, very cheaply and very effectively by simply reducing the speed limit and dedicating the outer lanes in both directions to right turn traffic only. This would have the added benefit of reducing noise and pollution levels for the local residents.</p> <p>It's completely anomalous and unnecessary to have such a short stretch of dual carriageway here, given that the approaches at either end are single carriageway. It simply encourages speeding and overtaking in an area with dangerous junctions and inadequate pedestrian crossings.</p> <p>With increases in cycling due to the new cycle route and pedestrian traffic due to new housing and school access, this is no longer a rural environment and a 50mph speed limit is no longer appropriate.</p> <p>I encourage Hampshire County Council to look at the wider issues of Andover Road and Andover Road North. This is an opportunity to make major improvements to road safety and quality of life for everyone living along Andover Road North and Winchester as a whole. It can be achieved in a very cost-effective way without any construction work other than line painting and signage.</p>	A, B, C, G, P
Allan and Barbara Parker		
	<p>Is it not possible for both HCC & WCC to just get together and get on with the new crossing before there are more fatalities! Surely, it's better than political "point scoring". Speed limit signs can be changed at any time if proven inadequate, sure all who have a sense of civic duty will agree? So please do not delay- Save lives</p>	Q
David John Acres, 6 Andover Road North		
	<p>I think that the proposal made is not adequate for the purpose intended and I would like to suggest an alternative for consideration that will deal with other traffic problems on these roads.</p> <p>I suggest extending the 30mph limit coming out of Winchester to the proposed new position for the change of speed from 40 to 50mph.</p> <p>The benefits of doing this will a) make the Stoney Lane junction with Andover Road safer. Currently, particularly in the rush hour, cars exiting Stoney Lane into Andover Road do so taking great risks when they see a small gap in the traffic. This lead some</p>	A, B, O

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	<p>years ago to an accident and there have been many near misses, simply bring forward what will happen anyway in a few years' time when the Andover Road becomes a cul-de-sac and traffic is redirected through Kings Barton, and traffic approaching the dangerous crossing point where the Andover Road becomes Andover Road North will be travelling at 30mph rather than 40mph. With nothing else in place, it will not be perfect, but it will be better than it is now.</p> <p>Change the speed limit at the point proposed to 40mph rather than 50 so that traffic exiting Winchester will move from a 30mph zone to 40mph zone. The benefits of doing this are that traffic leaving Winchester will be approaching the traffic lights about 150 yards further down (the location of another accident recently) will do so at 40mph rather than 50mph, the cars of local residents that slow down to around 5mph to turn into their drive can do so more safely, and local residents can leave their houses and enter the traffic more safely.</p> <p>Continue the 40mph zone until beyond the training barracks until it reaches the existing unrestricted speed sign. The benefits of this would be that it would make the junction with Harestock Road and Wellhouse Lane safer, make the junction with the barracks safer, make it safer for residents on Andover Road North beyond the traffic lights to exit their drives to join the traffic flow.</p> <p>There is no need for traffic to travel at 50 mph on this road. Drivers gain nothing in time and the present limit encourages speeding.</p>	
Tess Newton, Mount Batten Court, Andover Road		
	<p>I drive the road frequently, and the 40mph speed limit is too fast and I personally feel it should be 30mph and extended to Wellhouse Lane. The path from Mountbatten Court to Stoney Lane is uneven and slopes toward the road. I'm 73 years old and find that cars moving at 40mph in the stretch tend to draw a person on the path into the road.</p>	A, B, R
Lisa Fielding, Littleton and Harestock Parish Council		
	<p>This was discussed at the Littleton and Harestock Parish Council meeting on 13th September 2021, and the council would like to support the proposal.</p>	No comments.
Belinda Baker, Headbourne Worthy Parish Council		
	<p>The Council agrees with the Residents Assoc that it would be more appropriate to have a 30mph limit and would like to see the speed limit reduced as much as possible. The Council approves of the plans to install a Puffin crossing.</p>	A, B, J
Andy and Judith King, 9 Halls Farm Close		
	<p>We wish to express our concern at the proposed speed limit change to 40mph. We live next to the path in Halls Farm Close and have witnessed significant more people walking along the path particularly since the beginning of lockdown. In addition, we have seen many children and their parents walking along the path to cross the road to go to the primary school. We believe that the</p>	A, B, O

