

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Environment and Transport Decision Day
<b>Date and Time</b>	Tuesday 5th June, 2018 at 2.00 pm
<b>Place</b>	Chute Room, Ell Court South, The Castle, Winchester
<b>Enquiries to</b>	members.services@hants.gov.uk

John Coughlan CBE  
Chief Executive  
The Castle, Winchester SO23 8UJ

## FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

## AGENDA

### KEY DECISIONS

**1. M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT SCHEME, WHITELEY (Pages 3 - 20)**

To consider a report of the Director of Economy, Transport and Environment regarding confirmation of the preferred scheme for the M27 Junction 9 and Parkway South Roundabout improvements.

**2. HIGHWAYS PERMIT SCHEME (Pages 21 - 30)**

To consider a report of the Director of Economy, Transport and Environment regarding progress made on developing a Highways Permit Scheme to replace the existing Noticing system for managing street works in Hampshire and seeking approval for a Scheme to apply only for works that are considered to have a high impact on traffic.

**3. TT19 PARKING PROJECT UPDATE (Pages 31 - 40)**

To consider a report from the Director of Economy, Transport and Environment, which provides an update on the Tt19 Parking Project.

**4. REVIEW OF RESIDENTIAL 20 PILOT PROGRAMME (Pages 41 - 80)**

To consider a report of the Director of Economy, Transport and Environment regarding the outcomes of the review of the programme of fourteen 20mph pilot speed limits and recommending future policy for 20 mph restrictions.

## **NON KEY DECISIONS**

### **5. HARTS FARM WAY/SOUTHMOOR LANE JUNCTION HAVANT (Pages 81 - 90)**

To consider a report of the Director of Economy, Transport and Environment regarding details of a proposed scheme to implement roundabout Improvements at the junction of Harts Farm Way and Southmoor Lane, Havant.

#### **ABOUT THIS AGENDA:**

**On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.**

#### **ABOUT THIS MEETING:**

**The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.**

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 June 2018
<b>Title:</b>	M27 Junction 9 and Parkway South Roundabout Scheme – Update Report
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Duncan Stewart

**Tel:** 01962 845421

**Email:** duncan.stewart2@hants.gov.uk

#### 1. Recommendations

- 1.1. That the amended alignment for the preferred scheme for the M27 Junction 9 and Parkway South Roundabout Improvements, as shown on the drawing at Appendix 1, be noted.
- 1.2. That the Executive Member for Environment and Transport recommends that the Executive Member for Policy and Resources provides authority to acquire all third party interests in any land and any necessary rights required for or to facilitate/enable the delivery of the M27 Junction 9 and Parkway South Roundabout Improvements by agreement (“the Scheme”).
- 1.3. That in order to ensure the delivery of the M27 Junction 9 and Parkway South Roundabout Improvements (“the Scheme”) in a timely manner, the Executive Member for Environment and Transport recommends to the Executive Member for Policy and Resources that a Compulsory Purchase Order is made for the land required to deliver the Scheme, as detailed in Appendix 2, to run in parallel with negotiations to acquire all third party land interests by agreement, on the basis that the areas of land identified in Appendix 2 will not be extended but may be revised or minimised.
- 1.4. That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices, or Statutory procedures and obtain any consents, rights or easements that are necessary for the M27 Junction 9 and Parkway South Roundabout Improvements (“the Scheme”).

#### 2. Executive Summary

- 2.1. The purpose of this paper is to confirm the amended alignment for the preferred scheme for the M27 Junction 9 and Parkway South Roundabout improvements (“the Scheme”) and ensure that the Scheme can be progressed to a point where a Project Appraisal can be submitted. This report also seeks approval of revised land acquisition plans, due to the amended alignment of the highway improvements on Whiteley Way, and a recommendation to the

Executive Member for Policy and Resources for authority for a Compulsory Purchase Order (CPO) to be made.

2.2. This paper will:

- Set out the background to the Scheme;
- Detail the realignment for the works on Whiteley Way;
- Detail the CPO land requirements;
- Consider the finance for the Scheme; and
- Consider the future direction of the Scheme.

### **3. Introduction**

- 3.1. The Scheme is essential to help improve traffic flow and journey times in the area. Both junctions currently experience severe congestion in the morning and evening peak periods and traffic queuing on the motorway off-slips at Junction 9 causes operational and safety issues on the M27 mainline. The M27 is a critical, strategic corridor in southern Hampshire which helps to keep the economy moving, but at peak times queues caused by congestion at Junction 9 can extend back several km along the motorway. Furthermore, in the morning peak hour, congestion at Parkway South Roundabout can regularly block-back to Junction 9, while in the evening peak hour congestion at Junction 9 frequently blocks-back to the Parkway South Roundabout.
- 3.2. This daily congestion is hindering the implementation of 3,500 new homes and three schools in the allocated 'North Whiteley' development, which would be predominantly accessed via Whiteley Way and M27 Junction 9. The congestion is judged to be detrimentally impacting business retention and location in two large regionally significant adjacent Business Parks – Solent and Segensworth, located to the north and south of Junction 9 respectively.
- 3.3. The Scheme developed by the County Council will provide a significant increase in traffic capacity at both junctions, which forecasts suggest will be sufficient to alleviate the existing congestion issues and provide spare capacity to accommodate traffic associated with future developments. The Scheme, including the amended alignment for carriageway widening on Whiteley Way is shown on the plan included at Appendix 1 and is summarised as follows:
- At Junction 9 the Scheme involves carriageway widening which will be undertaken to provide an additional lane on both motorway off-slip roads, the westbound on-slip road and the Whiteley Way approach, together with additional lanes on the northern and southern sections of the circulatory carriageway; and
  - At Parkway South Roundabout, a new larger fully-signalised roundabout will be provided, with carriageway widening to provide additional traffic lanes on all approaches and the circulatory carriageway.
- 3.4. In September 2017 the Executive Member Environment and Transport delegated authority to the Director Economy, Transport and Environment to progress the design and development work for the M27 Junction 9 and Parkway South Roundabout Scheme including the progression of all necessary advance works. The Executive Member Environment and Transport also made a recommendation to the Executive Member for Policy and

Resources for a Compulsory Purchase Order to be made for the land required to deliver the scheme. In October 2017 the Executive Member for Policy and Resources gave approval to acquire all third party interests in land and any necessary rights required for or to facilitate/enable the delivery of the proposed scheme. The Executive Member for Policy and Resources also gave authority to make a Compulsory Purchase Order and gave delegated authority to refine or minimise the scope of land requirements for the scheme to the Director of Culture, Community and Business Services (Strategic Manager – Assets and Development) on the basis that land requirements would not be extended.

- 3.5. Following a review of the design several issues have been identified with regard to the proposed alignment of the works on Whiteley Way on the approach to M27 Junction 9. Widening of the carriageway on the eastern side of Whiteley Way was previously proposed and this approach would have required significant retaining structures. Following further investigation it was considered that the cost and resulting network delays of providing these retaining structures would be prohibitive. The construction of the retaining structures would require continuous lane closures for an extended period of time with highly significant added impacts on traffic delay in an already heavily congested traffic sensitive location and with likely added regional network implications and associated negative economic effects.
- 3.6. An alternative option for widening of the carriageway on the western side of Whiteley Way on the exit from the roundabout at M27 Junction 9 has been investigated and is now proposed. As the amended design requires the acquisition of land that was not previously identified, approval of the amended land acquisition plans, as shown in Appendix 2, and authority to make a Compulsory Purchase Order is sought. The land required for delivery of the scheme including the amended alignment for carriageway widening on Whiteley Way is set out in section 6 of this report. Plans highlighting the amendments that have been made to land acquisition plans are included in Appendix 3.

#### **4. Contextual Information**

- 4.1. In late 2015 Highways England (HE) withdrew funding for its improvement scheme at M27 Junction 9, following budget cuts. The HE scheme was limited to widening of the off-slips and did not address the capacity problems on the roundabout circulatory carriageway, or on the local road network.
- 4.2. Around the same time the County Council commenced work to develop a feasibility improvement scheme for the Parkway South Roundabout. This junction was identified for improvements by the promoters of the 'North Whiteley' development, but the County Council considered that the proposed improvements did not offer sufficient future capacity and elected to develop its own scheme to fully address the forecast congestion issues. A financial contribution from the 'North Whiteley' developers towards this junction is to be taken instead and secured via Section 106 agreement. This contribution forms a critical component of the funding for the Scheme now proposed. If the County Council did not proceed with the planned improvements at Parkway South Roundabout then under the terms of the Section 106 agreement the

developers would be permitted to deliver the improvements at the junction that the County Council considers to provide insufficient future capacity.

- 4.3. Following discussions with HE, the County Council submitted a bid to the HE Growth and Housing Fund (GHF) in March 2016, for funding towards improvements to the Parkway South roundabout and M27 Junction 9. HE later approached the County Council and asked for a review of the original HE scheme for Junction 9 and that it be revised as necessary to improve traffic flow across the whole junction. The County Council prioritised work to review the HE design and undertook further traffic modelling to ensure that the scheme benefits are optimised and that issues on both the strategic and local networks are addressed by an improved and more effective scheme.
- 4.4. Bid information was re-submitted during late summer 2016, and the resulting new preferred scheme developed by the County Council provides enhanced capacity and safety improvements at both the Junction 9 and Parkway South roundabouts, which are very much linked in operational terms.
- 4.5. Subsequent to this, the County Council has undertaken a substantial amount of further scheme appraisal work over a relatively short period of time at the request of HE, in order to satisfy the rigorous requirements of the HE bid assessment process. This has included traffic modelling assessments, economic and cost/benefit appraisal and environmental assessment work. The outcome of this was that the scheme was found to have a 'very high' value for money, and was recommended for approval. Officers from the County Council attended the HE Value Management workshop for the scheme in April 2017 and were formally notified of the decision to award HE funding to the scheme in July 2017, subject to conditions. Full details of the scheme financials are set out in Section 5 of this report.

## **5. Finance**

- 5.1. The preferred scheme has been value engineered to reduce costs as far as possible. The cost estimate that was submitted as part of the HE bid appraisal process is £19.6million, which includes an allowance for Risk and Optimism Bias. Following the award of funding by HE the breakdown of funding for the scheme is as follows:
  - £9.9million to be provided from the HE Growth and Housing Fund (GHF);
  - £3million to be provided from the HE Congestion Relief Fund;
  - £4.2million to be provided from future S106 receipts from the 'North Whiteley' development;
  - £1.775million to be provided from existing S106 receipts held by the County Council; and
  - £0.725million to be provided from Local Transport Plan funding held by the County Council.
- 5.2. The conditions stipulated on the HE funding offer letter are as follows:
  - The level of GHF grant is to be reduced in line with any cost savings achieved;
  - A final detailed scheme design is to be agreed that is acceptable to HE; and

- A funding agreement is to be agreed between HE and the County Council.
- 5.3. As part of the Highways England bid appraisal process a business case for the scheme was produced (largely using information submitted by the County Council), which has been made available to the County Council for the purposes of drafting the funding agreement for the scheme.
  - 5.4. A review of the estimate for the scheme is currently being undertaken to determine the effect on costs of extended periods of night time working that are required to reduce traffic disruption in a congested location, the removal of retaining structures from the design, and updated information received from statutory undertakers regarding the diversion of public utilities infrastructure. There is potential for cost variance due to these issues, and also because access to the trunk road network to carry out survey, investigation, and site clearance has not yet been granted by Highways England, thus delaying the completion of detailed design.

## **6. Third Party Land**

- 6.1. In order to construct the scheme, some third party land needs to be acquired or dedicated as public highway in the vicinity of the Parkway South Roundabout and M27 Junction 9. The ownership of some parcels of HE land adjacent to M27 Junction 9 will also need to be transferred to the County Council.
- 6.2. Land interest plans for the scheme are provided in Appendix 2, which show land required to deliver the scheme and which will form the basis of a Compulsory Purchase Order (CPO).
- 6.3. No issues are currently anticipated in terms of acquiring the necessary third party land by agreement, but in order to ensure the delivery of the scheme in a timely manner, and in the event that negotiations to acquire all third party land by agreement are unsuccessful, it will be necessary to make and progress a CPO to secure the necessary land. It is proposed to commence this process as soon as reasonably practical.

## **7. Legal Context**

- 7.1. The County Council has the power to progress any appropriate Orders or Notices under the powers of the Highways Act 1980 that are associated with or necessary for the Scheme.
- 7.2. The County Council has the power to make Compulsory Purchase Orders and in relation to this road construction Scheme, the enabling power is the Highways Act 1980.
- 7.3. The Compulsory Purchase Process Guidance from the Department for Communities and Local Government (CPO Guidance) states that a compulsory purchase order should only be made where a) there is a compelling case in the public interest and b) the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected. Particular attention should be given to these considerations.

- 7.4. The public interest test is met due to the proposed acquisition delivering the necessary improved infrastructure to provide better access to the Whiteley area and to encourage much needed economic retention and development. The proposed acquisition will also serve to enhance the wellbeing of residents and business park users, particularly in Whiteley and the Solent Business Park, by significantly reducing congestion and delays on the main access routes. This will help to enhance the prosperity of the area overall as well as the quality of place.
- 7.5. The County Council has also had regard to the provision of Article 1 of the First Protocol to the European Convention on Human Rights. In light of the significant public benefit that would arise from the delivery of the Scheme, it is considered that it would be appropriate to acquire the land through compulsory purchase should that prove necessary, and that to do so would not constitute an unlawful interference with individual property rights.
- 7.6. Article 6 also requires that those civil rights that may be affected by a decision are given a fair hearing by an independent and impartial tribunal. This is secured by means of the compulsory purchase order process, including the holding of an inquiry into any objections which may be made and the ability to challenge any compulsory purchase order in the High Court.

## **8. Consultation and Equalities**

- 8.1. Following a public exhibition on 16 November 2017 a public consultation was undertaken to determine the level of support for the scheme and seek comments on the proposed improvements. The consultation period has now ended and a consultation report will be prepared to analyse feedback and consider and respond to comments received. Further details regarding the consultation report and the level of public support for the scheme will be reported to the Executive Member for Environment and Transport via the Project Appraisal when approval is sought to deliver the works.

## **9. Future direction**

- 9.1. Following approval of this report and approval by the Executive Member for Policy and Resources, formal negotiations will be entered into with all third party landowners, in order to seek to acquire by agreement all third party parcels of land necessary to construct the Scheme as approved. If negotiations are unsuccessful then the Compulsory Purchase Order process will be used to ensure the delivery of the Scheme in a timely manner. Approval of the Project Appraisal will be sought prior to proceeding with delivery of the works.



**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	Yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
	<u>Date</u>
Executive Member for Environment and Transport Decision Day – M27 Junction 9 and Parkway South Roundabout Scheme <a href="http://democracy.hants.gov.uk/documents/s6299/Decision%20Record.pdf">http://democracy.hants.gov.uk/documents/s6299/Decision%20Record.pdf</a>	19 Sept 2017
Executive Member for Policy and Resources Decision Day – Major Highways Scheme M27 junction 9 and Parkway South Roundabout, Whiteley – Land Purchase <a href="http://democracy.hants.gov.uk/documents/s7747/DECISION%200RECORD%202017-10-18%20DR%20EMPR%20Major%20Highway%20Scheme%20M27%20Junction%209%20and%20Parkway%20South%20Roundabout%20.pdf">http://democracy.hants.gov.uk/documents/s7747/DECISION%200RECORD%202017-10-18%20DR%20EMPR%20Major%20Highway%20Scheme%20M27%20Junction%209%20and%20Parkway%20South%20Roundabout%20.pdf</a>	18 Oct 2017
<b>Direct links to specific legislation or Government Directives</b>	
<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.)

<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2. Equalities Impact Assessment:**

The proposals will have no or low impact upon groups with protected characteristics. In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed. The impact of the scheme itself will be assessed in detail as part of the final project appraisal approval.

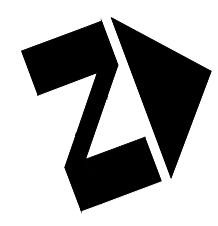
### **2. Impact on Crime and Disorder:**

2.1. The decision will not have any direct impact upon crime and disorder.

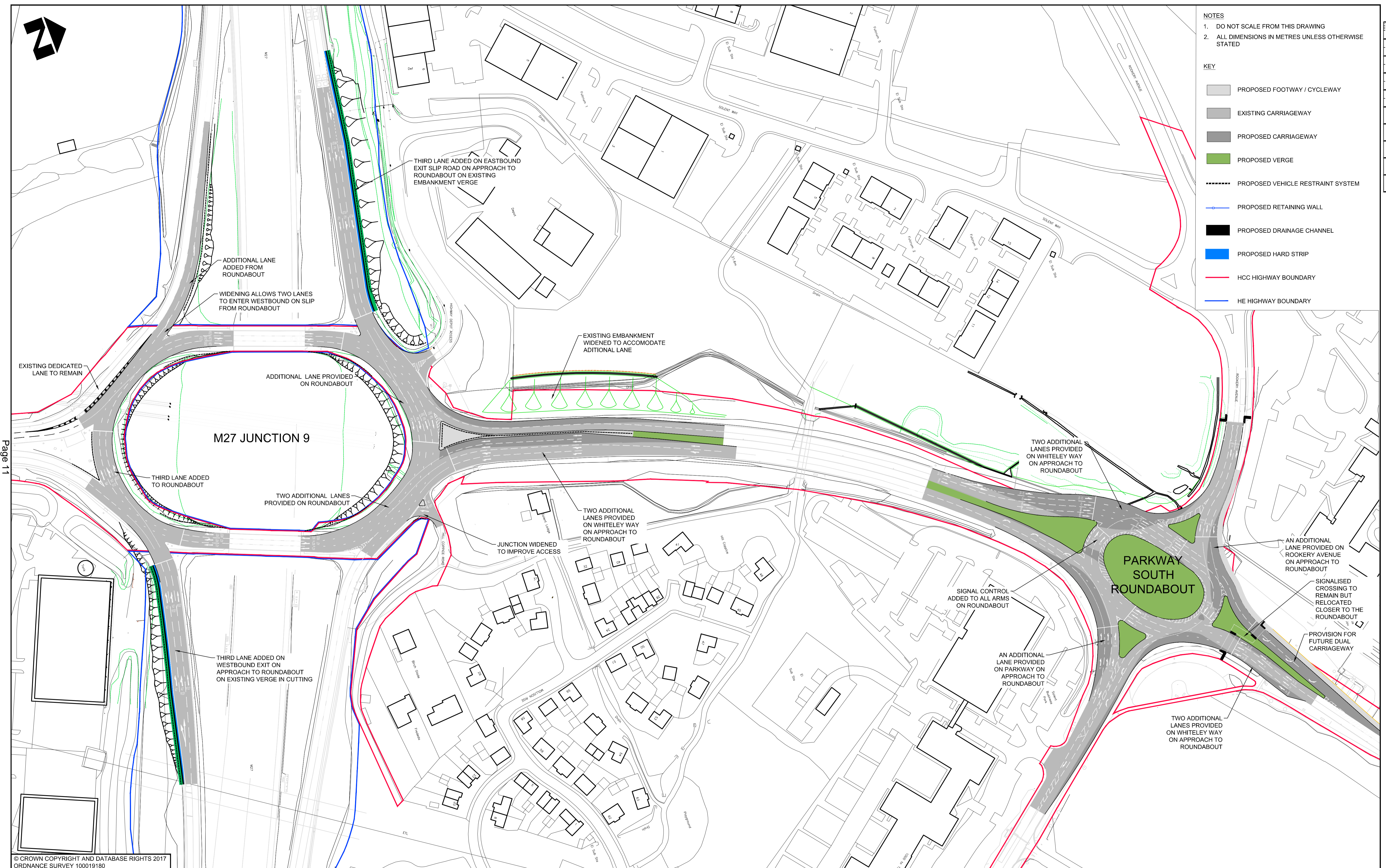
### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposed Scheme will help to reduce congestion and delay and will therefore help to improve air quality, due to a reduction in the volume of queuing vehicles.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- KEY**
- PROPOSED FOOTWAY / CYCLEWAY
  - EXISTING CARRIAGEWAY
  - PROPOSED CARRIAGEWAY
  - PROPOSED VERGE
  - PROPOSED VEHICLE RESTRAINT SYSTEM
  - PROPOSED RETAINING WALL
  - PROPOSED DRAINAGE CHANNEL
  - PROPOSED HARD STRIP
  - HCC HIGHWAY BOUNDARY
  - HE HIGHWAY BOUNDARY



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ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P11	DESIGN GENERALLY UPDATED	27/11/2017	IMS	AMC	

CLIENT  
**HAMPSHIRE COUNTY COUNCIL**  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT  
**Hampshire County Council Engineering CONSULTANCY**

