

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Project Update: Village Traffic Management Improvements, Over Wallop, Andover
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to obtain approval for a departure from the County Council's normal practice and seek authority to pursue the Over Wallop traffic management scheme, as set out in this report, on a trial basis in order to assess the efficacy of the measures.

Recommendations

2. That the Executive Member for Environment and Transport approves the proposed approach to the Over Wallop traffic management scheme, as set out in this report.
3. That the Executive Member for Environment and Transport approves the proposed monitoring and assessment methodology for the traffic management trial set out in paragraph 12 of this report.

Executive Summary

4. Motorists are currently using the village as a cut through between the A303, Grateley railway station and the junction of B3084/A343/Salisbury Road. This traffic is passing through the village and there is a locally perceived risk to vulnerable road users and listed buildings due to the volume and speed of the traffic.
5. To remedy the perceived problem of through traffic passing through Over Wallop and to make the current route less attractive, the C250 Old Stockbridge Road has been reclassified to a B road.

Further measures proposed to aid the situation are listed as follows:

- Traffic calming to be installed in the village on Station Road; and
- Closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries.

6. The aim of the above measures is to reduce, the perceived risk reiterated by local residents, of the speed and volume of traffic and discourage motorists from using Station Road and encourage the use of Old Stockbridge Road as an alternative route.
7. The project was publicly consulted on in 2016 and a public engagement event was held in 2018. There was not a deliverable solution that was universally popular with all residents; however, the majority did support the proposals. Therefore, a trial scheme is proposed to assess the benefits of the scheme before a permanent scheme is implemented.
8. The traffic management proposals in Over Wallop were under investigation, including significant community engagement, before the County Council changed its traffic management policy in 2016. Therefore, on the basis of commitments given before the policy change, these proposals are being brought forward for implementation to fulfil the undertaking provided at the time.
9. It should be noted that under the prevailing policy of the time, which allowed community led initiatives to be considered for traffic management, there was a requirement that in the absence of consensus the scheme would not go ahead.

Contextual Information

10. During the course of the project, additional elements in the scheme scope were considered and rejected, namely improvements at Grateley (Wallop Road/Old Stockbridge Road) junction and Kentsboro (A343/Old Stockbridge Road) junction:
 - following preliminary design work, it was found that the improvements to Grateley junction were beyond the funding available to the project; and
 - the proposed improvements to the Kentsboro' junction were minor and within the funding available, but it was felt that that the benefits were minor in relation to the costs and therefore did not represent sufficient value for money to justify the expenditure.
11. Due to the sensitivity of the scheme, it is proposed that a trial of the remaining traffic management measures is implemented in order to assess the actual traffic behaviour after the potential construction of the permanent solution. This would consist of a temporary construction of the following:
 - traffic calming to be installed in the village on Station Road; and
 - closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries.
12. Consultation on these measures was carried out with the local Parish Council in March 2019 to allow for its input. As a result of these discussions it has been agreed that:
 - traffic surveys will be carried out before and during the trial to measure the impact of the measures on actual traffic volumes and speeds;

- personal injury and damage-only accidents will be monitored during the trial;
- the success of the trial scheme will be judged through delivery of a substantial reduction to speed and volume of traffic through the village, proportional to the capital investment made by the County Council; and
- to ensure results are fully representative, a trial duration of 12 months will be explored – whilst initial consideration focused on a 6 month trial, it is felt that it would need to be on a 12 month basis so that any seasonal variations are fully encompassed.

13. If the recommendations in this report are approved, the scheme detail will be finalised and implemented in accordance with usual procedures and approvals. At the end of the trial period, a full assessment will be carried out, and the views of the Parish Council sought, with a further report brought to the Executive Member to make a decision on the outcome.

Finance

14. Indicative costs for a 12 month trial are in the region of £100,000 to be funded from developer contributions. Should the trial indicate the desirability of a permanent solution, the value for money of such an approach will be further assessed at the point of consideration.

Scheme details

15. The scheme drawings are included in Appendix 1 and the proposed measures summarised below:

- construction of temporary traffic calming chicanes along Station Road. This will be done using temporary drop down kerbs with backfill;
- installation of required signage along Station Road;
- installation of white lining along Station Road;
- construction of temporary barrier on Salisbury Lane; and
- construction of two turnaround points on Salisbury Lane.

Consultation and Equalities

16. Equalities Impact Assessment has been completed in accordance with usual procedures.

17. Consultation on the original construction project was carried out in 2016. As a consequence of the funding situation, the trial was suggested and discussed in autumn / winter 2018, and the beginning of 2019 (through email correspondence as well as direct meetings), with senior Officers, Cllr Gibson, and the Parish Council. The result of these has been listed in paragraph 12. In addition, a public engagement event took place in 2018.

Other Key Issues

18. All maintenance matters relating to the Trial will be funded by the project. The scheme will be implemented in accordance with usual procedures.
19. Temporary Traffic Regulation Orders associated with the closure of Salisbury Lane will be necessary. Authority will be sought for these orders as the project progresses in accordance with the usual procedures.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The project will have a neutral impact on individuals with protected characteristics. This decision is to approve the approach of implementing the scheme on a trial basis in order to assess the efficacy of the measures. The proposed changes will be assessed for impacts on groups with protected characteristics as part of the project appraisal for implementation of the trial.