	<p>proposed speed limit is too high to allow drivers to stop safely and believe that a limit of 30mph should start from the traffic lights by the entrance to Kings Barton (Harestock Road end) and continue to Winchester city centre.</p>	
<p>Hugh Spalding</p>		
	<p>The proposal falls short of adequately taking account of the changing use of this road and the presence of the adjacent school. Far better would be to reduce the speed limit to 30mph over the proposed distance, and thereby make a substantial improvement to the safety of pedestrians on the road and the children crossing.</p>	<p>A, B</p>
<p>James Buckland, 125 Andover Road</p>		
	<p>I wish to object strongly to the wholly inadequate proposal to move the 40mph speed limit to start further up Andover Road. My family and indeed all our neighbours are at a loss in understanding how it is that the council is not taking this opportunity to classify the entire road as a 30mph residential road.</p> <p>The public safety issues raised by the current layout ought to be abundantly clear.</p> <p>I am a resident of Andover Road with three young children who walk up and down it every day to get to and from school. I also use the road for cycling into town. I see daily evidence of its unsuitability for a 40mph speed limit.</p> <p>The road is residential and used by growing numbers of pedestrians including elderly residents of the care home as well as families travelling to school.</p> <p>It is crossed at various points along the road by residents seeking to cross from the narrow and poorly surfaced pavement on the western side for the safer path on the Barton Farm side. The planned new crossing - some distance up the hill - will not change this for those seeking to cross further down.</p> <p>Motorists pulling out onto the road also run a gauntlet of fast-moving streams of traffic during busy times.</p> <p>Andover Road is of course a long straight Roman Road, designed for foot traffic 2000 years ago. When you're moving at 3mph, following the most direct route makes a lot of sense. In the 21st century, its straightness encourages vehicles to travel at greatly excessive speed - frequently at or above the 40mph limit and causing considerable danger to the pedestrians and cyclists who use it.</p> <p>It scarcely needs pointing out that a collision at 40mph or above has a dramatically greater likelihood of leading to serious or fatal injury.</p> <p>I have personally witnessed several incidents at the junction with Stoney Lane which is not signalled and does benefit from a roundabout to aid traffic required to give way.</p> <p>Extraordinarily the Stoney Lane junction is also within the 40mph area despite its residential location and traffic movements. Of course, it hardly needs recounting that there was a fatality on the road last year at the area near the ridge line.</p>	<p>A, B, O, K, P, R</p>

<p>Even as I write this email, traffic is racing up and down and a car has just blared its horn at another trying to exit a nearby driveway.</p> <p>In view of these factors the proposed 40mph extension can only be regarded as a waste of time and resources which will not contribute to public safety to any material extent. It cannot therefore be considered as constituting rational, evidence-based policy making.</p> <p>The road should evidently be made 30mph up to the Army Training Regiment vicinity which is where the road leaves the residential area and foot, and cycle traffic is minimal.</p> <p>The evidence for this ought to be clear and if there is uncertainty then a survey should be commissioned as a matter of urgency to measure vehicle movements, pedestrian movements, and average speeds. This will confirm the picture I have provided of the daily perils posed by this dangerous stretch of road.</p>	
<p>Mike Toosey, 81 Andover Road</p>	
<p>I believe the closing date for consultation was 17 September, however, I only became aware of this consultation on my return from holiday today (due to a flier from the Liberal Democrats). As a resident of Andover Road, I am surprised that Hampshire County Council have not felt it necessary to undertake a mail drop to allow those living in Andover Road most directly affected by traffic in the vicinity to be aware of the public consultation and make appropriate comment.</p> <p>A significant number of properties have driveways entering onto Andover Road where the speed limit is above 30 mph – I feel this is unreasonable and unsafe. Several times cars driving along Andover Road have nearly run into me leaving my property due to their speed and the distance they cover in a set time – reducing the speed limit to 30 mph would help address this problem – the speed limit should certainly be a maximum of 30 mph up to and including the ridge crossing from Grove Place into the new development opposite, including the path down to the school.</p> <p>I would ask that you consider this comment in addition to those already received.</p>	<p>A, B, O</p>

Officer Comments

- A. When setting speed limits, the County Council considers a range of factors including road character and function, density of fronting development, frequency of junctions or accesses, and amenities that attract all road users. To be effective, speed limits should build upon driver reactions to these factors, particularly those with a visual impact, as these influence speed choices. For traffic speeds to be reduced on Andover Road, there would need to be a higher density of fronting access, a more developed road environment with changes to road

geometry and alignment, and increased local amenities, that would support a lower speed limit. Despite the Barton Farm development, many of those factors that influence driver behaviours have not changed.

- B. It is important to note that a reduced speed limit alone will not reduce traffic speeds unless the road character and environment supports the lower limit. Where a speed limit is unlikely to be respected, there is no benefit in lowering the speed limit, as all road users, including pedestrians, will make judgements about their actions based on their speed, perception of other vehicle speeds, and the speed limit. If drivers are exceeding the speed limit, this can contribute to misjudgements that will have a negative effect on road safety. With reports that drivers are exceeding the existing speed limit on Andover Road, it is very unlikely that a lower speed limit will be observed. Consequently, the proposed speed is appropriate for the current arrangements.
 - I. In this instance, whilst the Council could have done nothing, the planned extension was deemed achievable and would manage traffic speed sufficiently where required.
- C. The Council fully appreciates the public concerns about road safety to the north of the proposed scheme and have previously introduced additional engineering measures within this section. However, the character of the road north of the proposals changes to include treelined carriageway, wider verges and improved visibility splays. Alongside the presence of dual width carriageways, turning and filter lanes and central reservations, these factors help to indicate that a higher speed limit would be in place, as well as contributing to a driver's perception and attitude to safety. Regrettably motorists that flout the speed limit, drive whilst impaired, or ignore hazards, put themselves and others at increased risk in a way that cannot be entirely removed. Nevertheless, the Council strives to improve safety of all road users and prevent incident occurring, but given the environment here, a reduction in the speed limit is unlikely to be effective. Furthermore, vehicles flouting the speed limit into Winchester, wouldn't be instructed to slow down until the next change of speed limit, potentially increasing traffic speeds on the existing networks.
- D. Whilst we appreciate that the speed limit changes were initially proposed prior to the feasibility study for the formalised pedestrian crossing, HCC representatives discussed the conditions for this study, and any decisions about the feasibility were obtained against the existing speed limit. Any amendments to the speed limit only support the implementation of the formal crossing point but were not a requirement.

