

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	A30 Traffic Management Review
Report From:	Director of Economy, Transport and Environment

Contact name: Martin Wiltshire

Tel: 01962 832223

Email: martin.wiltshire@hants.gov.uk

Purpose of this Report

1. This paper seeks to provide an update to the Executive Member for Economy, Transport and Environment on findings from a review of Traffic Management and Road Safety issues along the A30 between Basingstoke and Blackwater.

Recommendations

2. That the Executive Member for Economy, Transport, and Environment notes the findings of the Traffic Management and Road Safety review of the A30 between Basingstoke and Blackwater, and the significant gains that have been made in improving safety along this route over and above national trends for comparable roads.
3. That in light of the improved safety record linked to carriageway reduction schemes, and in the absence of appropriate capacity demand, the Executive Member for Economy, Transport, and Environment notes that there is no evidence to support a case for dualling or redualling of the A30 between Basingstoke and Blackwater.
4. That approval is given for the reduction of the speed limit from 70mph to 60mph along the A30, London Road, at Water End, and from 70mph to 50mph along the same road through Nately Scures in the vicinity of the Baredown residential development (see Appendix A), and that authority is delegated to the Director of Economy, Transport and Environment to make the arrangements in accordance with usual Traffic Regulation Order procedures.
5. That in light of the improved safety record along this route, options are investigated for the provision of online cycle improvements along the A30 corridor between Basingstoke and Blackwater.

Executive Summary

6. This report sets out the key findings from a recent review of Traffic Management and Road Safety measures along the A30. Over the last ten years, the road safety record for the A30 between Basingstoke and Blackwater has improved at a rate over and above that of comparable roads nationally. In no small part, this has been thanks to various safety engineering interventions that have been made along this route, including lane reduction schemes. Nonetheless, casualty/accident statistics and patterns continue to evolve, and the County Council monitors these, where necessary making further interventions. In this case, two stretches of road have been identified where the accident/casualty rate is in excess of the national average for comparable roads (which runs contrary to the more general picture for the A30 between Basingstoke and Blackwater). These stretches are:
 - in the Nately Scures area in the vicinity of Water End Lane and the Baredown Residential Development. A review of this site indicates that speed limit alterations are likely to be effective in managing the safety issue, and speed limit alterations are therefore recommended along this stretch of road; and
 - at the Hulfords Lane junction at Hartfordbridge. A review of the causes and nature of recent accidents at this location will be undertaken, and the site has therefore been added to the casualty reduction programme for the next financial year for further investigation and the possible installation of remedial measures.
7. As alluded to, notwithstanding concerns over these two locations, safety along the A30 between Basingstoke and Blackwater more generally has been improved at a greater rate than the national average for comparable roads. In light of this, and in the absence of appropriate capacity demand, the paper recommends against pursuing a course of dualling or redoualling of the A30 between Basingstoke and Blackwater. In addition to the lack of transport justification, this decision is also consistent with focusing limited resources on transport accessibility and safety priorities in the delivery of sustainable economic growth, and in the pursuit of schemes that can demonstrate good value for money and attract capital funding.
8. In brief, the findings of the review are as follows:
 - with the exception of three sites along the A30 from Basingstoke to the county boundary, only three carriageway reduction schemes were not led by evidence-based safety concerns;
 - a review of the three sites in question has nonetheless shown that casualty reduction has been achieved as a consequence of these schemes (see paragraphs 19, 24, and 28). In some cases, these have subsequently been reinforced by speed limit reductions to address related issues in the same vicinity, in one case through the comprehensive, safety-led A and B roads review;

- accident/casualty rates have been calculated for the wider sections of the route where these three schemes were implemented, enabling comparisons with national casualty/accident statistics on comparable roads. These indicate that two of these sections could benefit from further safety measures, and to this end a speed limit alteration is recommended as part of this report;
- however, the A30 between Basingstoke and Blackwater more generally is performing well on safety compared with the national average;
- moreover, the road is not at capacity and use and demand do not warrant a costly re-dualling programme;
- in addition, the strategic road for non-local travel along this route is the M3, which has recently had its capacity enhanced as part of the smart motorways programme; and
- the County Council will continue to monitor both safety and capacity demand, particularly in light of emerging development plans currently in progress at both Basingstoke and Deane Borough Council and Hart District Council.