DESIGNER: IMS  
CAD: IMS  
CHECKED: AMC | AMC  
APPROVED: JPR | JPR

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

SCHEME  
**M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT**

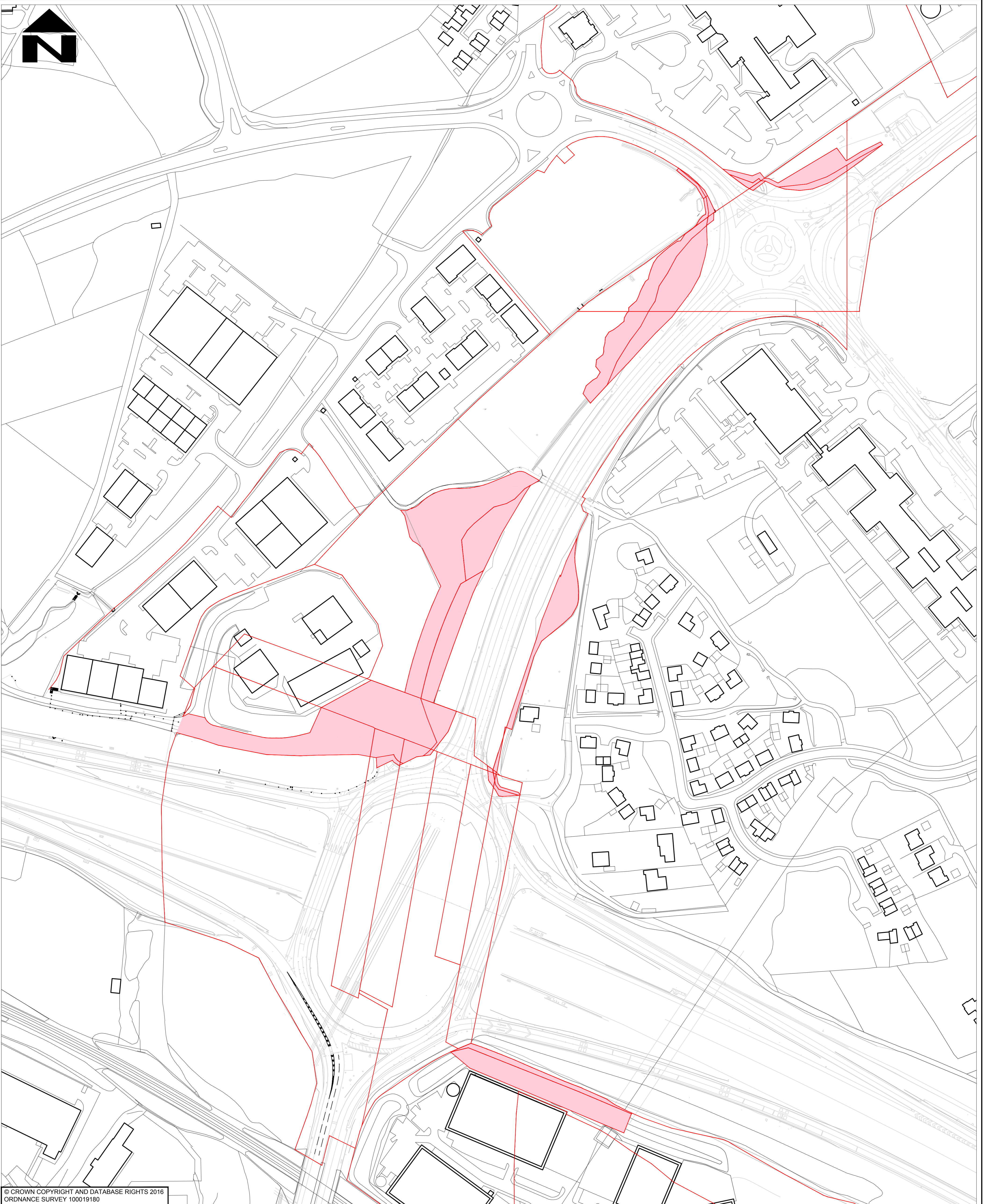
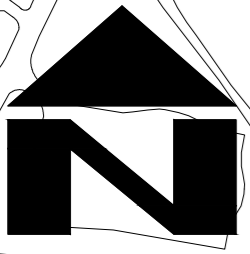
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SHEET NUMBER: 1 OF 1

DRAWING TITLE  
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REV: P11

HCC CAD FILE: K:\EnglRoads\Schemes\CJ008770 M27 Junction 9\AutoCAD\3 Main Works design\EC\_CJ008770\_100 GA.dwg

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- NOTES**
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**KEY**

LAND TO BE ACQUIRED  
AREA = 19389m<sup>2</sup>

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P2	SIZE OF PLOT 1E INCREASED AND PLOTS 6A AND 13A REMOVED	19/04/2018	MJE	AMC	<i>[Signature]</i>
P1	AREA ADDED TO WEST OF WHITELEY WAY. SMALL AREA INCREASE TO NORTH OF PARKWAY SOUTH ROUNDABOUT	25/01/2018	JS	AMC	JPR

CLIENT

**HAMPSHIRE COUNTY COUNCIL**  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT

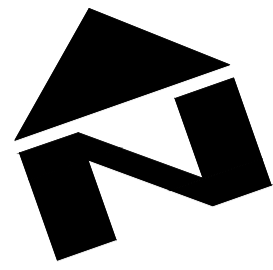
 **Hampshire County Council** 

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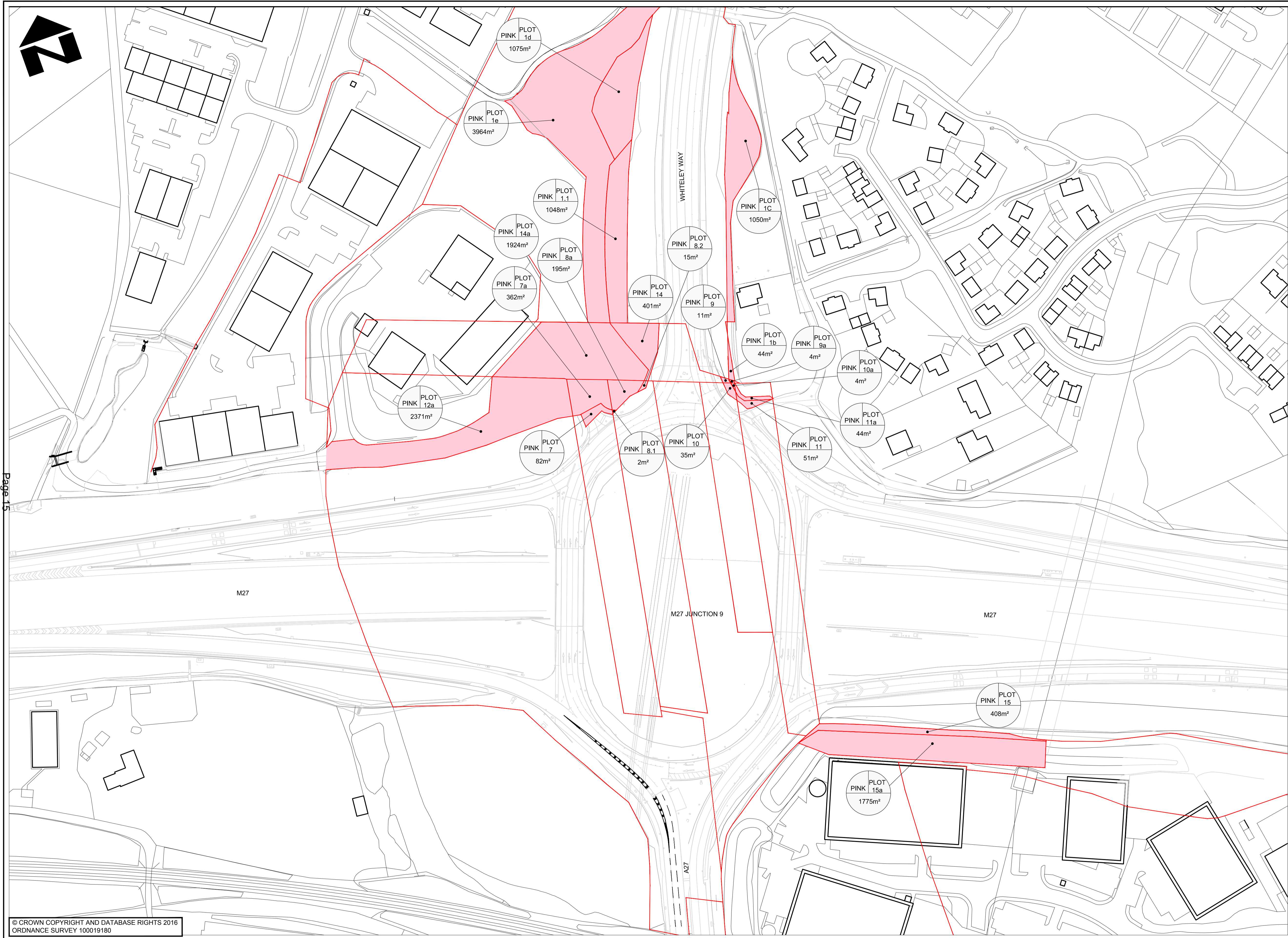
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CAD JS	
CHECKED AMC   AMC	JOB No. C.J008770.01
APPROVED JPR   JPR	SCALE @ A1 1:1250
	DATE SEPT 2017
	SHEET NUMBER 1 OF 1

DRAWING TITLE <b>LAND INTEREST TO BE ACQUIRED AT M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT, WHITELEY</b>	REV P2
HCC CAD PLOT: 19/04/2018 12:34:32	
DRAWING NUMBER <b>EC/CJ008770/L112</b>	

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- NOTES
- DO NOT SCALE FROM THIS DRAWING
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- KEY
- AFFECTED PLOT BOUNDARIES
  - LAND TO BE ACQUIRED  
AREA = 14865m²



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ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P4	SIZE OF PLOT 1e INCREASED AND PLOTS 6a AND 13a REMOVED	18/04/2018	MJE	AMC	JPR
P3	PLOTS 1.1, 1d, 1e, 14 & 8.2 ADDED, PLOT 8 & 8 CHANGED TO 8.1, PLOTS 8a AND 14a AREAS REDUCED	24/01/2018	JS	AMC	JPR
P2	LAND ADDED ADJACENT TO MOTORWAY COMPOUND ACCESS ROAD AND TO EAST OF WHITELEY WAY	04/09/2017	JS	AMC	JPR
P1	LAND PLOTS REFERENCED	21/08/2017	JS	AMC	JPR

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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
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CONSULTANT

**Hampshire Engineering**  
County Council CONSULTANCY

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: JS  
CAD: SG  
CHECKED: AMC, AMC  
APPROVED: MCC, MCC

SCHEME: M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT, WHITELEY

JOB No. R\_J567007.01  
SCALE @ A1: 1:1000  
DATE: AUG 2017  
SHEET NUMBER: 1 OF 1

DRAWING TITLE

**LAND INTEREST TO BE ACQUIRED AT M27 JUNCTION 9**

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REV: P4

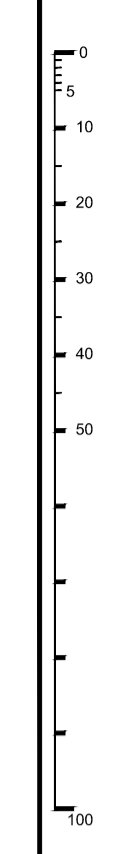
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- NOTES**
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- KEY**
- AFFECTED PLOT BOUNDARIES
  - LAND TO BE ACQUIRED  
AREA = 4524m<sup>2</sup>



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ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P4	PLOTS 4 & 4a REDUCED IN AREA, PLOTS 16 & 16a ADDED, PLOTS 5 AND 5a INCREASED IN AREA.	24/01/2018	JS	AMC	JPR
P3	PLOT 1 AREA CORRECTED	02/10/2017	JS	AMC	JPR
P2	SCHEME TITLE CHANGED	05/09/2017	IS	AMC	JPR
P1	LAND PLOT REFERENCED	21/08/2017	JS	AMC	JPR

CLIENT

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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT

**Hampshire Engineering**  
County Council CONSULTANCY

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER  
JS

CAD  
SG

CHECKED  
AMC | AMC

APPROVED  
MCC | MCC

SCHEME  
M27 JUNCTION 9 AND PARKWAY  
SOUTH ROUNDABOUT, WHITELEY

JOB No. R.J567007.01

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DATE  
AUG 2017

SHEET NUMBER  
1 OF 1

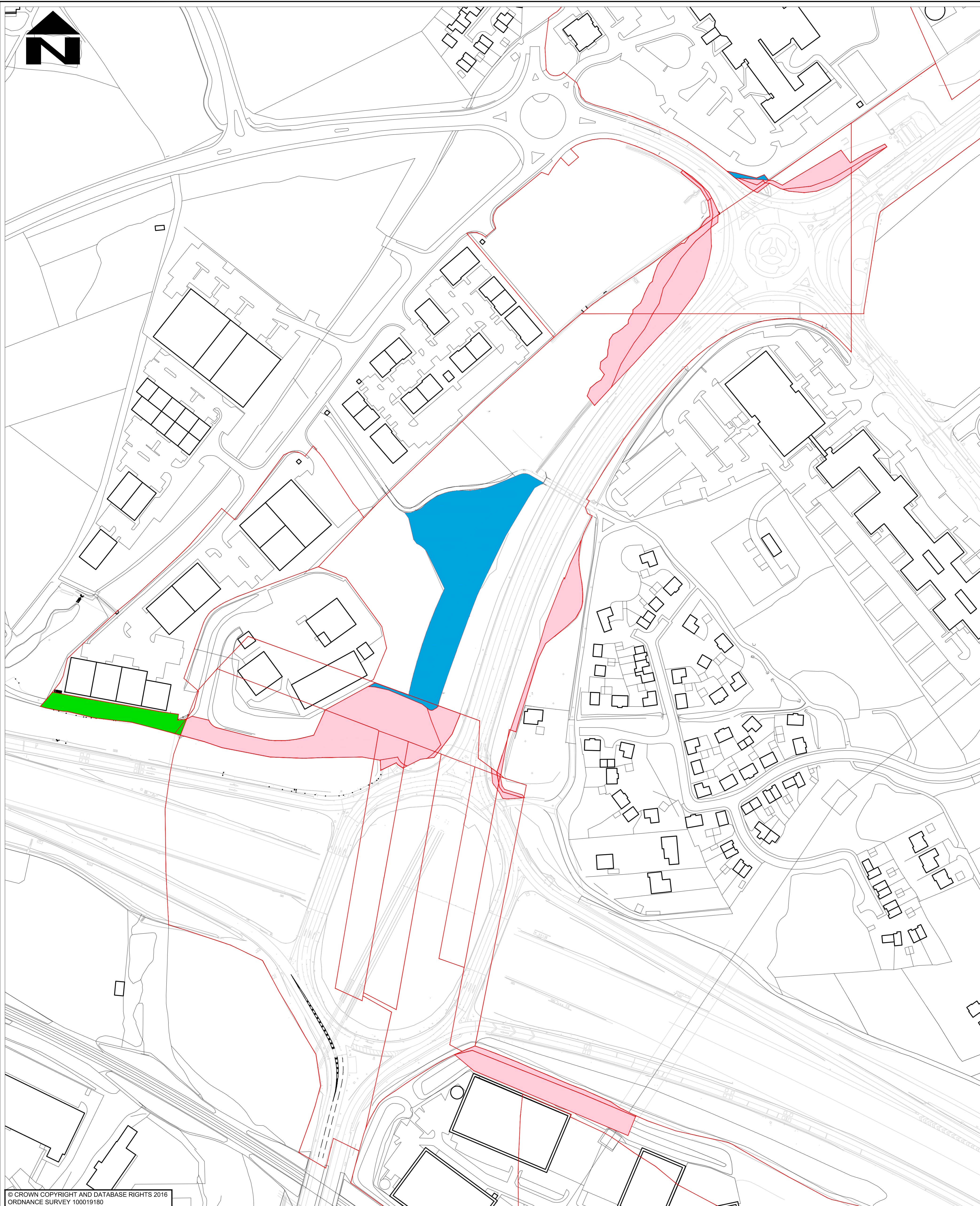
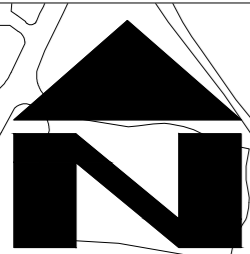
DRAWING TITLE  
LAND INTEREST  
TO BE ACQUIRED AT PARKWAY  
SOUTH ROUNDABOUT, WHITELEY

HCC CAD PLOT: 25/1/2018 15:42:41

DRAWING NUMBER  
EC/CJ008770/L109

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ORDNANCE SURVEY 100019180

**KEY**

CHANGES TO LAND TO BE ACQUIRED SINCE 18-10-2017 REPORT TO EXECUTIVE MEMBER POLICY AND RESOURCES

- LAND INTEREST NO LONGER REQUIRED - AREA = 1171m<sup>2</sup>
- ADDITIONAL LAND INTEREST TO BE ACQUIRED - AREA = 5208m<sup>2</sup>
- LAND TO BE ACQUIRED NO CHANGE - AREA = 14181m<sup>2</sup>

TOTAL AREA OF LAND TO BE ACQUIRED = 19389m<sup>2</sup>

**NOTES**

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

**HAMPSHIRE COUNTY COUNCIL**  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT

 **Hampshire**  
County Council 

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER JS	SCHEME M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT, WHITELEY
CAD JS	
CHECKED AMC   AMC	
APPROVED JPR	
SCALE @ A1 1:1250	DATE SEPT 2017
	SHEET NUMBER 1 OF 1

DRAWING TITLE  
**CHANGES TO LAND INTEREST  
TO BE ACQUIRED AT  
M27 JUNCTION 9 AND PARKWAY  
SOUTH ROUNDABOUT, WHITELEY**

HCC CAD PLOT: 24/4/2018 10:21:03  
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**EC/CJ008770/L120**

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 June 2018
<b>Title:</b>	Highways Permit Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Ian Ackerman

**Tel:** 01962 832233

**Email:** [ian.ackerman@hants.gov.uk](mailto:ian.ackerman@hants.gov.uk)

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport notes progress made on developing a Highways Permit Scheme to replace the existing Noticing System for managing street works in Hampshire, and approves the proposal for a Highways Permit Scheme to apply only for works that are considered to have a high impact on traffic.
- 1.2 That the Executive Member for Environment and Transport approves consultation with utility companies and other key stakeholders on the proposed Highways Permit Scheme, and that the results are reported to the Executive Member as part of a further report later in the year on the implementation of the proposal

#### 2. Executive Summary

- 2.1 The purpose of this paper is to update the Executive Member for Environment and Transport on progress made on developing a Highways Permit Scheme to replace the existing Noticing System for managing street works in Hampshire and to seek authority to carry out consultation on the proposed scheme.
- 2.2 This paper sets out the costs and benefits of the proposed Permit Scheme, which indicate that the proposal is financially beneficial to the local economy, and will reduce congestion caused by uncoordinated or poorly managed road works, which is a major cause of frustration for residents and businesses.
- 2.3 The paper considers the alternative options for a Permit Scheme and recommends such a scheme to apply only for works that are considered to have a high impact on traffic. This will focus resources on the desired enhanced management of works, having a greater potential impact on traffic, while minimising costs to utility companies and the County Council for works having a low impact on traffic.

### **3. Contextual information**

- 3.1 The New Roads and Street Works Act 1991 provides utility companies with legal rights to place and maintain their apparatus in the public highway. Utility companies must work in accordance with National Codes of Practices and Specifications. Under the current Noticing system for managing street works in Hampshire, utility companies must submit notices of their works to the County Council to enable works to be coordinated. Similar processes are in place to manage County Council works and other licensed works.
- 3.2 Each year the County Council coordinates approximately 35,000 utility works and 25,000 County Council works and other licensed activities. These works generate in the region of 230,000 notices. The County Council uses these notices to coordinate works.
- 3.3 Under a Permit Scheme, all works promoters, including the County Council, will require a Permit before working.
- 3.4 Permit Schemes were introduced by Part 3 of the 2004 Traffic Management Act as amended by the Deregulation Act 2015. The structure of schemes is described by the 2007 Traffic Management Permit Scheme (England) Regulations as amended in 2015.
- 3.5 In 2011, the Hampshire County Council Environment and Transport Select Committee concluded an investigation into the coordination and regulation of all works on Hampshire County Council's highways. The review was in response to changes in legislation that had allowed local authorities to consider alternative methods of coordinating and regulating works on the highway, including Permit Schemes. The Select Committee investigation concluded that the advantages of a Permit Scheme over and above the Noticing System in place at that time were not sufficient to justify the additional costs associated with a Permit Scheme. This recommendation was based in part on consultation with comparative local authorities. All those authorities operating Noticing Systems intended to continue with these rather than move to a Permit Scheme, although it was recognised that a Permit Scheme would provide more control.
- 3.6 Since this time the majority of local authorities have adopted a Permit Scheme, and today the advantages of a Permit Scheme and anticipated disadvantages of continuing with noticing, is likely to encourage remaining local authorities operating Noticing Systems to switch to Permits Schemes. This includes Government policy which favours Permits Schemes, for instance by offering permit authorities the option to run lane rental schemes. Since the Select Committee review, the County Council has implemented a number of changes in response to reduced funding and inflationary driven increases in costs across all services, such that the operating model for highways and street works activity is fundamentally different now to the situation in 2011, and against this background, the benefits of a Permit Scheme now justify its adoption by the County Council.

### **4. Options**

- 4.1 Department for Transport guidance on the assessment of Permit Schemes indicates that implementing a Permit Scheme may be anticipated to reduce the

number of works by 5% compared with a Noticing System. This reduction is achieved as a result of improved coordination made possible by the tighter controls on works promoters who require a permit to be issued before works may start. This reduction in the number of works will have a commensurate beneficial reduction in traffic congestion, pollution (from idling vehicles), and disruption to residents and businesses.

#### 4.2 Two principal alternative options exist for Permit Schemes:

- A. Permits for works that are considered to have a 'high impact' on traffic e.g. major works, or any works on traffic sensitive streets; and
- B. Permits for all works, regardless of 'impact', but with a significantly reduced charge for 'low impact' works to reflect the lesser time needed to coordinate such works.<sup>1</sup>

Under option A. above, works considered to have a 'low impact' on traffic are assessed and coordinated, but no enhanced coordination activities are undertaken and therefore no charge is made for the permit.

#### 4.3 Guidance published by the Department for Transport advises that local authorities establishing a Permit Scheme should design schemes to target improvements to ensure more effective use of the strategic network. Option A. above, to permit only works that are considered to have a 'high impact' on traffic, best meets this objective.

## 5 The Proposal

5.1 The proposed Permit Scheme would apply only for works that are considered to have a high impact on traffic.

5.2 The scheme has been named the Hampshire County Permit Scheme (HCPS).

5.3 The proposed HCPS focusses on works and roads that will have the greatest impact on the travelling public, residents, and businesses in Hampshire. Permits will apply to all works, but the enhanced (charged) service will not apply to minor and immediate works on non traffic sensitive streets (mainly minor rural roads and residential streets). Minor works are those that are planned to take three days or fewer, and typically include water meter repairs, pothole repairs, and utility connections to residential properties. Immediate works are those needed to restore a customer that has lost a utility service or fix a problem causing a danger, such as a gas leak or a burst water main. Charges for works on such roads will not be made as their impact on traffic and residents is generally minimal. This is consistent with Department for Transport advice that schemes should target improvements to ensure more effective use of the strategic network.