- E. Whilst we appreciate your comments regarding the pedestrian crossing proposals, these are being dealt with separately from the speed limit. I have referred your comments to the respective engineer for review, however, with your consent, we can share your contact details so they can respond directly to your comments.
- F. The proposal to close Andover Road were discussed with Winchester City Council prior to our proposals being drawn up, and the County Council was informed these measures would only to be implemented once the development had reached a specific phase. Consequently, the speed limit proposal has been designed to deal with existing concerns, although the requirements of any future improvements have been considered.
- G. As you may be aware, all speed enforcement, including fixed or mobile camera vans, are the responsibility of the Police, and therefore, any concerns should be reported directly to the Police so that they can ensure the appropriate enforcement is carried out. However, it should be noted that priority of enforcement will be given to those sites with the greatest level of non-compliance. The Police are also consulted on all changes to speed limits, and they will not support any proposed speed limits that they feel will not achieve driver compliance but merely create an ongoing enforcement problem, as regrettably, the level of Police resource required to ensure compliance is invariably more than can reasonably be achieved.
- H. Whilst we fully understand why crossing Andover Road near to the Halls Farm Close footpath is preferable, investigations have noted that there are currently no provisions to promote crossing at the location. Combined with the current change in speed limit here, it is possible motorists will not expect to see anyone crossing. By extending the speed limit beyond the last property within this section of Andover Road, it is intended to reinforce the change in environment and continuation of hazards.
- J. Hampshire County Council engineers are also looking into the provision of a formal crossing nearby, however, we cannot comment further whilst it remains in its design phases.
- K. As highlighted, there are few crossing facilities along Andover Road, but it is important that they are only implemented at locations where visibility is adequate and they are likely to be used. Crossing facilities that are provided outside of desire lines risk not being used regularly and this can be a safety concern with drivers then not expecting the facilities to be used. Although motorists will initially take note of changes to the road, including provision of signing and road markings, if no pedestrians are witnessed crossing at the promoted locations, motorists are less likely to expect the crossing facility to be used, and react accordingly.

- L. Vegetation growth has been considered, as it can be a contributory factor to traffic speeds. Our maintenance teams have been arranging for vegetation that obstructs visibility and/or pedestrian movements to be cleared, however, hedges and trees planted on private land remains the responsibility of landowner to maintain. If anyone has any concerns, they can report this to Hampshire Highways who will contact the landowner.
- M. Whilst the comments that vehicles are already continuing through an existing controlled crossing point are concerning, motorists that are not complying with the speed limit pose greater risk to those users crossing Andover Road, irrespective of whether they are using a controlled crossing, or crossing at another preferred location.
- N. It is also my understanding that the steps near to the junction of Stoney Lane have been provided to allow access between the footpath on Andover Road and the new housing development. However, it is unfortunate that these steps have been installed directly opposite the footpath that leads to the Bus Stop, as this promotes pedestrians crossing Andover Road at this location. There is a designated controlled crossing to the south-east, and we would promote using this until remedial measures can be introduced, or Andover Road is closed to through traffic.
- O. The Council understands the public concerns about road safety along the full length of Andover Road/Andover Road North, and specialist engineers have reviewed and investigated the causes of known incidents. The known incidents along Andover Road North are random in nature and scattered along the route with no clear patterns that could easily be treated with engineering measures. The police have not suggested that speed or excessive speed was the cause of the majority with most being related to failure to look properly at junctions. It is also important the Council considers the impact that any measures will have on the community as well as their potential effect. Whilst measures that require changes to signing and road markings help to highlight hazards or change how a motorist's uses our network, they cannot directly change how a motorist reacts. Consequently, it would be inappropriate to introduce such measures if they may present false reassurance to other road users that the road will be safer.
- P. It should also be pointed out that whilst the new housing development at Barton Farm has yet to introduce any measures that directly affect driver behaviour, including speeds, there are proposals to change the road layout through the developer. These proposals will realign Andover Road/ Andover Road North between Harestock Road and Stoney Lane, along with addressing some of the safety concerns noted, which are difficult to resolve within the existing network.

- Q. Hampshire County Council and Winchester City Council officers have liaised about proposals that are currently planned for Andover Road, and we are happy that any short-term plans are appropriate, complementary, and will not hinder longer-term proposals for the route. However, the process of implementing measures can be very lengthy, meaning proposals are being considered and designed simultaneously. If future proposals change the nature of the route, the County and City Council's will discuss and make amendments accordingly.

- R. We have taken your concerns regarding the footway on board, and will arrange for the footpaths to be reviewed to ensure there are no trip hazards etc.