Contextual information

9. A number of recent developments have made it timely for the County Council to conduct a review of Traffic Management and Road Safety measures and strategy along the A30 between Basingstoke and Blackwater. These have included:
 - related queries from local MPs, particularly concerning speed limits and capacity;
 - speeding concerns expressed by residents and local members at one location in particular; and
 - a continually evolving casualty and road safety situation which the County Council monitors on an ongoing basis.
10. Recent interest from local MPs about this stretch of the A30 has included enquiries about speed limits and increasing capacity between Basingstoke and Blackwater. In response, an undertaking was made to review the historic schemes that have resulted in the reduction of dualled sections to single carriageway (see Appendix B and C).
11. There have been eight carriageway reduction schemes along this stretch of road as follows (from west to east):
 - Water End/Andwell Lane (Eastbound) between Basingstoke and Hook;
 - Water End/Andwell Lane (Westbound) between Basingstoke and Hook;
 - Baredown, Nately Scures between Basingstoke and Hook;
 - Murrell Green to Phoenix Green (Eastbound) between Hook and Hartley Wintney;

- Murrell Green to Phoenix Green (Westbound) between Hook and Hartley Wintney;
 - Hares Lane near Hartfordbridge (Eastbound) between Hook and Hartley Wintney;
 - Hares Lane near Hartfordbridge (Westbound) between Hook and Hartley Wintney; and
 - Stroud Lane (Westbound) just west of Blackwater.
12. Although all these schemes were introduced to promote safety, the review has shown that three schemes were not promoted on a casualty reduction basis, instead arising from public concern or else to mitigate traffic and safety issues arising from development. The three schemes in question were (from west to east):
- Baredown, Natley Scures between Basingstoke and Hook;
 - Murrell Green to Phoenix Green (Eastbound) between Hook and Hartley Wintney; and
 - Hares Lane near Hartley Wintney (Westbound) between Hartley Wintney and Hartfordbridge.
13. The five other schemes, which were undertaken by the County Council on a casualty reduction basis, are outside the scope of this review. These schemes were implemented in accordance with the County Council's road safety responsibilities, and it would clearly not be possible to reverse such measures without posing risk to the travelling public. Only a major capital investment to upgrade this road more generally could conceivably provide for safe dualling in these areas, and as detailed below there is no capacity demand upon which to build a business case for such an intervention. Even if there were, it would be doubtful that it could demonstrate sufficient value for money to attract the major capital funding necessary for delivery. In addition, such a major scheme would most likely entail disruption to local residents and frontagers, closing off accesses to the road and requiring extensive purchase of private land.
14. Consideration has been given to whether the benefits of redualling could be realised without compromising safety through simply closing cross-overs and gaps in the central reservation, thus preventing vehicles from crossing the carriageway to access or exit properties or sideroads. However, in general, restricting traffic movement by means of gap closures of the central reserve in order to restore the dual carriageway section is likely to have the following impacts:
- it will force vehicles to undertake lengthy detours with associated time and fuel costs;
 - it could incentivise drivers to make U-turns at the junctions/accesses which may create unforeseen safety issues that do not exist at present. Recent evidence in respect of another safety scheme in the area demonstrated precisely this behaviour;

- it will place pressure on the existing junctions at the end of the dual carriageway sections, which are not readily designed to accommodate U-turns, especially by lorries; and
 - the banning of certain movements associated with gaps and cross overs could also lead to increased isolation of some rural areas and is likely to be unpopular with local residents and those who regularly use the roads for local trips.
15. However, consideration has been given to re-dualling the three sections of road listed above where carriageway reduction was **not** led by casualty reduction considerations. The next section of this report comprises three brief summaries of the history/context of all three.
16. It is worth remembering that a number of the schemes referred to predate the County Council's 2016 Traffic Management policy, which focuses traffic management resources on measures and projects where there is evidence they will benefit casualty reduction by responding to issues with the greatest scope to reduce casualties. In addition, in exceptional circumstances, some schemes that were developed prior to this Policy's adoption were implemented as "legacy" schemes to deliver on commitments already made.