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<sup>1</sup> Low Impact – Usually lasting three days or fewer, eg pothole repairs or water meter installations on residential streets, minor patching or cable repairs on a low traffic volume rural road.

High Impact – Works of any duration on a high traffic volume road, or works planned to last more than 3 days on residential or minor roads, or any works needing a planned closure. Example: resurfacing or surface dressing of the A27, gas mains renewal in residential streets, closure of a minor rural road for the replacement of a telegraph pole.

- 5.4 Permits for all works on all other streets will be charged on a sliding scale depending on the nature of the works and the type of road directly affected. These charges reflect the amount of additional management and controls that will be undertaken to minimise disruption arising from the works. Discounted permit charges will be applied where statutory undertakers plan their works more effectively to further minimise disruption e.g. by working only at night or outside of peak traffic times. Again, this is consistent with Department for Transport advice that schemes should target fees and offer discounts to improve performance and reduce occupation of the network, especially on strategic routes.
- 5.5 The proposed HCPS will provide greater controls to more effectively and proactively manage and coordinate works on the highway network. The County Council's own works will also need to comply with the requirements of the scheme.

## **6 Finance**

- 6.1 Permit schemes were introduced in the Traffic Management Act 2004 to enable Highway Authorities to increase resources managing works on the highway, thereby reducing traffic congestion and protecting the highway asset.
- 6.2 The costs for these additional resources relating to Statutory Undertaker works can be recovered from utility companies. The costs associated with a local authority's own work cannot be included in the charge applied to utility companies. A local authority must bear the cost of applying the same scrutiny for its own works as it imposes on others.
- 6.3 Utility companies will pay a fee for their permit to be assessed and processed. The fees recovered from utility companies will cover the costs of an enhanced service to better manage and coordinate their works, and the Regulations only permit charging the additional costs of the Permit Scheme. These costs are predominantly made up from the additional staff and management required to operate the Permit Scheme.
- 6.4 Atkins was commissioned to undertake Cost Analysis in line with Department for Transport guidance for local authorities developing permit schemes. The Benefit Cost Analysis used data on road works carried out in the last three years (2015-2017) in Hampshire to establish the average number and duration of works in Hampshire, together with Annual Average Daily Traffic flow (2016) on different categories of road using information from 396 count sites in the county. The Department for Transport software, QUADRO (Queues And Delays at Roadworks), was used to estimate the cost and benefits of a permit scheme over a twenty-five year appraisal period (2019-2043).
- 6.5 The total costs over the twenty-five year appraisal period for the all works (option B) is approximately £30 million, and £21million for high impact works only (option A). The total value of benefits over the twenty-five year appraisal period for the all works (option B) is £299million, and £289million for high impact works only (option A). The benefits result from the reduction in road works due to the implementation of the permit scheme. The majority of benefits relate to travel time savings and reductions in vehicle operating costs, but there are further predicted benefits in terms of a reduction in accidents and carbon emissions.



- 6.6 The higher costs associated with the all works option mean that the Benefit Cost Ratio is greater for the high impact works only option, 42.2 compared with 27.2. A Benefit Cost Ratio above 4 represents good value, and the Benefit Cost Ratios of both options demonstrates very high value for money.
- 6.7 Given the higher costs associated with the all works option and the lower Benefit Cost Ratio, the high impact works only permit scheme (option A), demonstrates best value for money.

## **7 Performance**

- 7.1 Permit Schemes place a legal obligation on all statutory undertakers and other works promoters (including the County Council). Working without a valid permit and failing to comply with any conditions attached to that permit are enforceable and carry the option of prosecution or issuing a fixed penalty notice.

## **8 Consultation and Equalities**

- 8.1 Local authorities developing new or varying existing Permit Schemes are required to consult. The consultation requirements are set out in Regulation 3 of the Traffic Management Permit Scheme (England) Regulations 2007.
- 8.2 The consultation will be undertaken on a draft version of the scheme and will include reasoning and cost / benefits of the scheme. The permit charges will also form part of the consultation.
- 8.3 Experience from other Authorities' consultations indicates that utility companies are likely to have concerns over any scheme that includes charges for works that are likely to cause minimal congestion. This would be negated by the HCPS not charging for such works. However, the level of charge will also be scrutinised by utility companies. The charges in the HCPS are broadly on a par with other Authorities so concerns over such should be minimised.
- 8.4 Utility companies may focus on the reasoning behind moving to a permit scheme, particularly as the County Council generally has a good working relationship with works promoters and is perceived to coordinate well. Although this is the case, the cost / benefit analysis still clearly demonstrates a significant benefit to introducing a scheme, so existing performance should not be considered relevant.
- 8.5 It is proposed to consult key stakeholders as required under the Regulations, and to amend the proposed scheme as appropriate to reflect the views of consultees and to ensure that the scheme provides appropriate value to the County Council and to works promoters in general. Key stakeholders include:
- Secretary of State for Transport;
  - All utility companies and other statutory organisations carrying out work in Hampshire;
  - District, borough, and other local authorities in Hampshire; and
  - Emergency services.

- 8.6 An equalities impact assessment has been carried out on the consultation. A separate equalities impact assessment would be undertaken for the Scheme's introduction.

## **9 Other Key Issues**

- 9.1 Central Government is encouraging Highway Authorities to move to a permit scheme. Legislation and changes in industry processes are now geared towards permit schemes rather than notice regimes.
- 9.2 The Government has extended powers for lane rental schemes to Highway Authorities, but a prerequisite of operating a lane rental scheme is having a permit scheme in place first. The County Council considers a lane rental scheme could provide additional effective controls for works on the most highly sensitive parts of the strategic network. Without a proven permit scheme in place the County Council cannot operate a lane rental scheme.
- 9.3 The Department for Transport is developing the Street Manager Project. This project will ultimately replace all local IT systems that manage notices and permits. It is anticipated that the project will be rolled out in mid 2019 with Authorities opting in as their existing IT contracts expire. Although capable of handling notices, the Street Manager project is predominantly geared towards permit schemes.
- 9.4 Prior to the deregulation of permit schemes, the Department for Transport would not authorise schemes that included charges for low impact works. Despite Department for Transport approval for permit schemes no longer being required, Department for Transport advice still encourages schemes to focus on high impact works. General consensus in the industry also suggests that future changes to permit scheme charges will also concentrate on works with the highest impact. Should the HCPS include charges for low impact works there is a concern that it would be out of step with National guidance and future developments.

## **10 Future direction**

- 10.1 Subject to consultation responses received, further reports may be required to amend the detail of the Permit Scheme and advise the Executive Member for Environment and Transport of changes to the associated costs and any implications for the authority.
- 10.2 An Executive Member decision to implement the Permit Scheme will in any event be required in order to bring into force the associated legal order.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Coordination and Regulation of All Works on Hampshire County Council's Highways' Scrutiny Review <a href="http://hantsweb-staging.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemssummary.htm?sta=&amp;pref=Y&amp;item_ID=2903&amp;tab=1&amp;co=&amp;confidential=">http://hantsweb-staging.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemssummary.htm?sta=&amp;pref=Y&amp;item_ID=2903&amp;tab=1&amp;co=&amp;confidential=</a>	12 <sup>th</sup> May 2011
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>
Traffic Management Act Traffic Management Permit Scheme (England) Regulation. Deregulation Act.	2004 2007 2015

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

<u>Document</u>	<u>Location</u>
Statutory Guidance for Highway Authority Permit Schemes (October 2015)	Department for Transport publication
DfT Advice Note “ For local authorities developing new or varying existing permit schemes” (June 2016)	Department for Transport publication
Atkins. Technical note (QUADRO analysis of Hampshire roadworks data)	Hampshire County Council

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

- 1.1 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 under the Act;
  - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
  - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

#### **Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2 Equalities Impact Assessment:**

It is considered that the proposal will have a neutral impact on groups with protected characteristics. Measures provided in response to specific needs e.g. disabled parking bays, will continue to be provided where appropriate.

The impact will be assessed again at the point a decision is taken to implement the proposed scheme following the consultation, but for the time being the decision to consult is not anticipated to have any impact on groups with protected characteristics.

### **2 Impact on Crime and Disorder:**

- 2.1 Uncoordinated or poorly managed road works can cause disputes. An effective Permit Scheme will help reduce conflict.

### **3 Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal will have a beneficial impact on climate change by the more effective management of road works that will have a commensurate beneficial reduction of traffic congestion and pollution (from idling vehicles).

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is considered that the proposal will have no impact on the need to adapt to climate change and be resilient to its longer term impacts.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 June 2018
<b>Title:</b>	T19 Parking Project Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Marc Samways

**Tel:** 01962 832238

**Email:** marc.samways@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the progress made in developing the County Council's approach to on-street parking across the County, including enforcement and the delivery of associated parking controls, as part of the Transformation to 2019 savings proposals.
- 1.2. That the Executive Member for Environment and Transport gives authority in principle to develop and implement proposals for a centralised County Council Civil Parking Enforcement service, either delivered directly or through a contract with a commercial service provider, in the event that suitable revised financially robust civil parking enforcement agency arrangements cannot be agreed with the relevant districts and borough councils.
- 1.3. That the Executive Member for Environment and Transport gives approval in principle for the introduction of Chargeable on-street parking with authority delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to take all the necessary measures and steps to implement the changes, including the progression and approval of any associated Traffic Regulation Orders and any works necessary to support the introduction of chargeable on-street parking.
- 1.4. That the Executive Member for Environment and Transport gives approval to procure the services of an independent specialist parking consultant to fully assess the available options for a Countywide parking enforcement service.

#### 2. Executive Summary

- 2.1 This report provides an update on work undertaken to develop the County Council's approach to on-street parking, including future arrangements for enforcement and the delivery of associated parking controls across the County as part of the Transformation to 2019 savings proposals. The report seeks approval to develop proposals for chargeable on-street parking in a number of locations following discussions with the various District and Borough Councils.
- 2.2 The report also seeks approval to develop, procure and implement proposals for a centralised County Council Civil Parking Enforcement service in the event

that suitable revised Civil Parking Enforcement agency arrangements cannot be agreed.

### **3 Contextual information**

- 3.1 The County Council, as the Highway Authority, is responsible for on-street parking enforcement where civil parking enforcement exists. The County Council applied to Department for Transport for civil parking enforcement powers on a district by district basis over a number of years, with the first application for Winchester in 1996, and the most recent being for East Hampshire in 2012. Gosport is currently the only district/borough in Hampshire where civil enforcement has not been implemented.
- 3.2 The district councils currently undertake parking enforcement on behalf of the County Council via agency agreements. The agreements were established to facilitate improved local parking enforcement compared with the police resources previously available, and were intended to be run on a cost neutral basis. The majority of the agency agreements have not been significantly reviewed since their introduction.
- 3.3 Individual district and borough councils are able to implement areas of chargeable on-street parking, subject to the County Council's agreement, setting charges to meet local needs. Any surplus after meeting the full costs of parking enforcement may be used to meet local transport objectives with the County Council's approval, and provided these are consistent with the relevant legislation. There is considerable discrepancy between the financial position of individual district and borough council's on-street parking accounts, with some showing substantial year on year operating deficits.
- 3.4 Discussions with a number of district council agents aimed at agreeing new, updated Civil Parking Enforcement agencies indicate that some may decline to enter new arrangements. The County Council, as Highway Authority, is ultimately responsible for Civil Parking Enforcement (all district areas except Gosport). In the event that an agency arrangement cannot be agreed, responsibility for Civil Parking Enforcement in that agency area will continue to rest with the County Council. Consequently the County Council must continue to provide the service.
- 3.5 It is hoped that agreement with each district over revised terms for the continued district and borough operation of Civil Parking Enforcement can be achieved, as this would retain the linkage between on-street and off-street parking provision. However, should a high proportion of the districts and boroughs decide to hand back the parking enforcement function, it may not be economically viable to retain agreements with those few districts and boroughs that wish to continue to deliver the service.
- 3.6 A centralised County Council civil parking enforcement service, either delivered directly or through a contract with a commercial service provider, would be best placed to deliver a modernised service to consistent standards across the County. The option for the County Council to deliver civil parking enforcement would be required in the event that wider area civil parking enforcement agency arrangements could not be agreed. For this reason it is recommended that this option continue to be developed further.



- 3.7 A service delivered through a contract with a commercial service provider would be expected to have low set-up costs and less financial risk compared with establishing a direct service. It would also be expected to have greater commercial rigour and potentially greater resource utilization, and more effectively recover costs than a directly run service. It may, however, offer less opportunity for review and adjustment to meet changing circumstances, and may require financial compensation for constraining enforcement activity that restricts the service provider's scope to recover cost in line with their tender.
- 3.8 In order to understand the opportunities and implications of a centralised civil parking enforcement service delivered directly or through a contract with a commercial service provider, it is recommended that the services of an independent specialist parking consultant be procured to fully assess the available options for a Countywide parking enforcement service.
- 3.9 Proposals to introduce new areas of chargeable on-street parking may be expected to elicit objections based on a requirement to pay to park where previously parking has been free of charge. Objections may relate in part to the additional expense, and in part to the inconvenience of using a meter, particularly for very short duration parking. Proposals will be developed that appropriately reflect the convenience of parking on-street and the availability and cost of suitable alternative off-street parking. Cashless facilities, such as pay-by-phone or contactless card payment, will generally be provided to simplify paying for parking, and a short free parking period may be considered in some locations, although motorists are automatically entitled to a 10 minute grace period for both free and paid for parking following changes introduced by central government in 2015.
- 3.10 Initial proposals are anticipated to replace a number of existing areas of limited waiting with chargeable on-street parking. This is likely to have a number of benefits, including optimising the availability of short term, convenient on-street parking by simplifying the enforcement of the limited waiting. Currently enforcement of limited waiting areas is very resource intensive with repeat visits required to identify vehicles in contravention of the restrictions, meaning that abuse of this type of restriction is widespread. Changing to chargeable on-street parking will enable both non payment and excess parking periods to be quickly identified on a single visit.
- 3.11 Paid for parking is likely to be appropriate in other locations where parking may not currently be controlled, and longer term may be the norm to help balance visitor access to locations with the impact that traffic has on neighbourhoods. Achieving a consensus on an appropriate balance of convenient, short term on-street visitor parking and longer term parking facilities off-street is typically difficult. As a result, parking controls take time to develop, refine and implement, and proposals are frequently controversial prior to being introduced. Equally, unregulated parking, or parking controls with limited enforcement, is a frequent cause for concern, particularly in areas where motorists are unable to find convenient parking. Paid for parking will improve compliance and parking turnover, and improve the experience for members of the public when trying to find convenient on-street parking by both simplifying enforcement and providing revenue to increase enforcement as required. It will also improve parking facilities generally.

- 3.12 National research has identified that as much as 30% of traffic in towns and cities comprises motorists looking for somewhere to park. In addition, a recent RAC membership survey identified that the most common reason for motorists avoiding travel to an area by car was due to difficulties in finding convenient parking. It is considered that the wider benefits to the public of chargeable on-street parking will outweigh the small charge and minimal inconvenience of paying to park.
- 3.13 A number of district council agents have indicated concerns about introducing new areas of chargeable on-street pay parking to offset the costs of on-street parking enforcement and associated services. It is important that on-street parking services are operated on a full cost recovery basis, including meeting the County Council's costs, to avoid directing scarce resources from other priorities to meet the cost of maintaining parking and related activity. The County Council's Transformation to 2019 Programme includes a target of £900,000 to meet the authority's highway management and maintenance costs associated with on-street parking. In the event that a revised agency arrangement that includes sufficient new areas of chargeable on-street parking cannot be agreed, or otherwise established, the County Council would need to consider how to meet the funding shortfall.
- 3.14 The conditions and scope for creating new areas of chargeable on-street parking vary between the district agency areas, and some flexibility in the agency arrangements is likely to be appropriate. However, the need to operate on-street parking services on a full cost recovery basis remains a requirement.
- 3.15 At the Executive Member for Environment and Transport Decision Day on 24<sup>th</sup> November 2017, the Executive Member approved the establishment of Civil Parking Enforcement within Gosport. Direct control of parking enforcement in the Borough will enable the County Council to set up a scalable service that would have potential to cover other districts where terms of new civil parking agencies cannot be agreed.
- 3.16 Recent discussions have taken place with the Department for Transport over the criteria and information required for submission as part of the Gosport Civil Parking Enforcement application. In addition, discussions are ongoing with Gosport Borough Council with regard to a number of required changes that will need to be made to the Borough owned and run off-street car parks, as the introduction of Civil Parking Enforcement will also require some changes to this service.
- 3.17 The cost of introducing civil enforcement in Gosport is estimated to be in the region of £200,000.

#### **4 Finance**

- 4.1 Income from on-street parking is held by the district and borough councils in their 'On-street Parking Account' and this is generated from two areas:
- (i) Income from chargeable on-street parking (if operated) and other charges (e.g. Residential Parking permits); and
  - (ii) Surplus or Deficit from on-street Civil Parking Enforcement.

- 4.2 Income from the 'On-street Parking Account' can be used to fund the maintenance and development of parking management schemes and a limited number of traffic and transport related services in accordance with the criteria for funding prescribed in Section 55 of the Road Traffic Regulations Act 1984.
- 4.3 It is intended that the full operational costs associated with the running of the on-street parking service should be met from revenue from penalty notices and parking permits. District and Borough partners wishing to continue to run on-street parking, including parking enforcement, will be responsible for any deficit as they are now.
- 4.4 Where residents parking is provided, those District and Borough partners wishing to continue to provide on-street enforcement will be responsible for the operation and administration of these areas, and also for any deficit as they are now. Permit charges for residential parking should therefore be set at a level whereby schemes operate on a full cost recovery basis
- 4.5 Income generated from proposed areas of chargeable on-street parking will be retained by the County Council to help meet the full costs of providing, maintaining, enforcing and managing parking in Hampshire. Some income may be provided to District and Borough partners undertaking enforcement to enhance the service.
- 4.6 District and Borough partners wishing to continue to provide on-street enforcement will need to undertake enforcement of all on-street parking controls including any new areas of chargeable on-street parking.
- 4.7 Those District and Borough partners who already have areas of established chargeable on-street parking may wish to reach a financial settlement with the County Council in lieu of introducing further paid for parking. Surplus income from on-street parking services after meeting an agreed financial contribution to the County Council's costs would be retained by the District and Borough partner and used to enhance the service.
- 4.8 The proposed evaluation of a centralised civil parking enforcement service will provide a full opportunities assessment and identify the most economically advantageous option for delivering the service in the event that civil parking enforcement agency arrangements cannot be agreed.
- 4.9 In the event that the County Council delivers a full or part-centralised civil parking enforcement service, either directly or through a contract, then the cost of associated traffic management activity will be met from parking revenue.
- 4.10 TUPE or 'TUPE like' conditions are anticipated to apply for district Civil Parking Enforcement and Traffic Management staff should current agency agreements end and not be replaced with new agency agreements. Additional costs associated with pensions and/or redundancy costs will also need to be considered.

## **5 Performance**

- 5.1 It is anticipated that some variation in new civil parking enforcement agency agreements will be needed to reflect the individual nature of districts and boroughs in Hampshire. Those districts and boroughs with existing residents parking and chargeable on-street parking are more able to contribute to the full

cost recovery of parking in their areas. In contrast, other districts and boroughs without these facilities are likely to require more intervention to secure income to meet these costs.

- 5.2 In the event that the majority of District and Borough partners do not wish to continue to provide on-street parking enforcement, and the County Council is required to undertake civil parking enforcement in these areas, it is possible that the County Council may need to introduce a centralised civil parking enforcement service across the county in order to balance the costs with existing income opportunities.

## **6 Consultation and Equalities**

- 6.1 Replacing the current civil parking enforcement agency agreements with alternative arrangements will not affect the fundamental provision of the services, and therefore no specific public consultation is required.
- 6.2 Formal consultation will be undertaken for the proposed new chargeable on-street parking areas as part of the Traffic Order process. An Equalities Impact Assessment will be undertaken on individual proposals as appropriate.

## **7 Other Key Issues**

- 7.1 The County Council, as Highway Authority, is ultimately responsible for civil parking enforcement. There is no mechanism for the County Council to hand back civil parking enforcement to the districts, in the event that a new agency arrangement is not agreed, or to the Police. Consequently the County Council must continue to provide the service in perpetuity.
- 7.2 There is a full two financial year notice period to terminate the civil parking enforcement agreements. Notice was served prior to 31 March 2018 and new civil parking enforcement arrangements are required to be in place from 1 April 2020 (in all district areas except Gosport).
- 7.3 Gosport is the only district/borough in Hampshire where civil parking enforcement has not been implemented. As such, the police will continue to be responsible for parking enforcement pending the introduction of civil parking enforcement in the borough. The County Council is in the process of applying to the Department for Transport for Civil Parking Enforcement powers and, once granted, this function will transfer to the County Council. Feedback from Department for Transport officers indicates that Civil Parking Enforcement applications are currently taking around 2 years to progress.

## **8 Future direction**

- 8.1 An Executive Member decision to terminate the remaining traffic management agency agreements may be required if the County Council determines to deliver civil parking enforcement in Hampshire directly. This will ensure that the County Council, as the Highway Authority, will have full control for both the introduction and/or amendment of parking controls in addition to parking enforcement responsibilities. There is a one year notice period to terminate the traffic management agreements, and the County Council would need to serve notice on these agreements one year in advance of introducing a new countywide civil parking enforcement system for the associated traffic management support function to be in place.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Countywide Civil Parking Enforcement Services	14 November 2017
<b>Direct links to specific legislation or Government Directives</b>	
<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.)

<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2 Equalities Impact Assessment:**

It is considered that the proposal will have a neutral impact on groups with protected characteristics. Measures provided in response to specific needs e.g. disabled parking bays, will continue to be provided where appropriate. An Equalities Impact Assessment will be undertaken for any specific parking proposals progressed as part of the project.

