

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

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

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#### 1. The decision:

- 1.1. 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.
- 1.2. 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.
- 1.3. 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 Natley 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.
- 1.4. 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.
- 1.5. That the Executive Member for Economy, Transport, and Environment notes the amendments to bullet points 6 and 7 in paragraph 11 in the report, which should read:
  - Hares lane near Hartfordbridge (Eastbound) between Hartley Wintney and Hartfordbridge
  - Hares lane near Hartfordbridge (Westbound) between Hartley Wintney and Hartfordbridge

## **2. Reasons for the decision:**

- 2.1. A number of recent developments have made this review timely, and with it clarification of the County Council's position, including: related queries from local MPs; speeding concerns expressed by residents and local members; and an evolving casualty and road safety situation with ongoing monitoring.
- 2.2. The County Council has taken measures to address safety concerns in the vicinity of the Baredown by way of a lane reduction scheme, which has aided turning movements into and out of the residential street. However, residents in this area continue to express concerns about speeds along the A30 London Road. Upon investigation as part of this review, the County Council has found that, contrasting with the general picture for the A30 between Basingstoke and Blackwater, accident/casualty rates in this area are in excess of the national average for comparable roads. For this reason, the report recommends speed limit alterations to complement the carriageway reduction scheme and aid safety.
- 2.3. 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.

## **3. Other options considered and rejected:**

- 3.1. To consult on public satisfaction with the 2017 carriageway reduction scheme at the Baredown: this option was rejected on the basis that a speed limit reduction is now recommended to help reduce accidents and casualties on this particular section of the A30 between Basingstoke and Blackwater. Such a measure negates the case for restoring the two lane road layout.
- 3.2. Not to make the speed limit alterations at Water End and Nately Scures in the vicinity of the Baredown: this option was rejected on the basis that it would leave the accident/casualty concerns here unaddressed, with this section of the A30 exceeding the national average for accidents and casualties on comparable roads.
- 3.3. To commit the County Council to dualling the A30 between Basingstoke and Blackwater: this option was rejected on the basis that there is no capacity demand for such a measure, and in any case the substantial capital investment required is not available and would be extremely difficult to secure in the absence of a compelling business case that could demonstrate value for money.

3.4. That no further investigation is undertaken into the provision of cycle improvements along this corridor. This option was rejected on the basis that it would fail to respond to local aspiration or take advantage of the improved safety impacts of recent measures which would support online cycle provision.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

I thank Jo Wright for attending and speaking at my Decision Day today.

**Approved by:**

**Date:**

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**12 November 2019**

**Executive Member for Economy, Transport and  
Environment  
Councillor Rob Humby**