Baredown Nately Scores

17. In April 2016 the County Council received a petition signed by sixty-six local residents of Nately Scores requesting that a number of road safety concerns be addressed, including the speed of traffic on the A30, the safety of the turning area, and the condition (particularly into the Baredown culs de sac) of the road surface. Proposals were subsequently drawn up to extend the hatching to the junction, thus extending the single carriageway in order to create a bigger turning/waiting area. The final scheme design took into account both Road Safety Audit comments and earlier safety concerns. A consultation on the proposal carried out in late 2016 showed strong local support for the recommended measures.
18. The scheme was implemented in November 2017. There were two serious severity accidents in this vicinity during the five years before this. In the seventeen months since the scheme was implemented, up until the end of April 2019 (which is the current extent of accident records supplied to the County Council by the Police), there have been no recorded injury accidents.
19. Feedback from residents suggests that the scheme has aided a reduction in speeds and also addressed their concerns about ingress and egress to the Baredown culs de sac. Following the request for review made by the MP, a consultation with these residents on the recent scheme had been planned until additional information became available from a routine review of accident/injury data suggesting that, in accordance with our road safety policy and Department for Transport information, a speed limit reduction should be considered along the stretch of the A30 covering Water End and Baredown. Evidently, a speed reduction would undermine any case for re-dualling this section of road, and so the proposed consultation did not go ahead.

Murrell Green to Phoenix Green (Eastbound)

20. This carriageway reduction scheme was implemented in December 2010 to improve access arrangements as a condition of the planning permission granted to enable the redevelopment of the former Coach House Garden Centre to an industrial estate. This was to allow lorries to safely cross the A30 and reduce traffic speeds along this section of the road. The scheme is distinct from and should not be confused with a casualty reduction scheme implemented by the County Council on the westbound section of the road.
21. As part of the planning permission, the proposals were widely consulted upon and no objections were raised. Extensive discussions also took place with local representatives and residents who were broadly in favour of the proposals.
22. The work, funded by the developer, reduced the eastbound carriageway to one lane and adjusted the layout of the existing one lane scheme on the westbound carriageway, which was implemented in June 2002. This tied into the casualty reduction scheme implemented in July 2010 (detailed below). The work complemented casualty reduction schemes previously implemented due to the poor injury accident record on the A30 between Murrell Green and Phoenix Green, as follows:
 - November 1997 – Murrell Green to Phoenix Green. Measures consisted of narrow running lanes, bollards outside private entrances, and anti-skid surface treatment at the garage in Phoenix Green. This scheme was designed to calm traffic speeds and enable access/egress to adjoining properties. There were fourteen injury accidents (two serious) in the three years before the scheme was implemented and seven (all slight) in the three years afterwards, which demonstrates a 50% reduction in number of accidents;
 - June 2002 – Murrell Green outside the former garden centre. Measures consisted of reducing dual carriageway to single running lane after issues with traffic accessing/egressing the garden centre. There were six injury accidents in the three year initial study period (all slight) and two injury accidents (one serious) in the three years afterwards. This shows a 67% reduction in the number of accidents; and
 - July 2010 – lane reduction on approach to Totters Lane. This scheme was undertaken to reduce speeds on the westbound approach to Totters Lane and extended the reduction from dual carriageway to single carriageway around the bend approaching the junction to give better warning and reduce vehicle speeds. Six injury accidents (two serious) occurred in the five years prior to implementation and there was one serious accident in the five years after period. The comparison of the number of accidents before and after the scheme indicates an 83% reduction was achieved.
23. In terms of the developer works under examination here, an evaluation of the injury accident record for the eastbound section of the A30 between Totters Lane and Phoenix Green shows that there were four slight severity accidents in the five years before the works were implemented. A comparison with the

five year after period records one slight accident which demonstrates a 75% reduction in the number of accidents. It would therefore be highly questionable from a safety point of view to reverse these works.