### **2 Impact on Crime and Disorder:**

2.1 Unregulated parking can cause disputes. An effective parking enforcement service will help reduce conflict. Civil parking enforcement can help reduce demand for police resources to respond to parking related issues, freeing up those resources for other crime and disorder issues.

### **3 Climate Change:**

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal in itself has no impact on climate change. There is scope to reduce fuel consumption and the carbon footprint of car travel by the use of effective traffic management measures, which includes parking.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is considered that the proposal will have no impact on the need to adapt to climate change and be resilient to its longer term impacts.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 June 2018
<b>Title:</b>	Review of Residential 20 Pilot Programme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Martin Wiltshire

**Tel:** 01962 832223

**Email:** martin.wiltshire@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the evaluation of recent Residential 20mph Speed Limit Pilots and agrees that no further such schemes will be implemented, but that the existing schemes will be retained.
- 1.2. That any future speed limit schemes will be prioritised in accordance with the Traffic Management policy approved in 2016, and thereby limited to locations where injury accidents attributed to speed are identified, with proposals assessed in accordance with current policy and Department for Transport guidance on setting speed limits.

#### 2. Executive Summary

- 2.1. The County Council has been trialling Residential 20mph Speed Limits in a total of 14 locations across the County for varying periods of time since 2012, and has recently concluded an extensive review of their performance in managing average speeds and addressing safety concerns. The schemes in question were selected in consultation with members of the County Council and the community after initial testing against a set of agreed criteria. The decision to start the pilot schemes was taken before the current Traffic Management Policy of 2016 came into being, which requires all future Traffic Management schemes to be led by safety and casualty reduction interventions.
- 2.2. The purpose of this paper is to report on the outcomes and effectiveness of this programme of 14 Residential 20 mph Speed Limit Pilots, which were introduced in a mix of urban residential and rural village centre areas throughout the county.
- 2.3. The pilot programme was developed in response to requests for 20 mph restrictions received from residents concerned with excessive traffic speed. Evaluating the pilot 20 mph speed limits enabled their effectiveness in different locations, with varying traffic conditions, to be assessed.

- 2.4. A technical review of the pilots has focused on the analysis and comparison of speed data recorded before and after the 20 mph pilot speed limits were introduced. The proportion of motorists driving above and below 20 mph has also been analysed to establish the level of compliance. Additionally the before and after injury accident record within each pilot area has been evaluated.
- 2.5. The review also describes the outcomes of the evaluation process carried out with the residents of the original nine Hampshire County Council led urban pilot schemes post implementation. The relevant Parish Councils for the three rural schemes were also asked to share their views as part of the evaluation exercise. This has generated insight, which has helped assess the effectiveness of the 20 mph speed limit pilot schemes by comparing responses to questions asked in 2012 with responses to those same questions posed in the 2017 engagement, to explore any changes of opinion.
- 2.6. The key findings of the review were as follows:
- Four pilot schemes have demonstrated compliance with the 20 mph speed limits, but these have merely served to formalise existing low speed environments with very marginal speed reductions having been achieved.
  - Reductions elsewhere have been modest and in some cases average speeds have even increased.
  - The only pilot schemes that have seen average speeds below the new speed limit were in areas where averages were already under 20mph.
  - In terms of accident and injury data, the impact of the pilot schemes upon road safety is projected to be neutral and there is no evidence of enhanced road safety benefits compared with that observed for the entire road network maintained by the County Council.
  - Hampshire Constabulary will not routinely enforce 20 mph speed limits as a matter of course, except where there is evidence to support that a road or a given location presents a heightened risk, which would in any case be consistent with the County Council's Traffic Management policy since 2016, which requires the prioritising of safety and casualty reduction initiatives over all other interventions.
  - The pilots received some positive feedback from residents, the majority of whom observed that their own driving behaviour became more compliant as a result of the pilots, and one third noticed a decrease in speeds in their area. However, the majority of residents felt that motorists continue to exceed the speed limit and the pilots do not appear to have "won round" residents who were initially opposed to their introduction.
  - Residents who responded to the survey felt that better enforcement and a more targeted approach to applying 20 mph speed limits would improve their effectiveness.
- 2.7. Although the pilot 20 mph speed limits have not reduced speeds in every location, the review does not recommend modifying or removing those less successful pilot 20mph speed limits at this time. To do so would incur further cost that would not be expected to benefit local communities, who continue to

broadly support a lower speed limit in their area despite the limited impact on drivers' speeds.

### **3. Contextual information**

- 3.1. The Residential 20 Pilot Programme was originally developed in response to requests for 20 mph restrictions received from residents concerned with excessive traffic speed. Many requests pointed to safety concerns but others also mentioned issues such as a general feeling of threat and intimidation caused by traffic speed on local residential roads.
- 3.2. Department for Transport (DfT) relaxations to the signing requirements associated with 20 mph speed limits enabled the County Council to implement 20 mph speed restrictions using only terminal signs and roundel road markings.
- 3.3. 20 mph speed limits in general have no physical traffic calming measures relying on drivers respecting the speed limit. 20mph limits are most appropriate for roads where average speeds are already low, and national guidance suggests below 24mph. Research by Transport Research Laboratory (TRL) (Mackie, 1998) shows that on average only a 1 mph reduction in speed would be achieved through "signed only limits". Implementing a speed limit that does not reflect the existing behaviour of the majority of motorists will result in more drivers exceeding the posted limit.
- 3.4. The purpose of the pilot programme was to evaluate the effectiveness of 20 mph speed limits in terms of vehicle speeds and local support/opinion. The original project began in 2012 and consisted of nine urban residential areas selected through evaluation of areas put forward by county councillors. Members were asked to suggest areas that met basic criteria such as being a defined residential area, and clear evidence of local support. The scheme was extended in 2014 to include three rural villages. The processes involved in the delivery of the schemes on the programme were lengthy, requiring individual Traffic Orders for each site as well as extensive resident, county councillor, and parish council engagement.
- 3.5. The nine original sites are:
  - Wallington (Fareham);
  - Cherbourg Road and surrounding roads (Eastleigh);
  - Stanmore (Winchester);
  - Medstead (East Hants);
  - Hythe (New Forest);
  - Floral Way in Andover (Test Valley);
  - Whitchurch (Basingstoke);
  - Farnborough Old Town (Rushmoor) ; and
  - Fleet-Clarence Road/Connaught Road/Albert Street/Albany Road (Hart).
- 3.6. In addition Winchester City Council funded and implemented two additional 20 mph speed limits applying the same scheme principles:
  - Winnall (Winchester); and
  - Highcliffe (Winchester).

- 3.7. The three rural village sites are
- Chilbolton (Test Valley);
  - Dummer (Basingstoke); and
  - Micheldever (Winchester).
- 3.8. The 20 mph speed limit in Micheldever was the last of the three rural schemes to be implemented in April 2017 following lengthy discussions to agree the extents of the proposed limit.

#### 4. Methodology and evaluation approach of Technical Review

- 4.1. Within each pilot scheme, before and after traffic speed surveys were conducted in a number of locations. The surveys recorded the mean speed of traffic at various points, which were then combined to provide an average mean speed over the length of the 20 mph speed limit. The average mean speed for each pilot scheme has been used in the evaluation with the aim of assessing the effectiveness of the 20 mph speed limit in terms of vehicle speeds and driver behaviour as a whole, rather than individual locations or roads. A summary of the assessment of each scheme is provided in Appendix 1.
- 4.2. The table in Appendix 2 summarises the average mean traffic speeds before and after the 20 mph speed limit was introduced, the consequential change in mean speeds, and the highest recorded mean speed of traffic after the 20 mph speed limit was implemented.
- 4.3. Appendix 3 contains graphs for each of the fourteen pilot schemes showing the percentage of compliance before the 20 mph limit was implemented alongside the level of compliance afterwards. Table 1 below summarises the level of compliance for each scheme and the change in compliance from before the speed limit was introduced. The table ranks the schemes in order of highest percentage of compliance to lowest.

**Table 1: Compliance of vehicles travelling below 20 mph following implementation of the 20 mph speed limit and change from before**

Pilot Scheme	% of vehicles travelling below 20 mph after the limit was introduced	% change of vehicles travelling below 20 mph from before scheme
Winnall Winchester	75.5	+1%
Wallington Fareham	72.4	+1.7%
Cherbourg Road Area Eastleigh	72	+20%
Highcliffe Winchester	49.6	+2.8%
Floral Way Andover	47.67	-4%
North Camp Farnborough	44.33	+9%
Fleet	44.33	+30.58%
Medstead	34	+8.67%
Hythe	33.33	+8%
Micheldever	27%	+1.3%

Dummer	25.5	-7.5%
Stanmore Winchester	22.67	-3.66%
Whitchurch	14.67	+3%
Chilbolton	12.33	-0.34%

+ improved compliance / - reduced compliance

## 5. Findings of the Technical Review

- 5.1. There are four pilot schemes (Wallington, Cherbourg Road area, North Camp and Winnall) where 'before' traffic speeds are all below 24 mph and have remained so after the 20 mph speed limit was introduced. The outcome of these four schemes reflects earlier national research findings that signed-only 20 mph speed limits are most appropriate for areas where vehicle speeds are already low. This recognised that if the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. The average reduction of traffic speeds ranged between 0.25 and 2 mph.
- 5.2. There are ten pilot schemes where the highest mean speed recorded after the 20 mph speed limit was introduced was above 24 mph. The change in the average traffic speeds ranged between -1.8 and +1.4 mph. However, the highest mean speeds recorded after these 20 mph speed limits were introduced are not compliant with the lower speed limit regime. The outcome of these ten schemes again reflects earlier national research that signed-only 20 mph speed limits are most appropriate for areas where vehicle speeds are already low.
- 5.3. It should be noted that the four pilot schemes that appear to have resulted in successful 20 mph speed limits have merely served to formalise existing low speed environments with very marginal speed reductions having been achieved. Reductions elsewhere have been modest, and in some cases average speeds have even increased. The schemes have not resulted in average speeds that are compliant with the 20 mph limit where they were not already.
- 5.4. Overall the change in the average speed of traffic throughout all of the pilot schemes following the introduction of the 20 mph speed limit ranged between +1.4 mph and -2.0 mph with an average of reduction of 0.4 mph.
- 5.5. The assessment of compliance of the speed limit indicates that in general a successful reduction of the speed limit from 30 to 20 mph speed limit will require more than 70% of motorists already travelling less than 20 mph.

## 6. Results of the residents evaluation

- 6.1. Between 4 December 2017 and 7 January 2018, all residents living within the nine original 20mph pilot schemes were sent a postcard inviting them to complete an online evaluation form to share their views on the schemes. A copy of the paper form is provided in Appendix 4. This consultation with the residents of these nine original pilot schemes post implementation showed an average 76% of those who responded supported a lower speed limit in their area.

- 6.2. The evaluation process also encompassed the three rural areas by means of asking the relevant Parish Council's for their views. A number of individual residents from the three rural schemes also completed an evaluation form.
- 6.3. The number of responses received from each is outlined in Table 2 below. In total, 240 residents responses were received via the evaluation response form, with a further four submitted via email.

**Table 2: Summary of responses received within each scheme**

Urban Schemes	Responses	
Floral Way Andover	47	Rural and urban schemes with fewer than 10 responses have been combined for analysis.
Fleet	37	
Medstead	18	
Whitchurch	87	
Hythe	23	
Wallington Fareham	3	
Cherbourg Rd, Eastleigh	3	
Farnborough Old Town	7	
Stanmore	6	
Rural Schemes	Responses	
Chilbolton	7	Reported as 'rural areas'.
Dummer	0	
Micheldever	2	

- 6.4. Graphs and tables that give a graphical representation of the outcomes of the evaluation are provided in Appendix 5. As a result of a low number of responses (low base sizes), the data in this report can only be considered illustrative of respondent views at scheme level. There maybe some variance in the wider population.
- 6.5. From the questions posed, the key outcomes of the evaluation are as follows:

**Question 5 Residents views on safety & quality of life relating to traffic speeds**

- Three quarters of respondents still felt that speed has some impact on safety and /or quality of life in their area (i.e. did not tick 'not a problem').
- The proportion of respondents who felt traffic speed was problematic in terms of safety fell in most pilot areas. The introduction of 20mph limits had less of an impact on quality of life.
- The impact of traffic speed on safety remains most marked in 'other urban' and 'rural areas'. In contrast less than a quarter of respondents in Fleet and Hythe continue to express notable concern\* following the introduction of 20 mph limit (\*ticked severe or 2).
- The impact of traffic speed on quality of life is most marked in Whitchurch and 'other urban areas'. No respondents in Fleet or rural areas thought traffic speed was a severe problem\* following the introduction of 20mph limits (\*ticked severe or 2).

**Question 6 Residents feedback on quality of life**

- Where concerns about quality of life remain, this mainly relates to personal wellbeing, noise and the ability to safely leave home.

**Question 7 Residents views on whether traffic speeds had changed?**

- One in three respondents felt that traffic speeds had slowed in their area since the 20mph speed restriction was introduced. However, of those who were able to provide a comparison, the largest number (nearly half) had not noticed a change in speed.
- Residents in rural areas along with Whitchurch felt that 20mph speed limit had been most effective.

**Questions 8 & 9 Were the residents originally in favour of the 20 mph limit and has their opinion changed?**

- Respondents who had strong views on 20mph speed limits prior to the launch of the schemes tended to maintain their stance.
- However, half of those who were initially indifferent to the 20mph speed limits are now in favour.
- Respondents in rural areas were most likely to have changed their minds in favour of 20mph speed limits. However, in the main, opinions remained unchanged from what they were before the limits were introduced.

**Question 10 Has the 20 mph speed limit affected the driving speeds of residents?**

- The 20mph speed limits also appear to have encouraged positive personal behaviours among responding motorists. Three quarters of respondents stated that they slowed their speed and/or drove with increased awareness where 20mph speed limits had been introduced.
- Over 1 in 5 residents felt that the 20mph speed limit had no effect on their own driving speeds.

**Question 11 Other comments from residents**

- Further comments suggest that enforcement and more targeted application could improve the effectiveness of the schemes.

6.6. Parish Councils that responded and their views are recorded in Appendix 6. All were supportive of the retention of the 20mph speed limits, but reflected the wider evaluation in highlighting that additional measures would improve their effectiveness. Dummer and Whitchurch specifically mentioned enforcement.

## **7. Enforcement – Police views**

- 7.1. Hampshire Constabulary were asked to provide a statement on their position regarding the implementation and enforcement of 20 mph speed limits. The Superintendent of the Roads Policing – Joint Operations Unit of Hampshire Constabulary and Thames Valley responded as follows:

*“As part of Hampshire County Council’s evaluation and technical review of the Pilot Residential 20 mph speed limits, Hampshire Constabulary have been asked to provide a statement on our position regarding the implementation and enforcement of 20 mph speed limits.*

*Department of Transport guidance details that 20 mph speed limits, as with all speed limits, should be set at a level where they are largely ‘self-enforcing’. Speed limits, including 20 mph restrictions, are more frequently adhered to by motorists when the existing conditions and design of the road lead to mean traffic speeds being compliant with the proposed speed limit.*

*Hampshire Constabulary will not routinely enforce 20 mph speed limits as a matter of course. With finite resources our enforcement of all traffic legislation is directed by a threat risk and harm approach. Where there is evidence to support that a road or given location presents a heightened risk this is where our officers will be deployed.*

*There are parallels to this approach and the County Council’s policy of prioritising traffic and safety resources and measures on locations where they have evidence that they will reduce casualties. Hampshire Constabulary remains committed to making our roads safer and we support the County Council’s current casualty led policy for speed limits also applying to requests for 20 mph restrictions.”*

## **8. Impact on road safety**

- 8.1. The current overall projected accident rate for the pilots has in fact risen since the commencement of the scheme. This goes “against the grain” of the trend of similar severity accidents recorded across Hampshire more generally. However, given the random nature of the accidents, this is not considered statistically significant. Leaving these aside, the projected impact of the schemes upon the accident rate is thought to be neutral, and there is no evidence of enhanced road safety benefits.
- 8.2. Whilst the fourteen pilot schemes were not implemented on the grounds of road safety or casualty reduction, the number of injury accidents that occurred in the five year before period have been recorded for each scheme. The after monitoring period for each pilot scheme varies according to when the 20 mph speed limit was introduced. This ranges from 6 months (Micheldever) to 4 years and 1 month for those speed limits which have been implemented for the longest length of time (Wallington, Eastleigh, Hythe and Farnborough).



8.3. A projected annual accident rate has been calculated and compared with the five year before record for each pilot area. The equation used is as follows:

$$\left( \frac{\text{Number of injury accidents}}{\text{Number of years}} \right) - \left( \left( \frac{\text{Number of Injury accidents}}{\text{Number of months}} \times 60 \right) \div 5 \right) = \text{Difference}$$

*[Before period (5 years)]*
*[After period (time varies)]*
*[(+) reduction in accidents  
(-) increase in accidents]*

8.4 A comparison of the yearly injury accident rate before the introduction of the 20 mph speed limit and the current overall projected accident rate has been carried out. This records that an overall increase of 0.51 accidents per year is currently calculated for the fourteen pilot schemes.

8.5 As the lifetime of the fourteen pilots varies from one location to another, the overall impact on accidents will change as time moves on, and fluctuations are anticipated. Whilst currently a small projected increase in the accident rate has been calculated, it is likely that upon completion of the full after monitoring period there will be little or no change compared with the before accident rate.

8.6 There is an overall total of 95 accidents from the individual 5 year before periods for all the pilot schemes. The current projected total number of accidents in the after period is 97.53, an increase of 2.53 accidents over 5 years (0.51 annually). This equates to an increase of 2.66%. Currently in both the before and after periods there are no fatal accidents and the average proportion of slight and serious severity accidents is 83% and 17% respectively.

8.7 To provide some context on the projected impact on accidents that the pilot 20 mph speed limits may have, a study of slight and serious severity accidents recorded on the whole of the Hampshire County Council maintained road network has been undertaken for two different adjoining time periods to see what changes have occurred over recent years. The tables in Appendix 7 summarises the outcomes of these studies.

8.8 The 3 year and 5 year study periods show a reduction of all slight and serious severity accidents by 5.8% and 11% respectively.

8.9 In the pilot scheme areas, where in general low speed environments were already established, it would be expected that fewer accidents with lower severities have or will occur. The very small increase in accidents currently experienced within the 20 mph speed limits is contrary to the overall reduction in slight and serious severity accidents experienced throughout the whole of Hampshire in recent years.

8.10 Taking all of these factors into consideration, it can be concluded that there is no evidence of enhanced road safety benefits from these pilot schemes compared with that noticed for the entire road network maintained by the County Council.

8.11 In other 20 mph speed limit schemes implemented elsewhere in the country, concerns have been expressed that pedestrians and cyclists are lured into a false sense of security. For example pedestrians taking a chance crossing in front of what appears to be slower-moving vehicles. Given the small difference in accident numbers, there appears little or no evidence to suggest that this would be borne out by a more detailed examination of the accident statistics for these pilot schemes.

## **9. Case Studies and National Study**

9.1 A review was also conducted of 20mph speed limits applied in other authorities, including in residential areas, and of national trends generally. The general findings suggest that signed-only 20mph schemes generally achieve relatively small speed reductions of 1–2mph. The results of the examination of accident rates where these schemes were applied were mixed in terms of changes to the severity and number of accidents but overall these did not show any significant reductions.

9.2 In 2014 the Department for Transport commissioned extensive research into the effectiveness of 20 mph signed only speed limits, and interim data on speeds and road user attitudes has been made available. While the final findings of this research had been expected before completion of the Hampshire pilots, the conclusion date has been put back on several occasions and a final report is now expected at some point in the next twelve months. However, the interim findings of the DfT research relating to speeds and residents' views closely mirror the outcomes of the Review of Residential 20 Pilot Programme, as reported in this paper.

## **10. Air Quality**

10.1. The findings of the review were that the recent Residential 20mph Speed Limit Pilots had a very limited impact on traffic speeds, and as such the impact on emissions is also thought to be limited. The Hampshire Constabulary have indicated that they would not look to routinely enforce such speed restrictions, and the option to use physical traffic calming interventions would result in additional braking and acceleration, which collectively add to the emission of exhaust fumes and polluting particles.

10.2. Whilst there have been no specific air quality tests carried out as part of the Pilot Residential 20 mph speed limit project, consideration has been given to various studies and reports that have been carried out on this subject relating to climate change and pollution as follows:

[An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London](#)

[Air quality impacts of speed-restriction zones for road traffic.](#)

[20mph Zones and Speed Limits Factsheet - ROSPA](#)

[Review of 20mph Speed Limits - Derbyshire County Council](#)

### 10.3. Key topics covered by previous research includes:

- Whether limiting traffic speed to 20 mph has an impact upon fuel use and emissions either detrimentally or beneficially. The most important factors causing pollution in cities are the volume of traffic and types of vehicles being driven (petrol and diesel), as well as driver behaviour. The speed of traffic, particularly in city centres, is not a major factor in air quality. However, previous studies on this subject give very different results and have proven inconclusive.
- The impact of modal shift – encouraging people to move away from driving to other forms of transport such as walking and cycling. This has the potential to reduce fuel use and emissions, which ultimately contributes to better air quality.

10.3 In view of the minor impacts that the 20 mph speed limits have had on the measured speed of traffic, any impacts on air quality are also likely to be minimal. A number of air quality monitoring sites are located within the Winchester City Centre scheme. A comparison of the speed data shows that the average mean speeds reduced by 0.5 mph from an average of 21.4 mph to 20.9 mph on the roads which form the one way system and were included within the extended scheme in August 2014. The traffic impacts in terms of measured speed reduction for this area are limited, and any air quality improvements could not be attributed to the 20 mph scheme. Of far more significant importance since the extension of the Winchester City centre scheme in terms of air quality would have been the switch from euro V to VI European emission standard engines for most of the bus fleet.

10.4 Since 20 mph speed limits are most appropriate for areas where vehicle speeds are already aligned to a lower speed limit regime, and reduction in traffic speeds tends to be marginal, it is likely that area-wide 20 mph limits would neither improve nor worsen air pollution in terms of carbon emissions and fuel consumption.