Hares Lane (Westbound)

24. In 2010, a lane reduction scheme was implemented on the westbound section of carriageway for the safety of large vehicles crossing the A30 central reserve, particularly refuse vehicles leaving the Springwell Lane Household Waste Recycling Centre to turn right and head south, which entailed crossing multiple lanes of traffic. Although the scheme was not driven by a casualty record, it was prompted by a concern about accidents.
25. The eastbound section of the road was reduced to single carriageway as an earlier casualty reduction measure and therefore does not form part of this review.
26. In the five year before period for the west bound scheme under review here, there was one accident; in the five year after period, there was also one accident, but this was a minor incident, the causes of which would have obtained with or without the scheme, and would not be addressable through road safety interventions.

Accident and Casualty Review

27. The County Council has a number of different means and methods of monitoring safety across its highways network, including conducting periodic reviews of accident data. In part, this is carried out using a well-established formula recognised by the Department for Transport. The accident and casualty rates for a section of road can be calculated and then compared with the national Department for Transport average to assist with the validation of casualty reduction measures that are considered appropriate for the section of road under investigation. An accident rate 'r' per billion vehicle kilometres can be calculated using the follow formula:

$$r = \frac{a * 10^9}{f * l * d}$$

Where 'a' is the total number of reported injury accidents, 'f' is the traffic flow (24hr AADT), 'l' is the length of road (kms) and 'd' is the total number of days in the study period.

28. The Department for Transport publishes an annual road safety report on road casualties in Great Britain in early autumn every year. This report contains data about casualties involved in reported road accidents and includes calculations of the national average accident and casualty rates by different road types. The rates are provided for urban, rural, and all roads, and these are sub-divided by A-class roads, other roads, and all roads (Table RAS30018 – Department of Transport).

29. This formula has been used for many years and was the foundation of a comprehensive review of speed limits on all the A and B roads in Hampshire, as required by the Department of Transport, the outcomes of which were reported in 2012. Approximately 50 speed limits were changed as a result of this review process to address safety concerns arising. This included the section of the A30 between Murrell Green and Phoenix Green (as discussed above). In addition, ten locations were listed for future monitoring because comparisons with the threshold set nationally were of concern but not significant enough to warrant a speed limit change. These have recently been reviewed again. In several cases measures have been put in place since the countywide review and safety concerns have now been or are being addressed. In others, there are measures planned, in process, or under review.
30. However, one of the ten “marginal” sites from the previous A and B road review was the Water End/Nately Scures/Baredown area listed as part of this present review. Since the earlier assessment was made, the latest carriageway reduction scheme at Baredown has been implemented.
31. Another marginal section of the A30 was the length of road from Hartley Wintney to Blackbushe Airport, which covers the Hares Lane location. The speed limit was subsequently reduced to 50mph in 2015 as part of the junction improvements and construction of the roundabout at the A30 Hartford Bridge Flats, A327, and Blackbushes Road junction.
32. The County Council continues to apply this formula to sites across the county in support of other methods of road safety evaluation, and as appropriate uses the findings from the formula as the principal rationale for prioritisation and intervention.
33. As part of the present review of the A30 between Basingstoke and Blackwater, the formula has been applied to three sections of route containing the carriageway reduction schemes in order to evaluate road safety and determine if any further interventions are required. These sections enable comparison with the findings of the A and B Roads review, which reported in 2012. They cover not just the three carriageway reductions schemes in question but also the wider context of these stretches, as follows:
- Water End, Nately Scures, Baredown – to review the renewed request for a speed limit reduction of which the Baredown scheme is an integral part;
 - Murrell Green to Phoenix Green between Hook and Hartley Wintney – review the combined effect of all the previous schemes and speed limit reductions; and
 - Hares Lane near Hartley Wintney – to review previous schemes and the speed limit reduction, excluding the section where major junction changes have taken place.

Water End/Nately Scures/Baredown

34. An accident rate of 182 per billion vehicle kilometres has been calculated for the 1.8km section of the A30 covering Water End/Nately Scures/Baredown. This closely matches the extent of the assessment made of this section of the route during the A and B road speed limit review in 2012. However, the accident rate is now 43% greater than the national average for a rural A road (128).
35. As the accident rate exceeds the national average, a further calculation has been undertaken to evaluate the Killed and Seriously Injured (KSI) casualty rate. A KSI casualty rate of 130 per billion vehicle kilometres has been calculated. This is 252% greater than the national average (37). These calculations support the recommendation that in terms of casualty reduction the proposed speed limit changes should be pursued to increase general safety and reduce the accident rate.
36. Analysis of the circumstances of the accidents have recorded some elements of excessive or inappropriate speed. This includes instances where loss of control, careless/reckless driving, and travelling too fast for conditions were selected as contributory factors to the crashes. Additionally, one of the crashes involved overtaking. A concerning proportion of accidents in the immediate vicinity of the Water End junction have resulted in the most severe level of injuries (fatal and serious).
37. Speed checks measuring the mean speed of traffic have helped determine the level at which to set the proposed speed limits along the route. The speed checks support a 60mph limit to cover the Water End junction, which is where recent accidents have occurred with most frequency, and a 50mph limit through Baredown/Nately Scures adjoining the existing 50mph limit at the western end of Hook. These changes would rule out re-dualling the road at the Baredown.
38. Initial discussions, including the sharing of speed data, have been held with Hampshire Constabulary and they will not object to this proposal. However, the Police have made the County Council aware that the Constabulary has a limited capacity to enforce speed limits on Hampshire Roads.
39. Along the A30 to the south west of the Water End junction, beyond the stretch of road that was reviewed, there have been two fatal accidents. These have occurred on the two-lane dual carriageway section of the route and both have been individually investigated by the Casualty Reduction Partnership (CRP) consisting of representatives from Hampshire County Council, the relevant District Council, and the Police. The CRP investigations did not recommend changing the speed limit. Despite the severity of both accidents, no common cause was identified and the circumstances of each accident do not suggest a pattern that could be addressed through any significant road safety measures, although some signing and lining work was carried out in response to the second incident which occurred at the Ashmoor Lane junction.

Murrell Green to Phoenix Green

40. An accident rate of 106 per billion vehicle kilometres has been calculated for the 2.16km stretch of the A30 between Murrell Green and Phoenix Green. This is 17% less than the national average for a rural A road (128).
41. This calculation shows that in terms of road safety this particular section of the A30 is performing well. This reflects the safety measures implemented along this part of the A30 and supports the recommendation not to reverse measures such as the single lane arrangements.

Hares Lane near Hartley Wintney

42. An accident rate of 170 per billion vehicle kilometres has been calculated for the 1.33km section of the A30 from Hartley Wintney to Star Hill covering the Hares Lane junction. This is 33% greater than the national average for a rural A road (128).
43. As the accident rate exceeds the national average, a further calculation has been undertaken to evaluate the KSI casualty rate. A KSI casualty rate of 57 per billion vehicle kilometres has been calculated. This is 57% greater than the national average (37).
44. The study of accidents on this stretch of the A30 identified three accidents that had occurred at the Hulford Lane junction, one of which occurred recently in April 2019. A resident has reported another more recent accident which occurred in July 2019 at the same location. This emerging group of accidents requires more detailed analysis, and therefore the junction of the A30 London Road with Hulford Lane has been added to the casualty reduction programme for the next financial year for further investigation and the possible installation of remedial measures.

The A30 between Basingstoke and Blackwater: Characteristics, Safety Record, and Capacity Requirements

Characteristics

45. Running east-west, parallel to and a short distance from the M3 Motorway, the A30 passes through both Hook and the village of Hartley Wintney, and is connected to the M3 at the junctions 4, 4A, and 5. For some daily journeys, the A30 is an alternative route to the M3, and on occasion it can be used to relieve the M3 during a major incident.
46. However, since the construction of the M3, the A30 has served a predominantly local function, with the M3 providing the strategic route and carrying longer distance traffic of higher volume and speed. As such, Policy T13 of the existing Local Plan states:

“The overall strategy for the A30 between Basingstoke and Blackwater is to seek a reduction in the number of long distance vehicles using this route.”