## 11. Conclusions

11.1. In summary the key findings of the review are as follows:

- Four pilot schemes have demonstrated compliance with the 20 mph speed limits, but these have merely served to formalise existing low speed environments with very marginal speed reductions having been achieved.
- Reductions elsewhere have been modest and in some cases average speeds have even increased.
- The only pilot schemes that have seen average speeds below the new speed limit were in areas where averages were already under 20mph.
- In terms of accident and injury data, the impact of the pilot schemes upon road safety is projected to be neutral and there is no evidence of enhanced road safety benefits compared with that observed for the entire road network maintained by the County Council.

- Hampshire Constabulary will not routinely enforce 20 mph speed limits as a matter of course, except where there is evidence to support that a road or a given location presents a heightened risk, which would in any case be consistent with the County Council's Traffic Management policy since 2016, which requires the prioritising of safety and casualty reduction initiatives over all other interventions.
- The pilots received some positive feedback from residents, the majority of whom observed that their own driving behaviour became more compliant as a result of the pilots, and one third noticed a decrease in speeds in their area. However, the majority of residents felt that motorists continue to exceed the speed limit and the pilots do not appear to have "won round" residents who were initially opposed to their introduction.
- Residents who responded to the survey feel that better enforcement and a more targeted approach to applying 20 mph speed limits would improve their effectiveness.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	No
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<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<a href="#">Executive Member - Environment &amp; Transport, Residential 20 Pilot Project</a>	3 April 2012
<a href="#">Executive Member – Environment and Transport, Proposed 20 miles per hour Residential Speed Limit Trials</a>	11 September 2012
<a href="#">Executive Member- Environment &amp; Transport, 20mph Speed Limit Pilot - Winnall-Highcliffe, Winchester</a>	11 September 2012
<a href="#">Executive Member for Economy, Transport and Environment, Residential 20 Pilot Programme - Update</a>	23 July 2013
<a href="#">Economy, Transport and Environment Select Committee, 20 mph Speed Limits</a>	21 January 2014
<a href="#">Executive Member for Economy, Transport and Environment, Residential 20 mph pilot programme – additional rural</a>	6 May 2014
<a href="#">Executive Member for Economy, Transport and Environment - Future Traffic Management Policy</a>	19 May 2016
<b>Direct links to specific legislation or Government Directives</b>	
<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

## **IMPACT ASSESSMENTS:**

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- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2. Equalities Impact Assessment:**

The proposal is considered to have a neutral impact on people with protected characteristics. There will be an overall positive impact for all road users arising from this decision, as it will help to align all activity to the Traffic Management policy, which prioritises safety and casualty reduction. As the pilots generally made very little impact on traffic speeds and accident trends, it is not thought that the decisions recommended in this report will have a disproportionate impact on any groups with protected characteristics.

### **2. Impact on Crime and Disorder:**

2.1. This matter is not expected to have an impact on crime and disorder.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal in itself has no impact on climate change. If 20 mph speed limits help residents to feel safer there is scope to reduce fuel consumption and the carbon footprint of car travel if pedestrians and cyclists make more local journeys by these modes of transport.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is considered that the proposal will have no impact on the need to adapt to climate change and be resilient to its longer term impacts.



**Wallington Fareham**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 13.8mph and 23.4mph, with an average of 17.67mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 13.4mph and **23.8mph**, with an average of 17.4mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed reduced by 0.4mph and the maximum increased by 0.4mph. Overall there has been a very small reduction in traffic speeds of approx. 0.25mph.

Before traffic speeds were below 24.0mph and remain so after the 20 mph limit was implemented.

**Cherbourg Road area, Eastleigh**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 18.8mph and 21.1mph, with an average of 19.95mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 16.6mph and **19.2mph**, with an average of 17.9mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards both the minimum traffic speed reduced by 2.2mph and the maximum reduced by 1.9mph. Overall there has been a reduction in traffic speeds of approx. 2mph.

Before traffic speeds were below 24.0mph and remain so after the 20 mph limit was implemented.

**Stanmore, Winchester**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 22.1mph and 27.1mph, with an average of 24.97mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 23.6mph and **27.6mph**, with an average of 25.57mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 1.5mph and the maximum increased by 0.5mph. Overall there has been an increase in traffic speeds of approx. 0.5mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

### **Medstead**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 20.7mph and 31.7mph, with an average of 25.34mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 18.4mph and **32.0mph**, with an average of 23.83mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 2.3mph and the maximum increased by 0.3mph. Overall there has been a decrease in traffic speeds of approx. 1.5mph.

Before traffic speeds were above 24.0mph and have reduced to around this level after the 20 mph limit was implemented.

### **Hythe**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 20.8mph and 26.7mph, with an average of 23.07mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 20.4mph and **25.4mph**, with an average of 22.4mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed decreased by 0.4mph and the maximum decreased by 1.3mph. Overall there has been a decrease in traffic speeds of approx. 0.7mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

### **Floral Way area, Andover**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 19.1mph and 26.9mph, with an average of 21.97mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 19.6mph and **24.7mph**, with an average of 21.8mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 0.5mph and the maximum decreased by 2.2mph. Overall there has been a decrease in traffic speeds of approx. 0.2mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

### Whitchurch

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 22.9mph and 29.4mph, with an average of 27.07mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 23.6mph and **29.2mph**, with an average of 26.87mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 0.7mph and the maximum decreased by 0.2mph. Overall there has been a small decrease in traffic speeds of approx. 0.2mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

### North Camp, Farnborough

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 21.1mph and 23.2mph, with an average of 22.33mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 19.0mph and **23.2mph**, with an average of 21.37mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed decreased by 2.1mph and the maximum remained unchanged. Overall there has been a decrease in traffic speeds of approx. 1mph.

Before traffic speeds were below 24.0mph and remain so after the 20 mph limit was implemented.

**Fleet**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 24.9mph and 31.3mph, with an average of 27.82mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 23.1mph and 27.8mph, with an average of 25.23mph

Measured mean traffic speeds 27 months after the 20 mph speed limit was implemented ranged between 23.5mph and **28.6mph**, with an average of 26.03mph

The comparison of the range of traffic speeds before and 27 months after the 20 mph limit was implemented shows that afterwards the minimum traffic speed decreased by 1.4mph and the maximum decreased by 2.7mph. Overall there has been a decrease in traffic speeds of approx. 1.8mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

**Chilbolton**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 25.9mph and 29.3mph, with an average of 27.2mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 26.7mph and **28.5mph**, with an average of 27.77mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 0.8mph and the maximum increased by 0.5mph. Overall there has been a increase in traffic speeds of approx. 0.5mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

**Dummer**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 21.6mph and 25.5mph, with an average of 23.55mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 24.4mph and **25.1mph**, with an average of 24.95mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 2.8mph and the maximum decreased by 0.4mph. Overall there has been an increase in traffic speeds of approx. 1.4mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

**Micheldever**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 22.1mph and 26.4mph, with an average of 24.8mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 21.45mph and **27.5mph**, with an average of 25.25mph

The comparison of the range of traffic speeds before after the 20 mph limit was implemented shows that afterwards the minimum traffic speed decreased by 0.65mph and the maximum increased by 1.1mph. Overall there has been an increase in traffic speeds of approx. 0.45mph.

Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented. .

**Winnall Winchester**

Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 16.9mph and 20.5mph, with an average of 18.18mph

Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 14.5mph and **20.7mph**, with an average of 17.82mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed increased by 0.7mph and the maximum increased by 0.2mph. Overall there has been a very small reduction in traffic speeds of approx. 0.4mph.

Before traffic speeds were below 24.0mph and remain so after the 20 mph limit was implemented. Data suggests that drivers that were prepared to drive slower have increased their speed perhaps seeing 20 as a target/acceptable.

### **Highcliffe Winchester**















Measured mean traffic speeds before the 20 mph speed limit was implemented ranged between 16.1mph and 25.7mph, with an average of 21.16mph

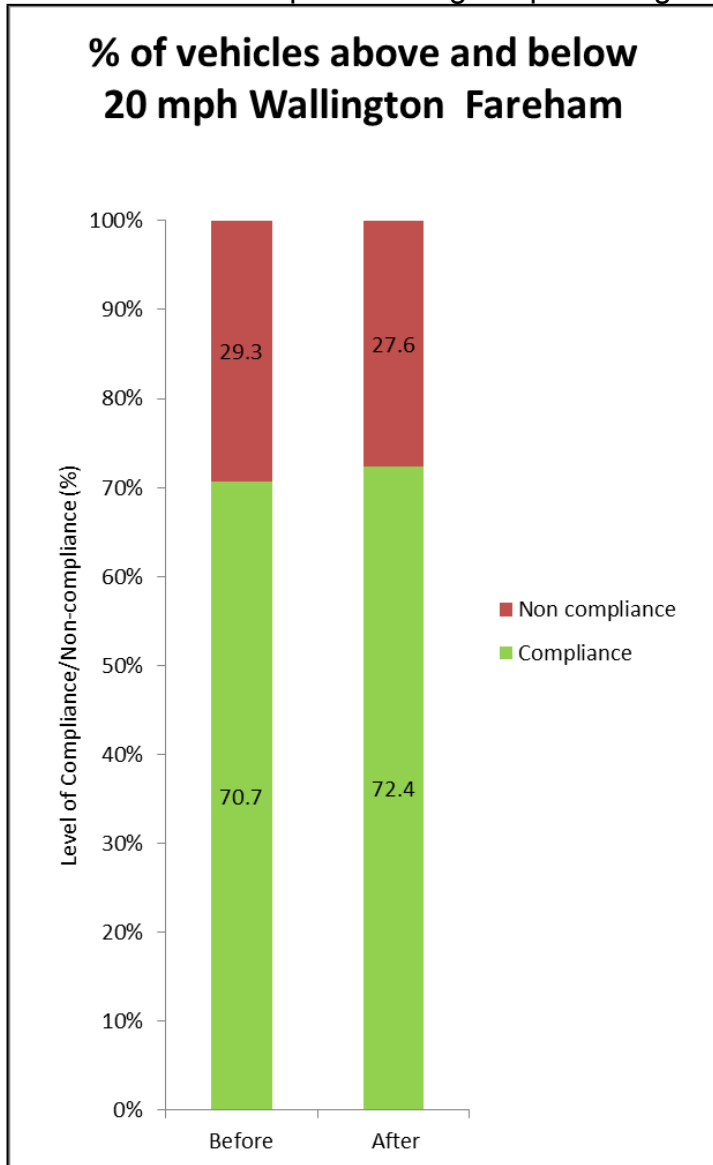
Measured mean traffic speeds after the 20 mph speed limit was implemented ranged between 16.1mph and **25.5mph**, with an average of 21.08mph

The comparison of the range of traffic speeds before and after the 20 mph limit was implemented shows that afterwards the minimum traffic speed has remained unchanged and the maximum decreased by 0.2 mph. Overall there has been a very small reduction in traffic speeds of approx. 0.1mph.

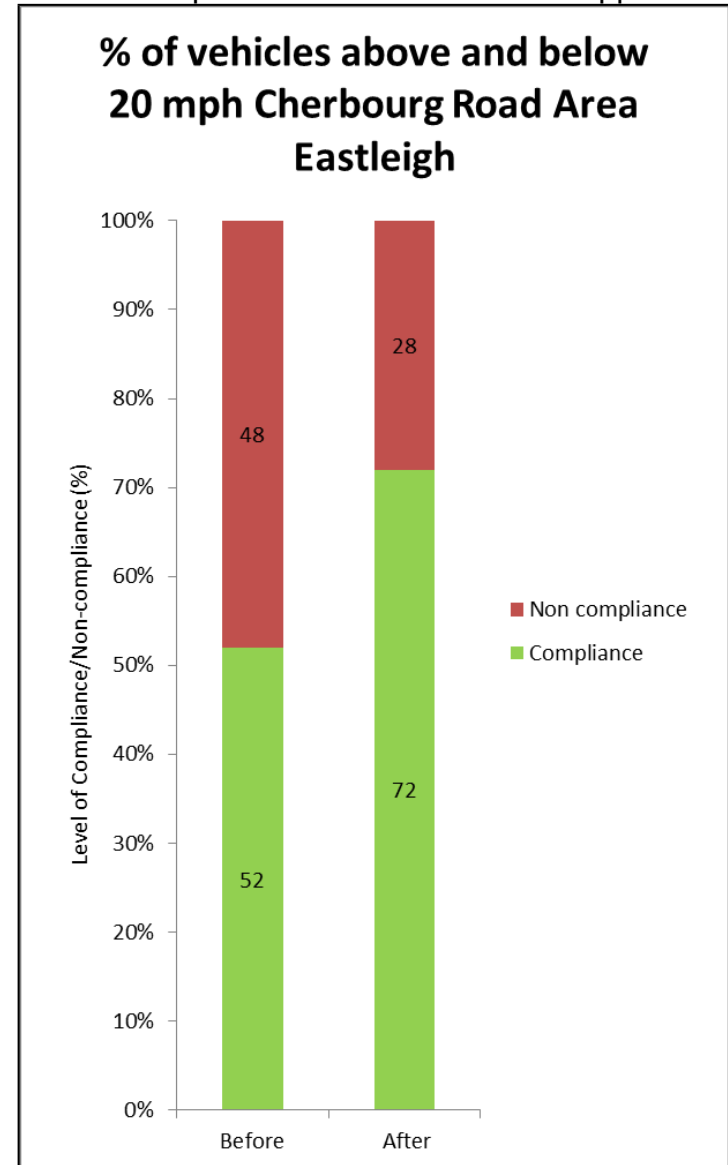
Before traffic speeds were above 24.0mph and remain so after the 20 mph limit was implemented.

Table summarising change in mean traffic speeds and the Highest recorded mean speed of traffic after the 20 mph speed limit was implemented.

<b>Pilot Scheme Location</b>	<b>Avg. mean traffic speed before</b>	<b>Avg. mean traffic speed after</b>	<b>Change in mean speeds before/after</b>	<b>Highest mean speed recorded after</b>
Wallington Fareham	17.67mph	17.4mph	Decrease 	<b>23.8mph</b>
Cherbourg Road area, Eastleigh	19.95mph	17.9mph	Decrease 	<b>19.2mph</b>
North Camp, Farnborough	22.33mph	21.37mph	Decrease 	<b>23.2mph</b>
Winnall Winchester	18.18mph	17.82mph	Decrease 	<b>20.7mph</b>
Hythe New Forest	23.07mph	22.4mph	Decrease 	<b>25.4mph</b>
Floral Way area, Andover	21.97mph	21.8mph	Decrease 	<b>24.7mph</b>
Dummer Basingstoke	23.55mph	24.95mph	Increase 	<b>25.1mph</b>
Highcliffe Winchester	21.16mph	21.08mph	Decrease 	<b>25.5mph</b>
Stanmore, Winchester	24.97mph	25.57mph	Increase 	<b>27.6mph</b>
Fleet	27.82mph	26.03mph	Decrease 	<b>28.6mph</b>
Chilbolton	27.2mph	27.77mph	Increase 	<b>28.5mph</b>
Micheldever	24.8mph	25.25mph	Increase 	<b>27.5mph</b>
Medstead	25.34mph	23.83mph	Decrease 	<b>32.0mph</b>
Whitchurch	27.07mph	26.87mph	Decrease 	<b>29.2mph</b>

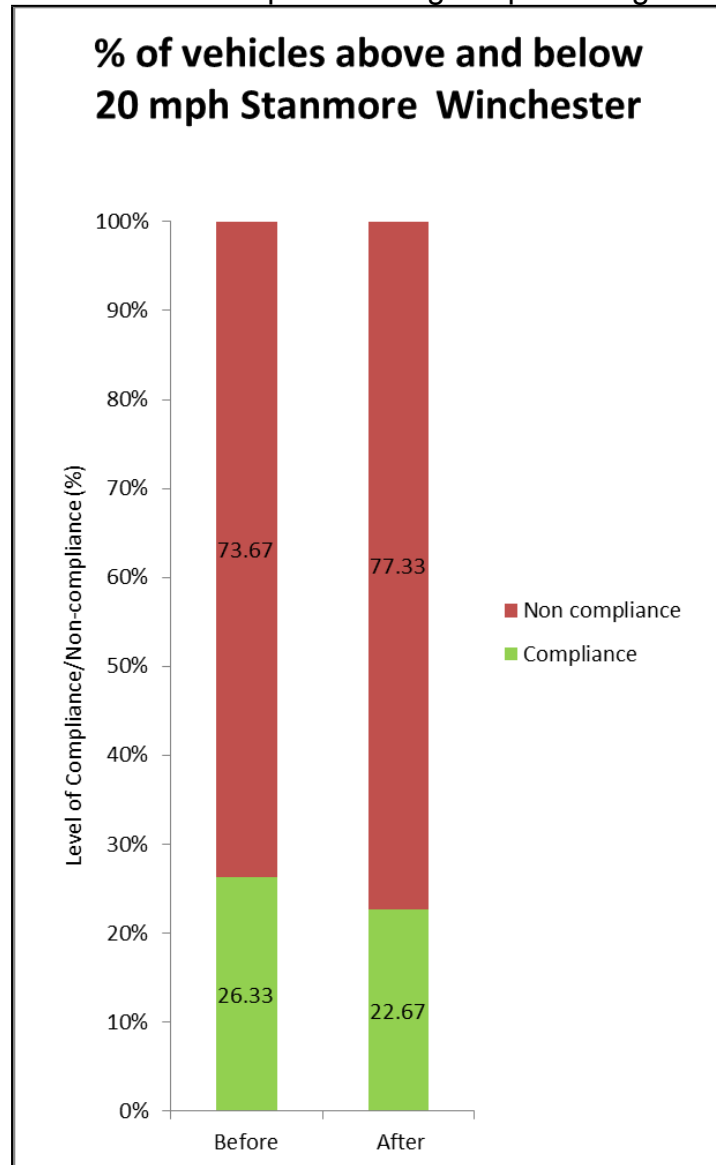


Avg. mean traffic speeds before: 17.67 mph  
 Avg. mean traffic speeds after: 17.4 mph  
 Highest mean speed after: 23.8 mph

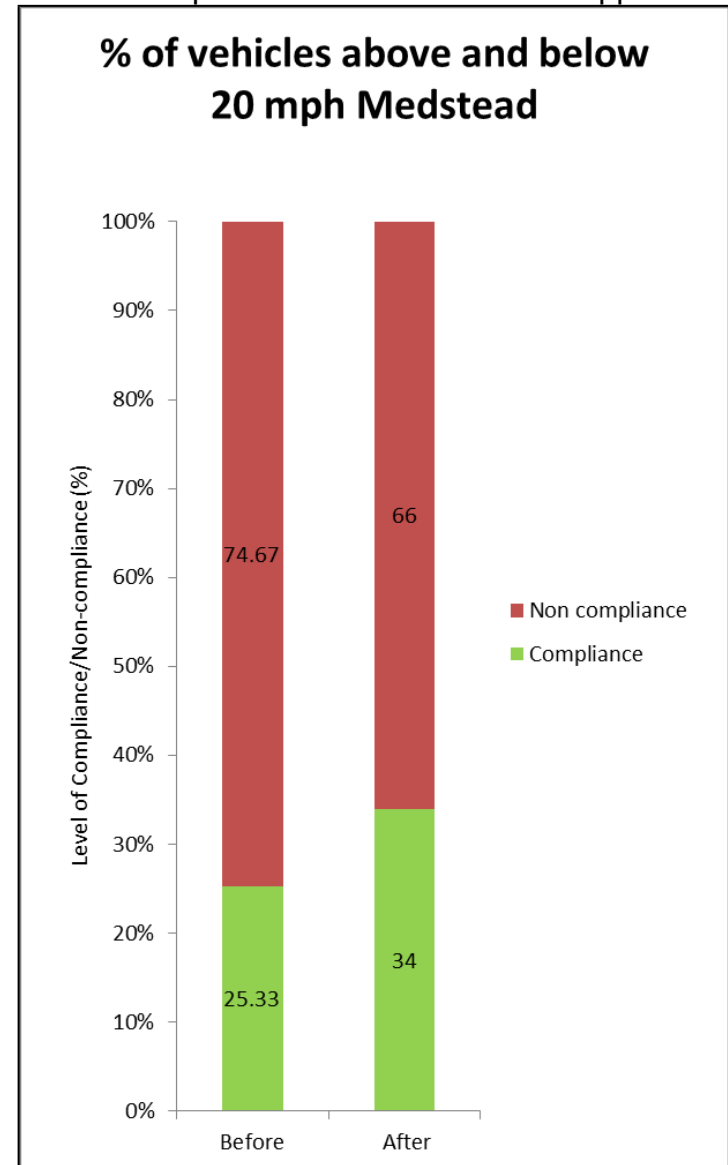


Avg. mean traffic speeds before: 19.95 mph  
 Avg. mean traffic speeds after: 17.9 mph  
 Highest mean speed after: 19.2 mph