This will be achieved by modifying directional signage and by implementing schemes, which will discourage long distance traffic from passing through the villages on the A30 and encourage use of the M3.”

Speeds

47. The A30 has a mix of speed limits reflecting the changing local characteristics of the road (width, number of lanes, parking, pedestrian crossings, and bus stops) and property frontages. These in turn affect the capacity and speed limit of the road. Typically, the dualled sections have a speed limit of 50mph. Where the road reduces to single carriageway, the speed limit is 40mph, reducing further to 30mph in built up areas such as Hartley Wintney.

Safety Record

48. Various evidence led casualty reduction schemes have been implemented along the A30, and these schemes include some of the sections of dual carriageway that have been reduced to single running lanes, which have been implemented at various stages from around the mid-1990s.
49. It is possible to compare the safety performance of this road to the national average over an extended period up to the year 2018, for which national statistics are available. A study of the annual number of casualties by severity for the section of route from Basingstoke to the County Boundary between 2000-2018 shows that during this time period the total number of casualties has reduced by approximately 2/3rds (70%) and those killed and seriously injured (KSI) have nearly halved (45%).
50. In comparison, there has been a 45% reduction of the total number of casualties on all A class roads nationally during the same study period and a 39% reduction in KSI casualties.
51. It is considered that the schemes implemented along the route by the County Council and others have had a positive effect on driver behaviour, and more importantly they have helped make a significant impact on reducing personal injury accidents.

Capacity

52. The road is used by under 15,000 vehicles on average over a 24 hour period and is therefore within the capacity for a single carriageway, as set out in the Design Manual for Roads and Bridges (DMRB) advice note on urban roads. Traffic levels along the A30 have been monitored over the last 30 years by a number of automatic counters. A permanent traffic counter at Hartley Wintney shows the annual average daily traffic flow on the A30 between 2013 and 2018 has ranged from 12,590 and 13,649. For the year 2018, the figure was 12,590. Another permanent counter further east on the A30 at Minley (east of Hartfordbridge Flats junction) providing the same comparative data shows flows between 12,937 and 15,001, with 2018 also being the lowest flow of 12,937. The volume of traffic recorded along the route does not indicate that there is a requirement for dualling to improve capacity. Delays on the A30 typically occur during the morning and evening peaks within or approaching settlements. Typically this is where the road becomes more urban and where

the balance of transport consideration moves towards catering for local issues. Between settlements, there are typically no delays on either the single or dual section apart from those on approach to principle junctions, mainly for the section of the A30 between its junctions with the A327.

53. The capacity of the route is constrained by its narrowest point. In the case of the A30 the narrowest points are through the various settlements along the corridor. For example, through the village of Hartley Wintney, the A30 is severely constrained by a series of features, such as property and shop frontages, common land, pedestrian crossings, and two existing mini-roundabouts. These pinch points determine the traffic capacity of the whole route.
54. While it is clearly possible to reinstate dual sections to increase capacity either side of the settlements, this would not result in increased capacity or reduced journey time along the whole route. The most likely impact would be higher speeds between settlements, more inconsiderate driving within settlements, greater casualties, and increased difficulty for local residents in rural areas either side of the A30 to cross it or make right turn movements onto it.

Carriageway Reductions

55. Historically, the A30 has suffered from accident clusters and has undergone lane reduction schemes for casualty reduction purposes. Accidents have typically been associated with points of conflict between traffic – traffic from dualled sections merging into a single lane, and vehicles crossing the A30 in order to join or exit from side junctions. Lane reduction work was pursued from 2006, including hatching in parts of a single lane, lining, signing, and the installation of some high friction surfacing. This resulted in increased lengths of single carriageway.
56. The lane reduction work has also had the additional effect of aiding the access of adjoining properties by provision of enhanced acceleration and deceleration facilities in the form of extra hatched areas.

Future Planned Development

57. There is significant growth planned for the Enterprise M3 area in the coming years, covering parts of North Hampshire and Surrey, as well as South Berkshire. This will entail significant transport challenges, and the proximity of this growth to the A30 means that the function and role of the road will need to be considered and reviewed within the context of this growth.
58. The local planning authority, Hart District Council, is in the process of preparing a local plan, which they anticipate adopting in early 2020. The County Council is aware of a number of sites coming forward for development in relatively close proximity to the A30, including strategic large-scale, residential-led development at a new settlement (Hartland Village). There is a further major brownfield site at Sun Park, which already has permission

granted. In addition, Hart District Council is developing proposals for a “Garden Community” at Shapley Heath.

59. Future developments are likely to have an impact on the local and strategic road network, but to date this has not been fully assessed. Hart District Council will undertake a transport assessment of its development proposals as part of the Local Plan process. Consultation on Proposed Main Modifications of the Hart District Council Local Plan was carried out between 5 July to 19 August 2019. The County Council is actively engaged in assessing the transport impacts of the emerging Manydown Garden Town proposal for Basingstoke, but at the time of writing the formal invitation to participate in the Shapley Heath Garden Community work has yet to be confirmed.

Cycle Improvements

60. There is a longstanding aspiration to provide a cycle route along the A30 corridor between Hook and Hartley Wintney, and limited developer funding is available to support this. Provision of significant new infrastructure (e.g. new on and off-road routes) has now been investigated and found unfeasible due to rising high costs and land issues, most notably designated common land in Hartley Wintney. This makes provision of an uninterrupted, cohesive offline route undeliverable. However, in light of the generally improved safety record of the A30 between Basingstoke and Blackwater, a review of this corridor is proposed to investigate pedestrian and cycle improvements to existing infrastructure. This would review signing, drop kerb and crossing requirements, junction layouts, new or additional lining and vegetation clearance.

Finance

61. The introduction of the recommended proposed speed limit changes will have a low impact on future year’s maintenance budgets and this is expected to be £150 per annum. The proposed speed limit alterations would be funded from within existing revenue resources.
62. There is no transport justification for re-dualling the A30 between Basingstoke and Blackwater. The recommendation against such a proposal is consistent with focusing limited resources on transport accessibility and safety priorities in the delivery of sustainable economic growth, and in the pursuit of schemes that can demonstrate good value for money and attract capital funding.

Consultation and Equalities

63. With the exception of the proposed speed limit changes, the recommendations do not commit the County Council to any additional activity requiring consultation or assessment for equalities impact.
64. The proposed speed limit changes entail their own statutory consultation process, and should the relevant traffic regulation orders be confirmed under delegated powers, appropriate assessment will be carried out in readiness for the point of decision. However, in brief it may be stated that the proposed

speed limit reductions will improve safety for all road users and should have a positive impact upon the travelling public generally, with no disproportionate impacts anticipated for groups with protected characteristics.

65. Local residents have contacted the Executive Member on a number of occasions to express a strong desire to see speed limit alterations along the section of road in question in order to promote safety. These requests have been supported by the local member, Cllr Elaine Still.

Conclusion and Next Steps

66. As summarised at the start of this report, there are good reasons for recommending against any dualling or re-dualling programme for the A30 at the present time.
67. The County Council will continue to monitor road use, accident occurrences, and the potential impact of future development along this road. Where necessary, interventions will be made along with long term plans for the provision of safe and efficient transport to support sustainable economic growth.
68. Subject to the Executive Member's approval of this report's recommendations, a Traffic Regulation Order (TRO) will be promoted to amend the speed limit from 70mph to 60mph along the A30, London Road, at Water End, and from 70mph to 50mph along the same road through Nately Scures in the vicinity of the Baredown residential development. As per the TRO process, consultation will be undertaken and advertised, following which the TRO can be made and implemented subject to final approval should any significant objections arise.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

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 recommendations do not commit the County Council to any additional activity requiring assessment for equalities impact, with the exception of the proposed Traffic Regulation Order (TRO).

The proposed TRO entails its own statutory consultation process, and should it be confirmed under delegated powers, appropriate assessment will be carried out in readiness for the point of decision. However, in brief it may be stated that the proposed speed limit reductions will improve safety for all road users and should have a positive impact upon the travelling public generally, with no disproportionate impacts anticipated for groups with protected characteristics.