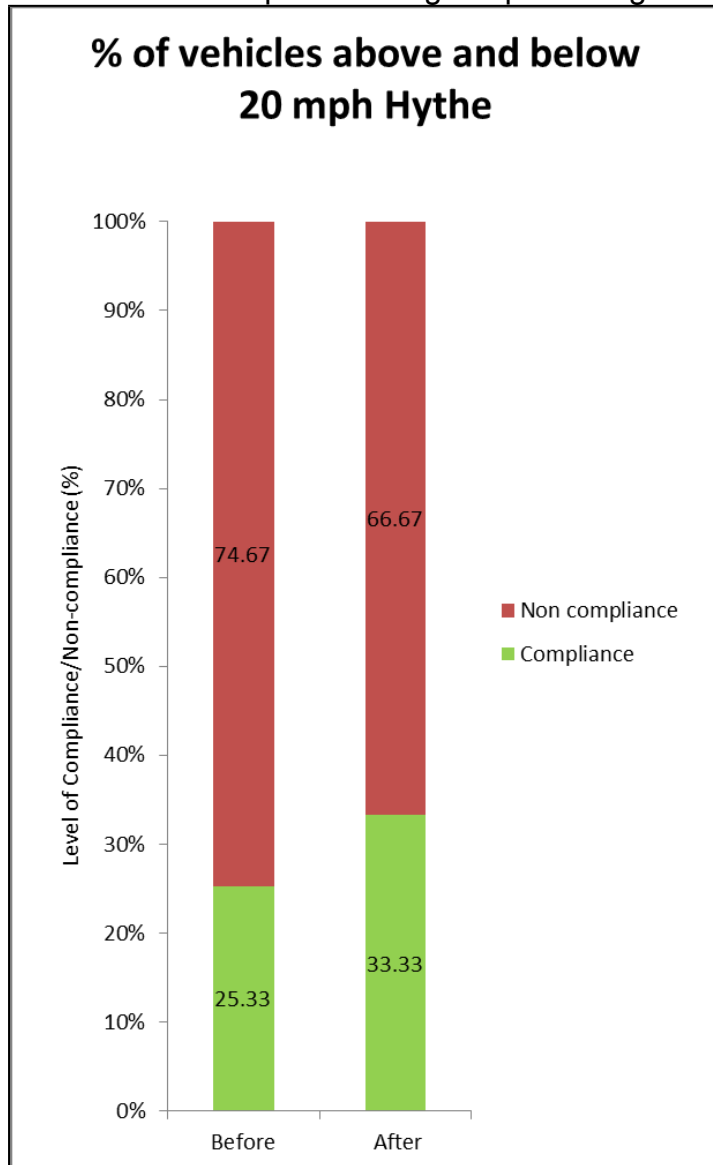




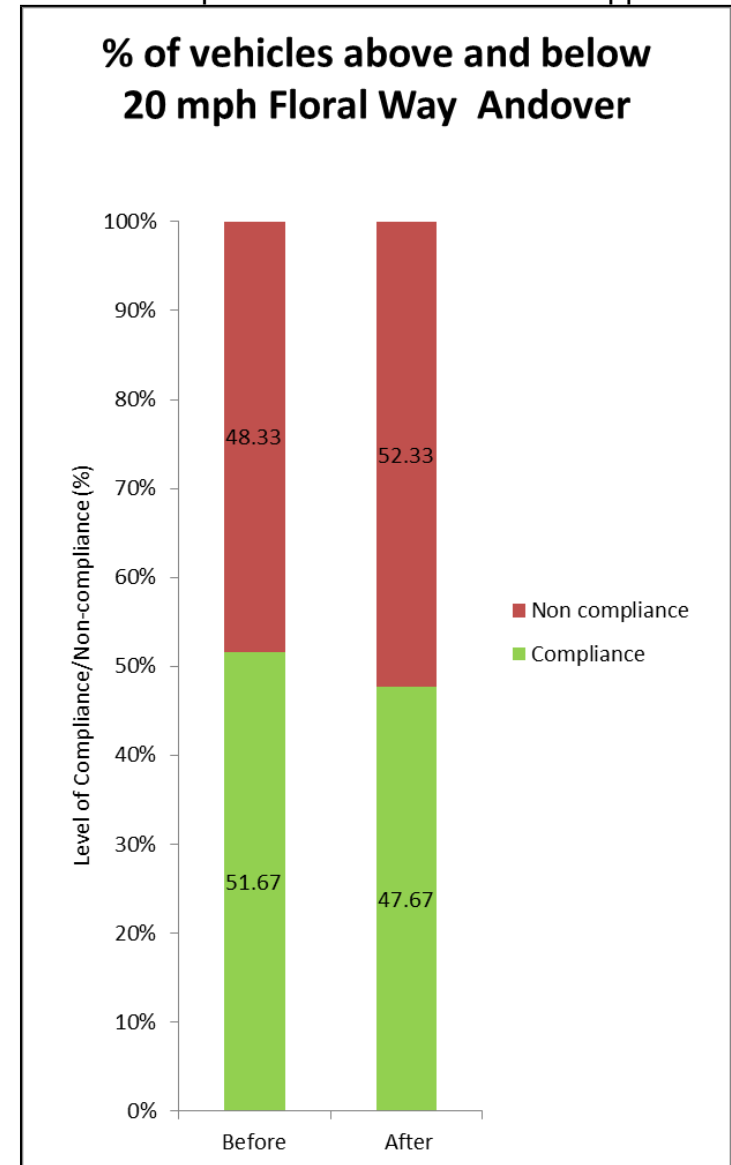
Avg. mean traffic speeds before: 24.97 mph  
 Avg. mean traffic speeds after: 25.57 mph  
 Highest mean speed after: 27.6 mph



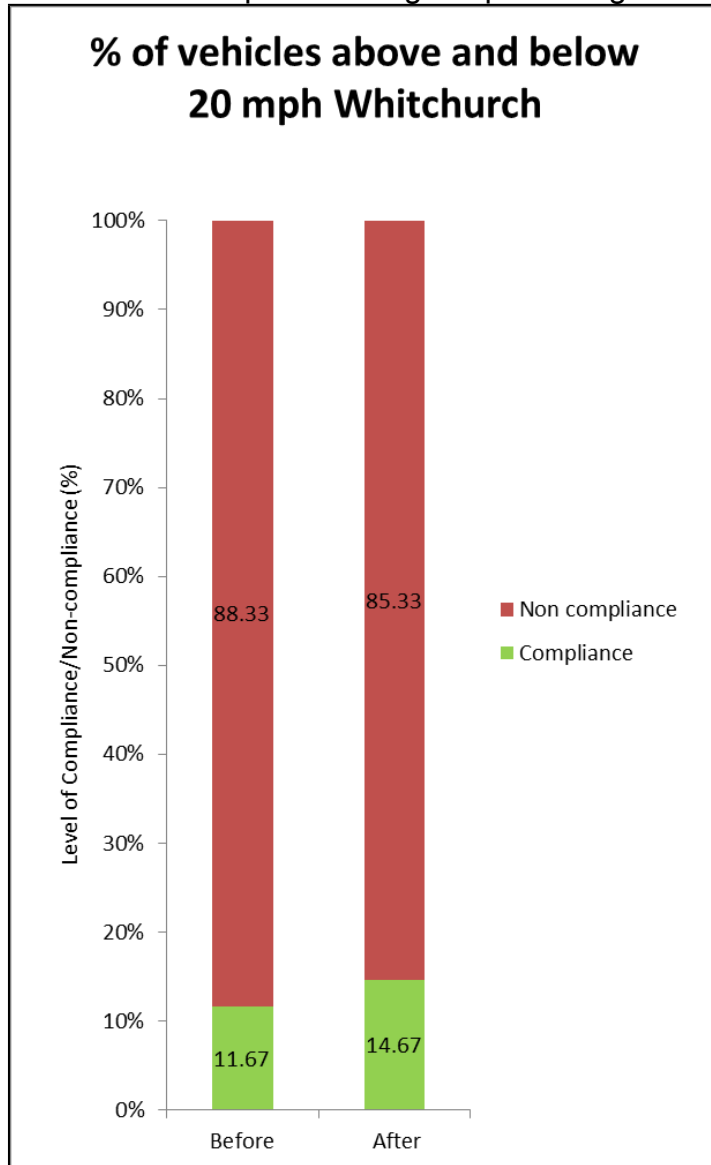
Avg. mean traffic speeds before: 25.34 mph  
 Avg. mean traffic speeds after: 23.83 mph  
 Highest mean speed after: 32.0 mph



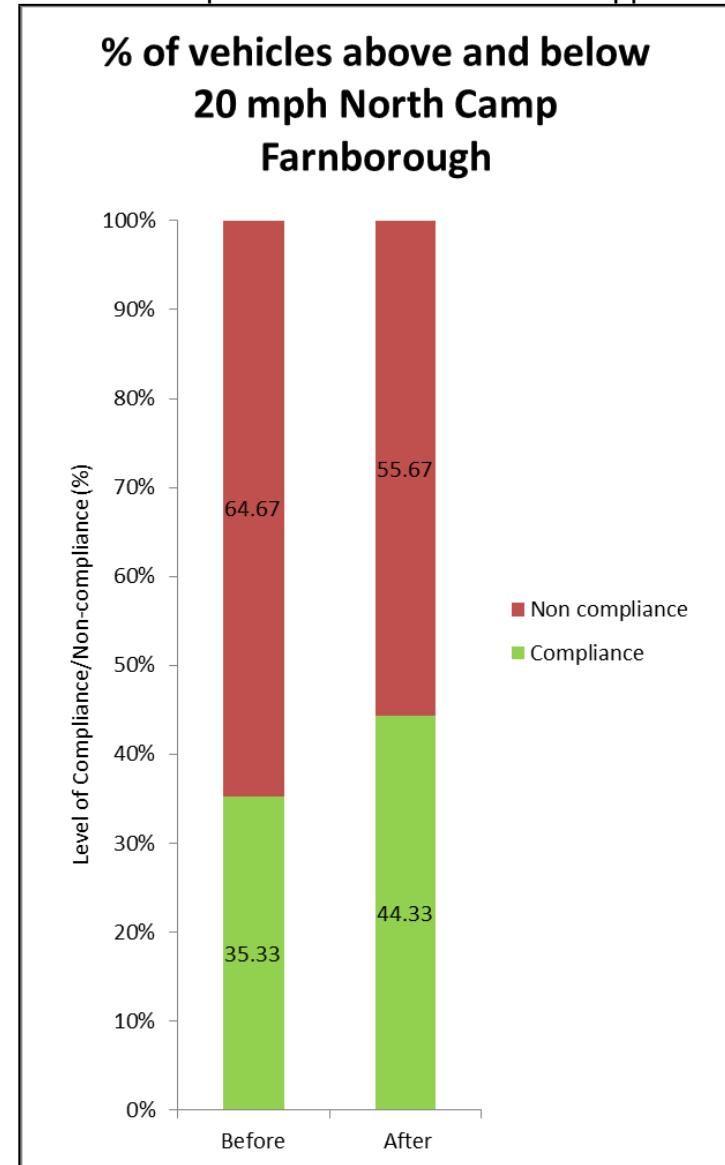
Avg. mean traffic speeds before: 23.07 mph  
 Avg. mean traffic speeds after: 22.4 mph  
 Highest mean speed after: 25.4 mph



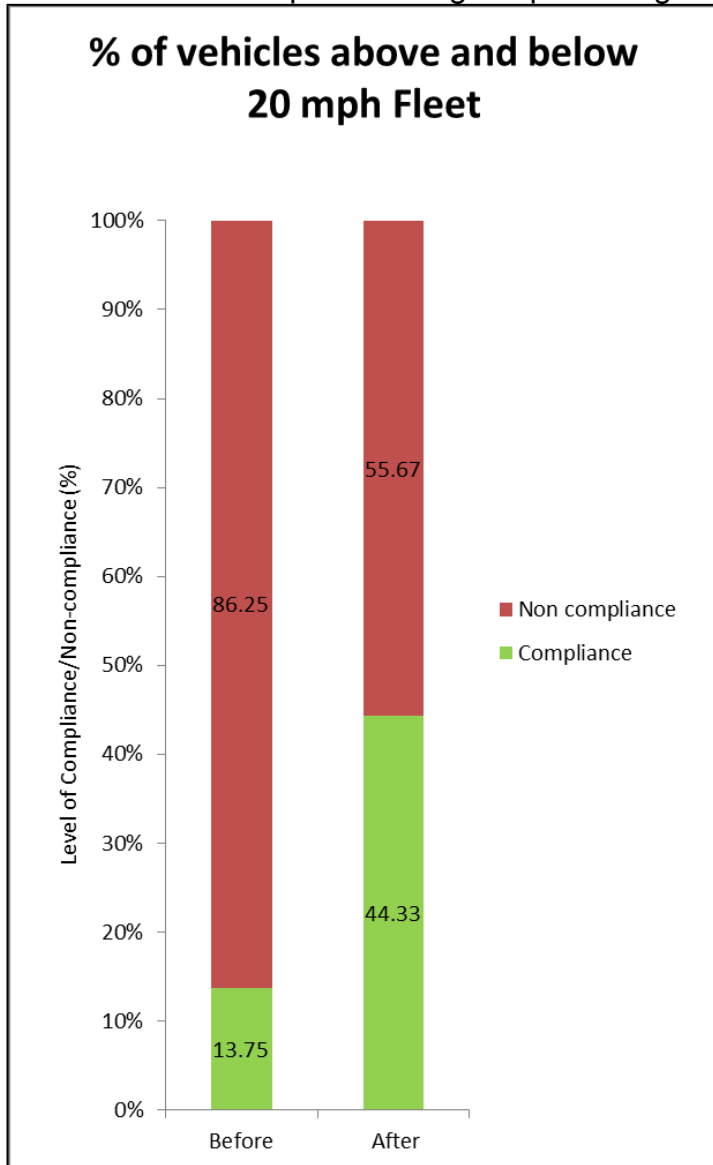
Avg. mean traffic speeds before: 27.97 mph  
 Avg. mean traffic speeds after: 21.8 mph  
 Highest mean speed after: 24.7 mph



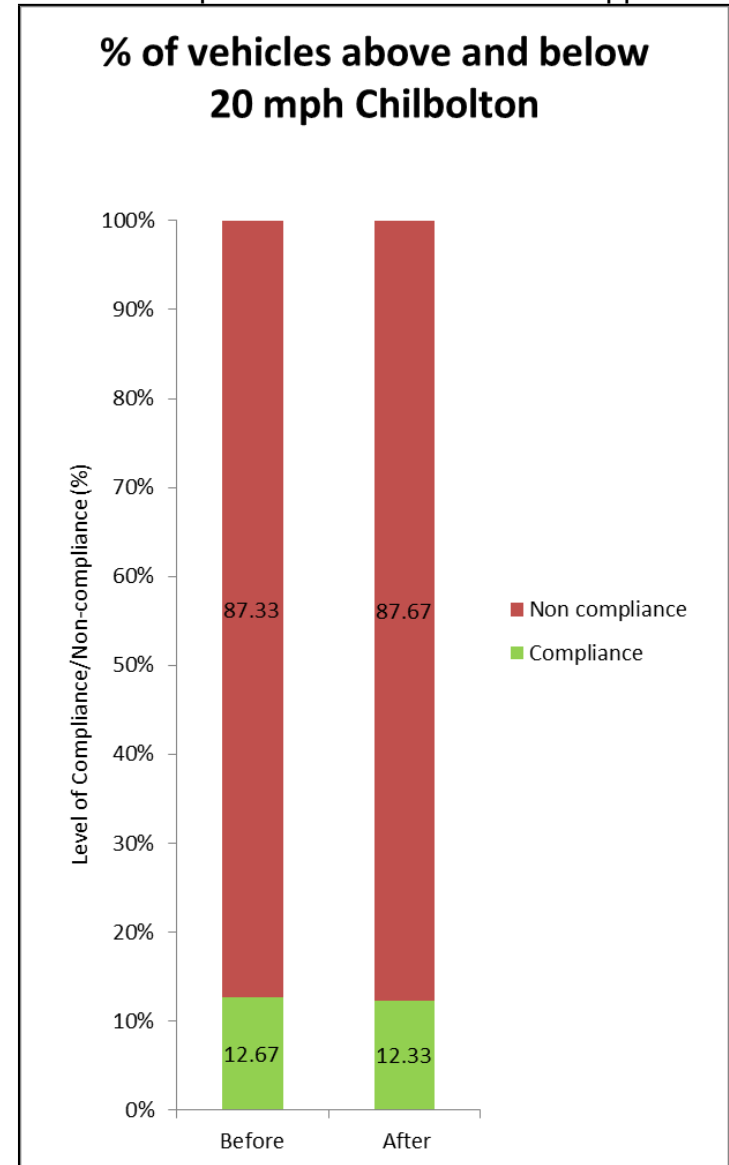
Avg. mean traffic speeds before: 27.07 mph  
 Avg. mean traffic speeds after: 26.87 mph  
 Highest mean speed after: 29.2 mph



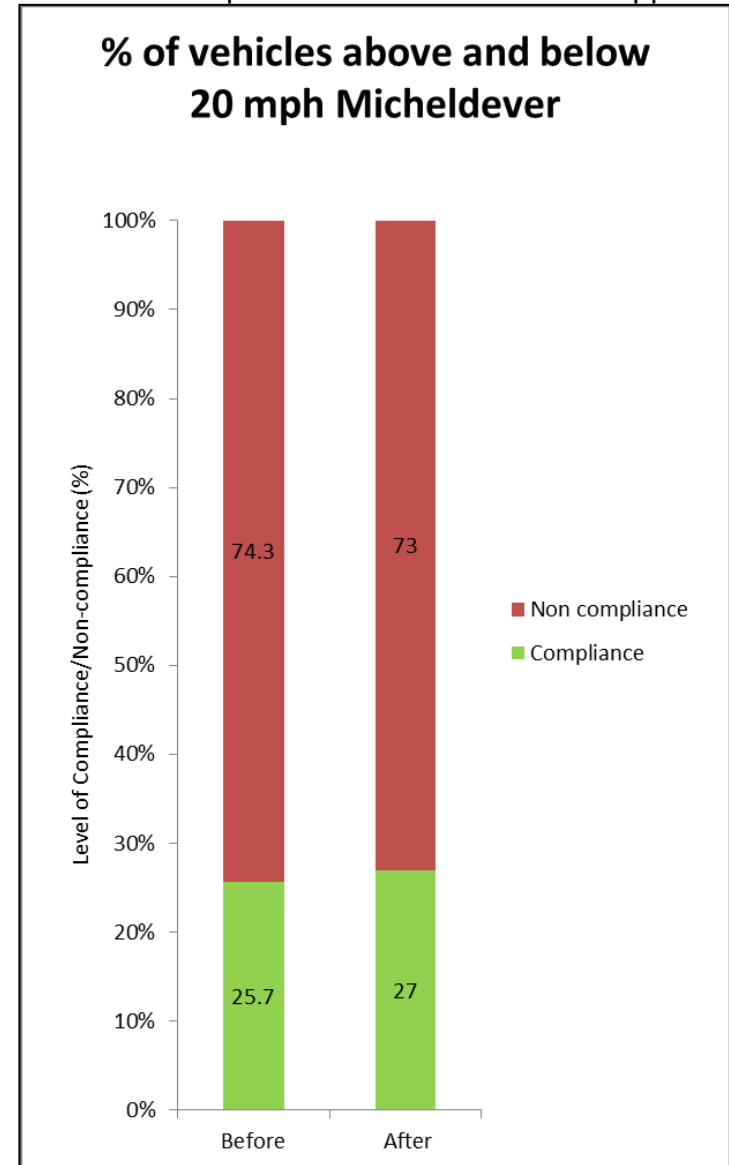
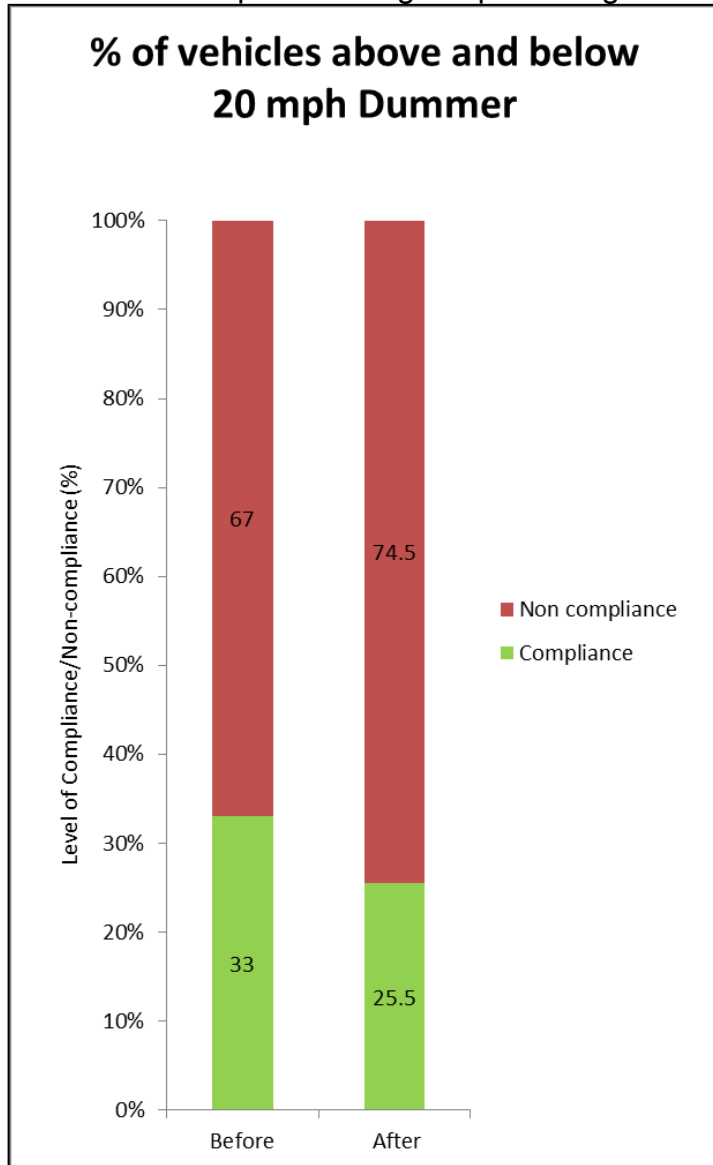
Avg. mean traffic speeds before: 22.33 mph  
 Avg. mean traffic speeds after: 21.37 mph  
 Highest mean speed after: 23.2 mph



Avg. mean traffic speeds before: 27.82 mph  
 Avg. mean traffic speeds after: 28.6 mph  
 Highest mean speed after: 28.6 mph

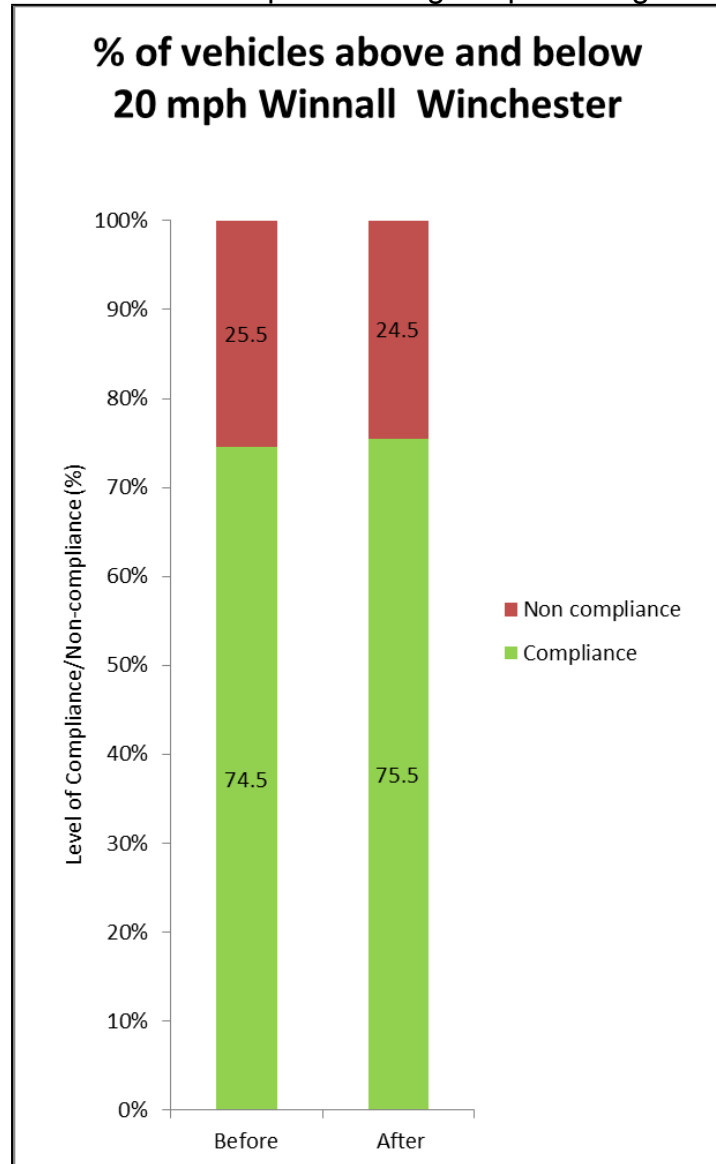


Avg. mean traffic speeds before: 27.2 mph  
 Avg. mean traffic speeds after: 27.77 mph  
 Highest mean speed after: 28.5 mph

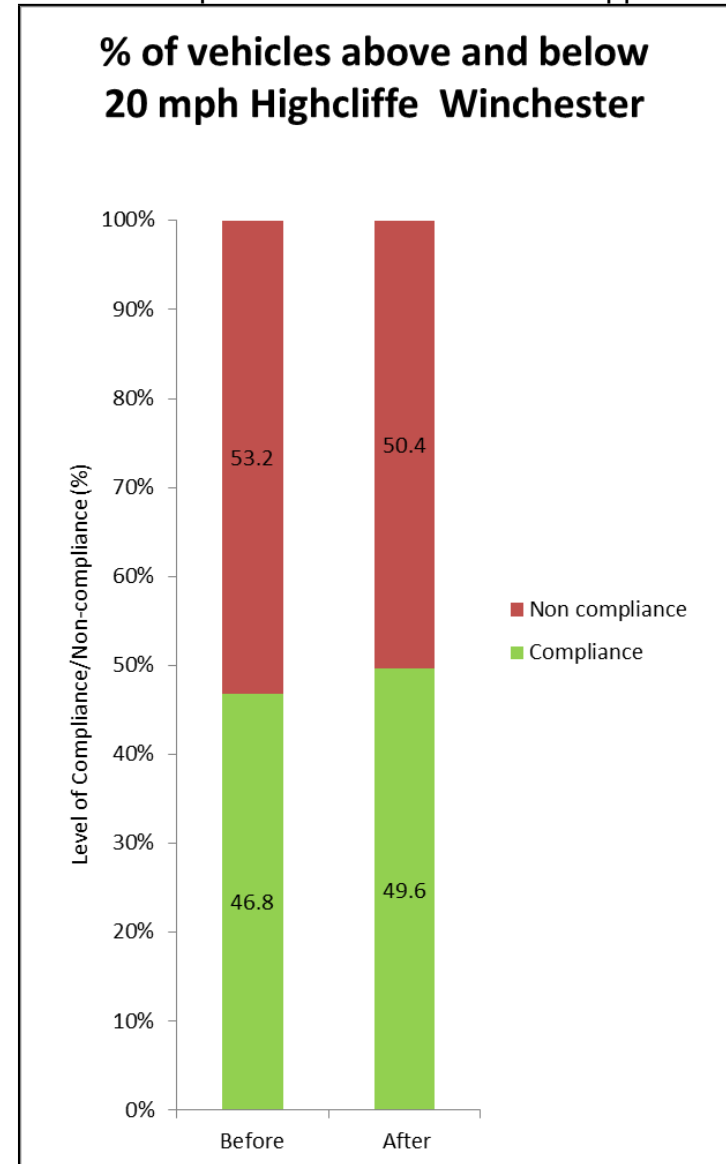


Avg. mean traffic speeds before: 23.55 mph  
Avg. mean traffic speeds after: 24.95 mph  
Highest mean speed after: 25.1 mph

Avg. mean traffic speeds before: 24.8 mph  
Avg. mean traffic speeds after: 25.25 mph  
Highest mean speed after: 27.5 mph



Avg. mean traffic speeds before: 18.18 mph  
 Avg. mean traffic speeds after: 17.82 mph  
 Highest mean speed after: 20.7 mph



Avg. mean traffic speeds before: 21.16 mph  
 Avg. mean traffic speeds after: 21.08 mph  
 Highest mean speed after: 25.5 mph

## Residential 20mph Speed Limit Evaluation



Since 2013, a number of residential areas across Hampshire have been trialling 20mph speed limit restrictions. We are now evaluating these pilot schemes to help understand their impact on the local area. As a resident living within a 20mph pilot area, we would very much like to hear your views to help inform future decisions relating to residential speed limits.

To share your views, please complete this questionnaire, and return it in the freepost envelope provided by 11:59pm on 7 January 2018. If you do not have a freepost envelope, please post to FREEPOST Hampshire.

### Data Protection Statement

Hampshire County Council adheres to the requirements of the UK Data Protection Act 1998. The information collected will be used as part of this evaluation process and will be used by Hampshire County Council for analysis purposes only. It will not be shared with any other third parties. All individual responses will be kept confidential. Responses from groups or organisations may be published in full. All data will be securely retained and kept for one year after the end of the evaluation process and then destroyed.

Q1 This evaluation is open to residents and organisations within the 20mph pilot areas. To validate your response, please enter the first 5 digits of your postcode here: (e.g. if your postcode is SO23 8UJ, you would enter SO23 8).

Q2 Are you responding . . . (tick one only)

- As an individual (Go to Q5)
- On behalf of a group or organisation (Go to Q2)
- As an elected representative of the local area (eg. parish councillor) (Go to Q5)

Q3 Please tell us the name of your group / organisation. (write in)

Q4 Approximately how many people does your group / organisation represent within the local area? (tick one only)

- |                                             |                                              |
|---------------------------------------------|----------------------------------------------|
| <input type="checkbox"/> Between 1 and 10   | <input type="checkbox"/> Between 101 and 150 |
| <input type="checkbox"/> Between 11 and 50  | <input type="checkbox"/> Between 151 and 200 |
| <input type="checkbox"/> Between 51 and 100 | <input type="checkbox"/> More than 201       |

Q5 To what extent do you feel traffic speed is a problem in your local area in terms of . . . (tick one box on each line)

	Severe problem	4	3	2	Not a problem
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 If you feel that traffic speed severely affects quality of life in your local area, please tell us how. *(write in)*

Q7 Do you think that the speed of traffic in your local area has changed since the 20mph speed limit was introduced? *(tick one only)*

- Yes, traffic speeds have increased
- Yes, traffic speeds have decreased
- No, I haven't noticed a change in speed
- Unsure
- I wasn't living here when the 20mph speed limit was introduced *(Go to Q10)*

Q8 Were you originally in favour of a 20mph speed limit for your local area? *(tick one only)*

- Yes
- I was indifferent
- No
- Can't remember *(Go to Q10)*

Q9 Has your opinion changed since the 20mph speed limit was introduced? *(tick one only)*

- Yes, I am now in favour of the 20mph limit
- Yes, I now oppose the 20mph limit
- Yes, I'm now indifferent to the 20mph limit
- No, my opinion has not changed
- Unsure

Q10 Would you say that the 20mph speed limit has affected your own driving speeds? *(tick all that apply)*

- I drive more slowly in the 20mph area
- I'm more aware of my speed when I'm driving in the 20mph area
- No, not really if I'm honest
- I don't drive

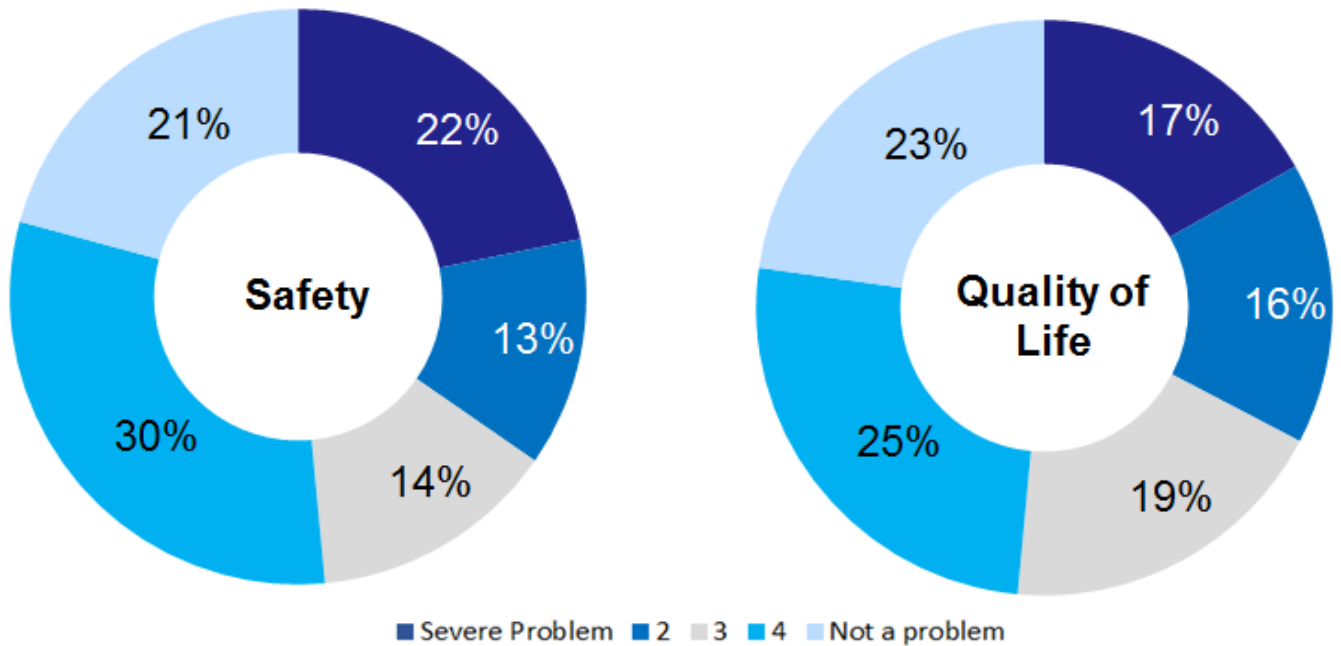
Q11 If you have any other comments about the impact of the 20mph speed limit pilot in your local area, please provide them in the box below. *(write in)*

Thank you for sharing your views.  
Please ensure we receive your response by 11:59pm on 7 January 2018

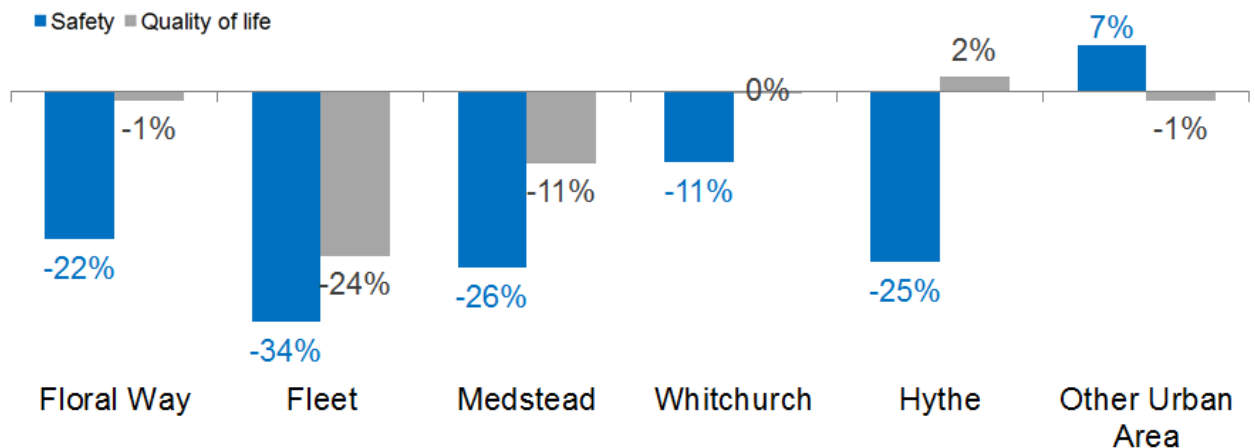


**Question 5: To what extent do you feel traffic speed is a problem in your local area in terms of... ?**

(Post Pilot - Safety Base: 236 Quality of Life Base: 230)



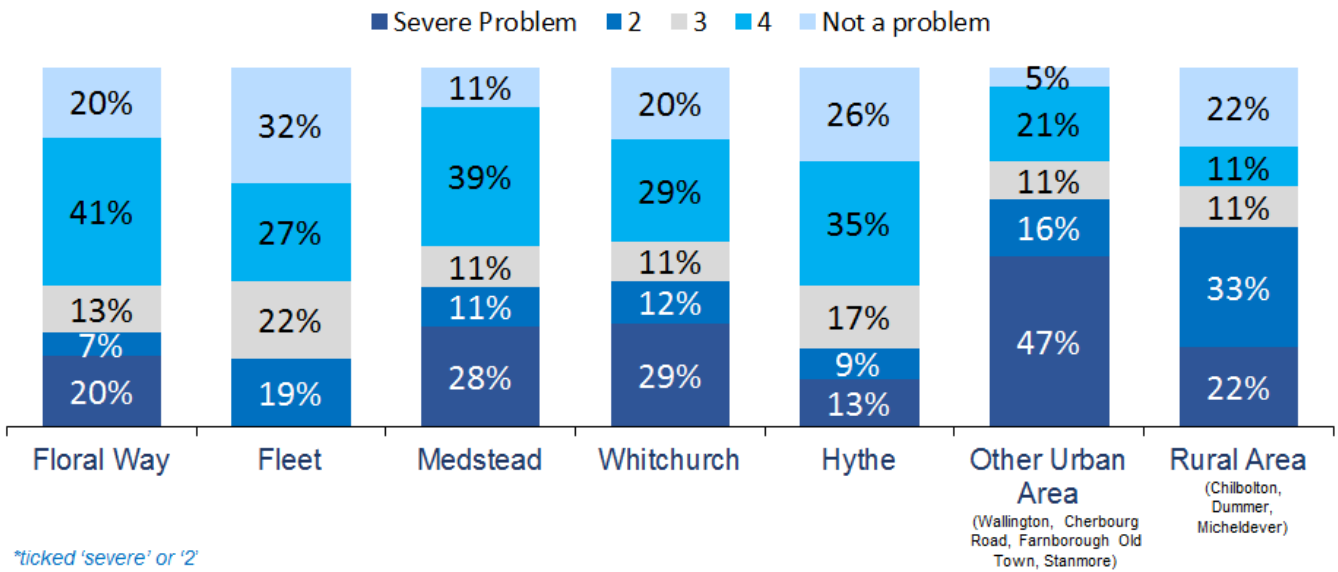
**Question 5: 'To what extent do you feel traffic speed is a problem in your local area in terms of. .' Percentage point change in proportion of residents perceiving speed had a negative impact\* on safety and quality of life - pre vs post implementation, by location (Base: 47,37,18, 87, 23, 19 )**



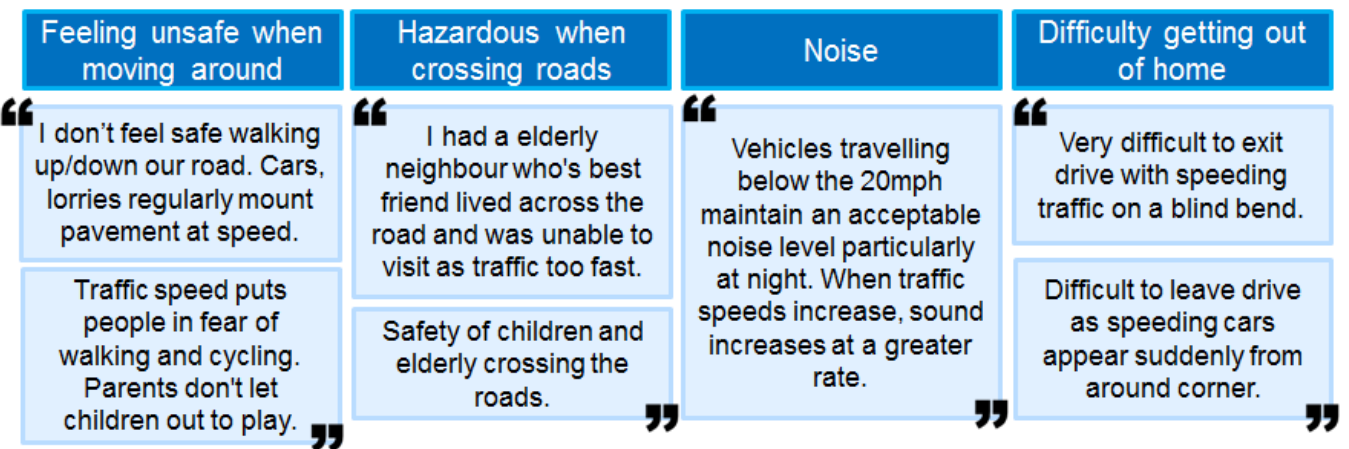
\*scored 'severe' or '2'. Pre-pilot data not provided for rural areas, so no comparison can be made.

(Wallington, Cherbourg Road, Farnborough Old Town, Stanmore)

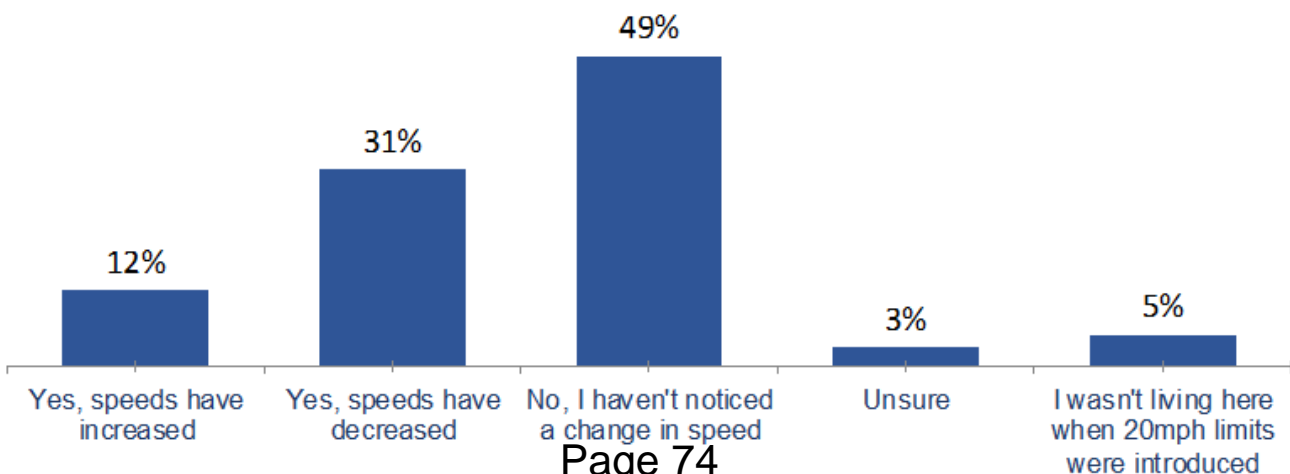
**Question 5: For each scheme – To what extent do you feel traffic speed is a problem in your local area in terms of safety? (Post Pilot - Base: 47,37,17, 8, 23, 19, 9)**



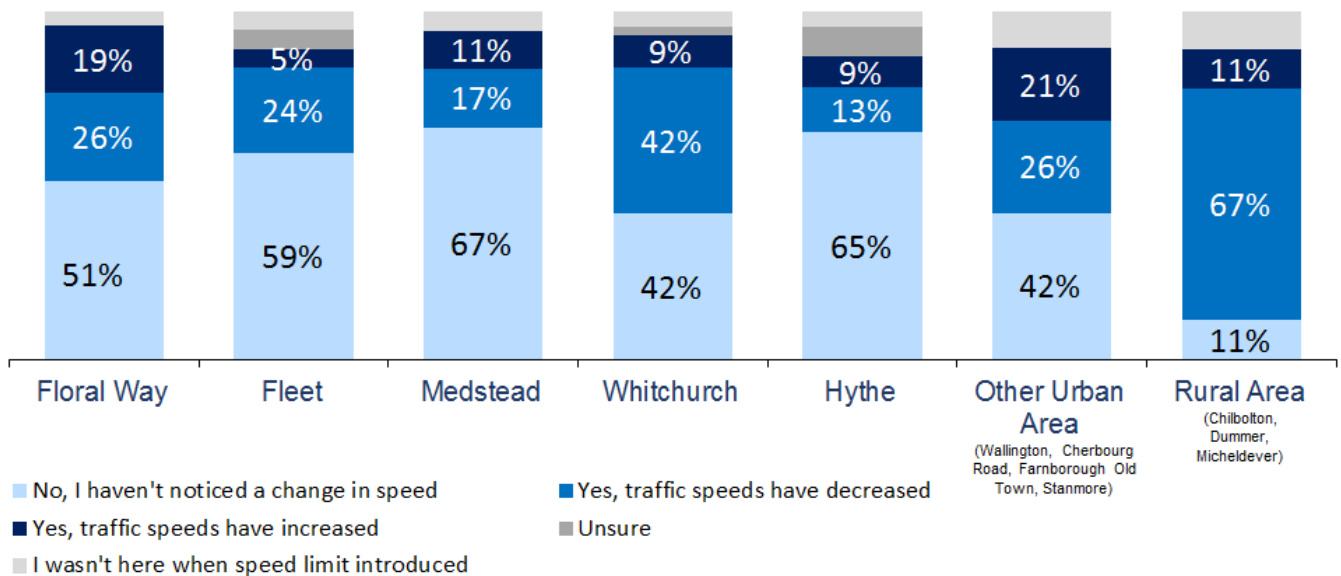
**Question 6: Please tell us, briefly, how traffic speed affects quality of life in your local area (Base: 35)**



**Question 7: Do you think that the speed of traffic in your local area has changed since the 20mph speed limit was introduced? (Base: 239)**



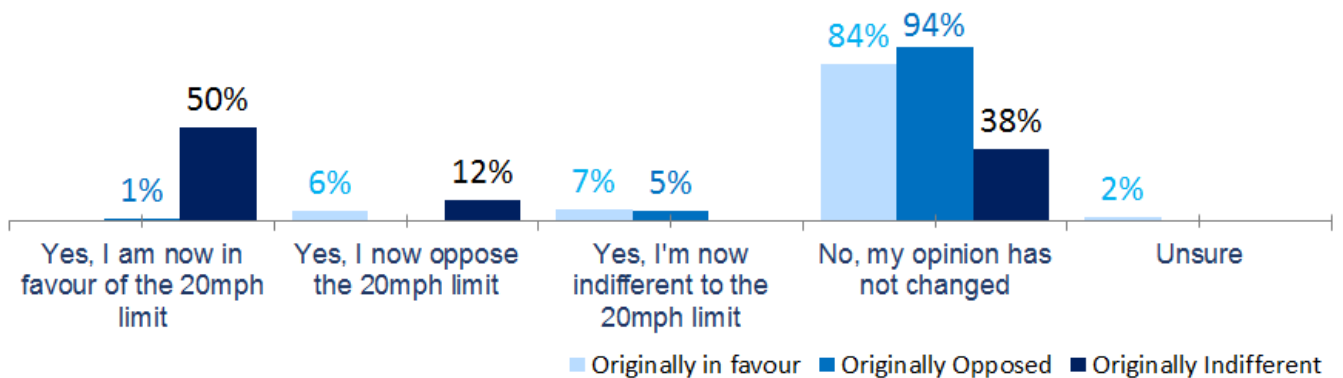
**For each scheme – Reported change in perceptions of traffic speed post implementation  
(Base: 47,37,18, 86, 23, 19, 9)**



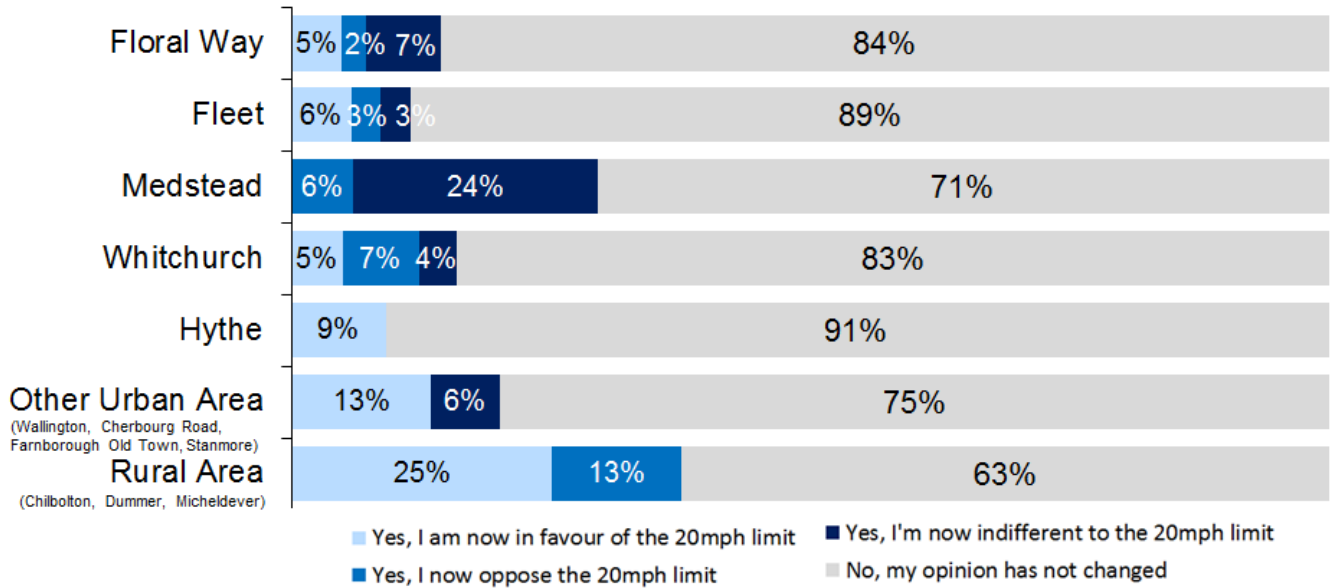
**Question 8: Were you originally in favour of a 20mph speed limit for your local area? (Base: 227)**



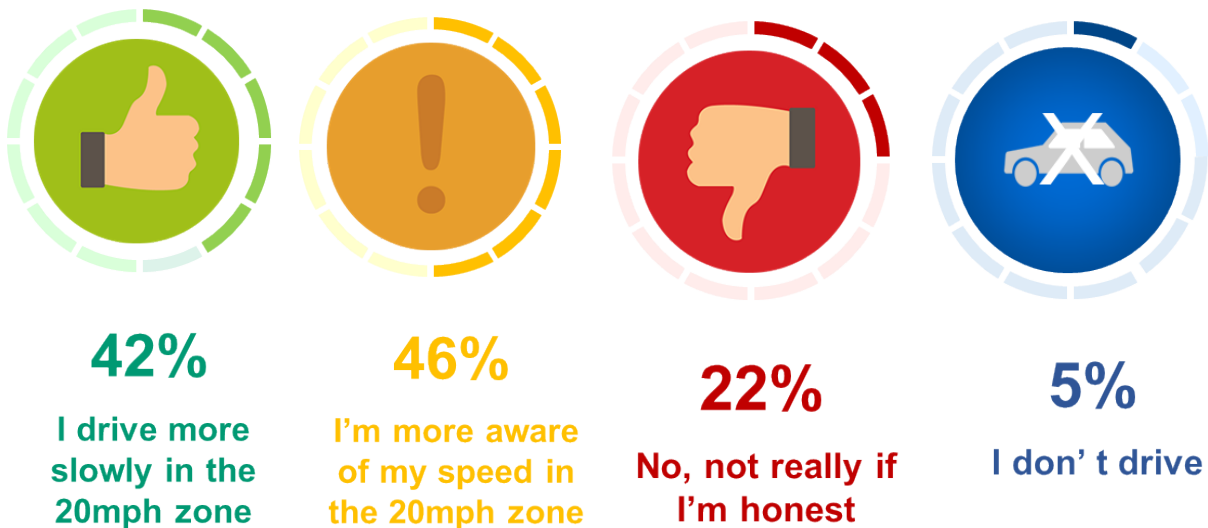
**Question 9: Has your opinion changed since the 20mph speed limit was introduced? (Base: 121, 77, 26)**



**For each scheme – Has your opinion changed since the 20mph speed limit was introduced? (Base: 43, 35, 17, 83, 22, 16, 8)**



**Question 10: Would you say that the 20mph speed limit has affected your own driving speeds? (Multicode, Base: 223)**



**Question 11: Further comments about the impact of the 20mph schemes (Base: 203)**

**Lack of enforcement**

“ This scheme would be more effective than it is if there was ANY evidence of it being enforced.

The 20mph is not policed in my area, very few motorists take any notice.

Everyone locally knows if you ignore the limit there's no one around to check and potentially enforce. ”

**Still ignored**

“ A significant percentage of motorists ignore the limit and travel at more than the old limit.

Since the introduction of the 20mph the cars only slowed down for the first 7 days. Speeds are now on average over 30 mph.

A significant percentage of motorists ignore the limit and travel at more than the old limit. ”

**Specific, not blanket**

“ Targeting specific areas where speed should be reduced, such as near schools and residential care homes, is more sensible and drivers are more likely to adhere.

The 20mph limit has been applied in a NON-TARGETED BLANKET APPROACH, being so widespread as to result in it being widely ignored ”

**Dummer Parish Council** noted that it generally felt “happy with the 20mph speed limit and would like it to remain as it believes generally speeding has decreased, however, it is has not completely solved the issue within the village. The value would be higher if it was enforced.”

**Whitchurch, the Town Council** noted that

“Slower speeds result in safer roads and pavements as well as providing an enhanced quality of life for local residents. With the planned growth in housing, expansion of the schools, and business development, all with the inevitable increase in traffic, mean slower speeds are essential to provide an environment conducive to safe walking and cycling and the benefits they bring. Whitchurch Town Council supports retention of the existing 20mph limits and in addition calls for effective enforcement measures.”

The response from **Micheldever Parish Council** noted that traffic speeds had decreased and that the Council’s original stance of supporting the introduction of 20mph limits had not changed. However, they also noted that “20mph is too slow for the outer edges of the village and causes people to ignore the limit in the centre of the village where it is most necessary that speed is reduced. The narrow roads, tight corners, parked vehicles and other obstacles make even low speeds hazardous to pedestrians, property and verges.”

**Study 1: 3 year review periods**

<b>Period 1</b>	<b>Average Number of accidents &amp; (severity %)</b>	<b>Period 2</b>	<b>Average Number of accidents &amp; (severity %)</b>	<b>Change (%)</b>
3 years 2011-2013	2619 (79% slight, 21% serious)	3 years 2014-2016	2467 (76% slight, 24% serious)	-5.8%

**Study 2: 5 year review periods**

<b>Period 1</b>	<b>Average Number of accidents &amp; (severity %)</b>	<b>Period 2</b>	<b>Average Number of accidents &amp; (severity %)</b>	<b>Change (%)</b>
5 years 2007-2011	2811 (82% slight, 18% serious)	5 years 2012-2016	2496 (77% slight, 23% serious)	-11%

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	5 June 2018
<b>Title:</b>	Harts Farm Way/Southmoor Lane Junction Havant
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Adam Bunce

**Tel:** 01962 826988

**Email:** adam.bunce@hants.gov.uk

### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the Project Appraisal for the roundabout Improvements scheme at the junction of Harts Farm Way and Southmoor Lane, Havant, as outlined in the supporting report.
- 1.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed roundabout Improvements at the junction of Harts Farm Way and Southmoor Lane, Havant, as set out in the supporting report, at an estimated cost of £418,000 to be funded from Operation Resilience funding (£80,000), Havant Borough Council Community Infrastructure Levy funding (£190,000), and Developer Contribution (£148,000).
- 1.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

### 2. Executive Summary

- 2.1. The purpose of this paper is to provide details of a proposed scheme to implement roundabout Improvements at the junction of Harts Farm Way and Southmoor Lane, Havant, which will reduce congestion at the roundabout during peak periods and slow approaching traffic and enforce correct circulatory lane behaviour ensure drivers take the appropriate route on the roundabout, which could allow more traffic to enter the roundabout from the Southmoor Lane approach.

### 3. Contextual information

- 3.1. The four arm roundabout conjoining Harts Farm Way/Southmoor Lane/Brockhampton Road/Brookside Road is in the Broadmarsh employment area in Havant. Typically, congestion is experienced during the morning peak period on the Brockhampton Road approach, which often extends into Solent Road. Congestion is also experienced in the evening peak, with queues

extending along Southmoor Lane and back to Penner Road and the Scottish & Southern Electric offices.

- 3.2. A feasibility study was undertaken by Hampshire County Council in May 2014 which assessed the suitability of traffic signals. Three options were considered with a recommended option to progress. A further study on the suitability of traffic signals at this junction undertaken in August 2015 found that a signalisation scheme was not the solution as it would provide only minimal improvements to peak hour congestion and queuing on Southmoor Lane, and at the same time would introduce significant disadvantages such as serious delays during the off-peak periods.
- 3.3. However, in order to identify a solution, additional study work was commissioned to look specifically at options to reduce the delays and queues during the evening peak hour on the Southmoor lane approach to the roundabout. The options included refining the original signalisation model and assessing a number of traffic management schemes.
- 3.4. The report concluded with an appraisal table of 10 options. Three options were adjustments to the signals times at the expense of the other arms of the junction, including the removal of the pedestrian phases, and seven options were traffic management measures.
- 3.5. The report identified which of the traffic management options could be investigated further based on their potential to reduce queuing on Southmoor Lane in the evening peak. It showed that several of the traffic management options could deliver some benefits, but that on their own would not solve the peak time evening congestion problem of employees leaving the Southmoor road businesses at the same time every day.
- 3.6. In assessing the traffic management options it was identified that high vehicle speeds on the approach and through the roundabout, especially from vehicles on the Brockhampton Road, reduce the opportunities for vehicles on Southmoor Lane to find gaps in the traffic and enter the roundabout from this approach. This subsequently contributes to the long evening peak hour queues, which form on the Southmoor Lane approach. Also, due to the slightly off-set alignment of the roundabout there is a high incidence of motorists who either drive a straight path through the junction or undercut the roundabout and do not circulate.

#### **4. Finance**

- 4.1. All the required funding for the scheme has been secured through Havant Borough Council Community Infrastructure Levy funding, Developer Contributions, and Hampshire County Council's Operation Resilience budget.
- 4.2. £190,000 of funding comes from the Havant Borough Council Community Infrastructure Levy, which was approved at Havant Borough Council Cabinet in February 2017. £148,000 is available through Developer Contributions. £80,000 is available through Hampshire County Council's Operation Resilience budget as the scheme will provide the opportunity for Hampshire County Council planned highways maintenance to resurface the roundabout.

4.3	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	25	6	Developer contributions	148
	Client Fee	17	4	HBC CIL contribution	190
	Supervision	6	1	Op Res	80
	Construction	370	89		
	Land	0			
	Total	<u>418</u>	<u>100</u>	Total	<u>418</u>

4.4	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.001%
	Capital Charges (Depreciation and notional interest charges)	0	0.000%

## 5. Performance

5.1. Traffic surveys, including turning counts and queue length surveys, have been carried out at the roundabout. Upon completion of the scheme, similar surveys will be carried out to determine how successful the proposals have been at mitigating the traffic congestion at peak periods.

## 6. Consultation and Equalities

6.1. The scheme is well supported by local businesses, which have been demanding improvements to the junction for a number of years.

6.2. Local Member Councillor Fairhurst has been consulted on the proposals and she is fully supportive of the scheme. All Borough Councillors are supportive of the scheme.

## 7. Scheme Design

7.1. The scheme involves the introduction of a kerbed central island and kerbed islands on all approaches to the roundabout. Revised footway alignments on the approaches are intended to deflect vehicles from driving along a straight path through the roundabout or undercutting the roundabout. There will be flared entries at the roundabout for all arms. The existing mini roundabout will

be replaced with a physical kerbed roundabout to ensure drivers take the appropriate route on the roundabout using the correct circulatory behaviour.

- 7.2. Moving the kerb line back into the eastern verge of Southmoor lane, and providing two northbound lanes on Southmoor lane, will provide greater capacity at the junction, which will reduce congestion.
- 7.3. A new pedestrian refuge on Brookside road, and additional on and off-road cycle facilities on the Brookside road approach to improve the existing east-west cycle route (NCN2) through the junction, will result in safer pedestrian and cycling facilities at the roundabout junction.
- 7.4. The scheme will involve resurfacing the road due to the existing poor condition.
- 7.5. A location plan and General Arrangement drawing is shown in Appendix 1.

## **8. Future direction**

- 8.1. This scheme is well supported and is required as a medium term solution whilst a longer term strategy is being investigated as part of the Local Plan Transport Assessment and Solent Local Enterprise Partnership bids for transport works to support new businesses on Harts Farm Way.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2. Equalities Impact Assessment:**

It is considered that the proposals will have a neutral impact, with no disproportionate impacts on groups with protected characteristics. The improvements will benefit all road users, with safer pedestrian and cyclist facilities at the roundabout junction.

### **2. Impact on Crime and Disorder:**

2.1. These proposals are not expected to impact on crime and disorder.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

These proposals aim to offer an effective solution that will improve the management of traffic, reducing unpredictable journey times and congestion in the Broadmarsh employment area in Havant. As a result, this may lead to long term reductions in carbon footprint and energy consumption.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

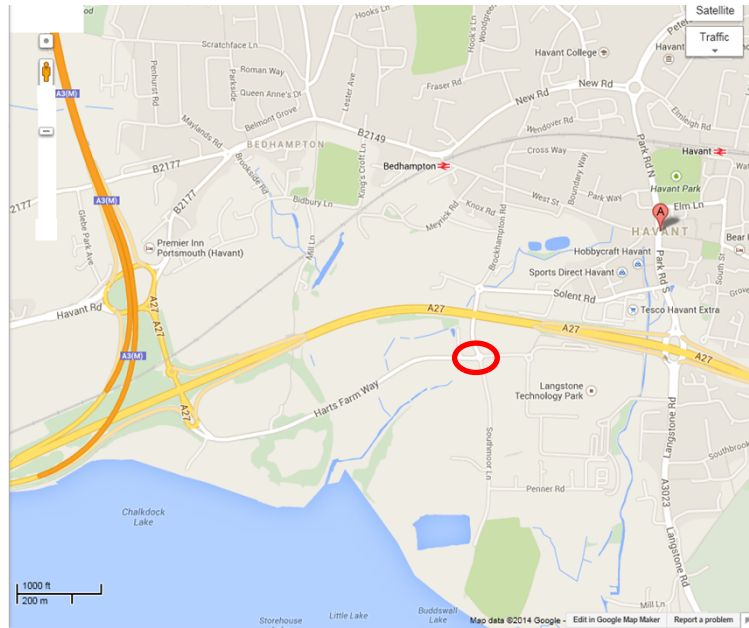
Maintaining the existing non-motorised user facilities and connection to local

pedestrian and cycle routes will continue to promote the use of alternative travel methods.

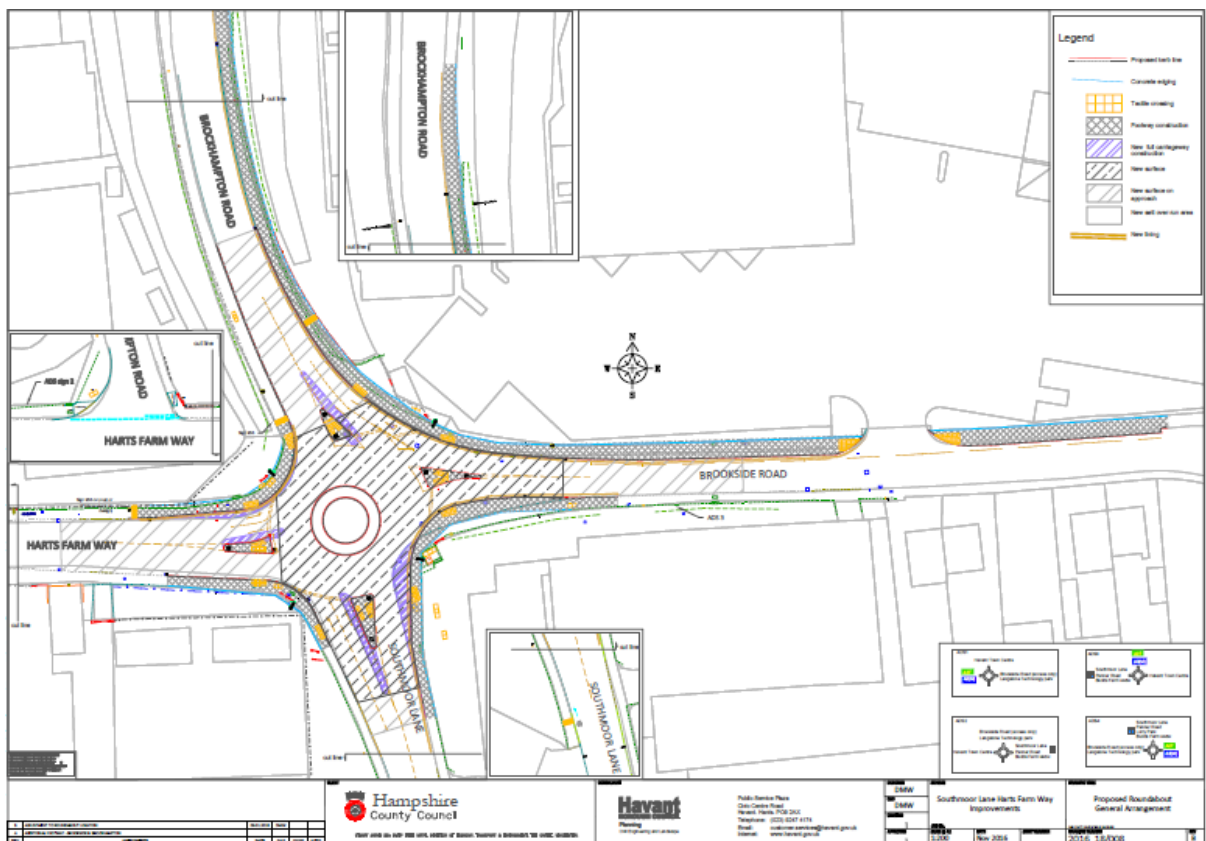
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# Appendix 1



Location Plan



General Arrangement

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