

Hampshire County Council

Report to the Director of Economy, Transport and Environment

Date 10 August 2020

Traffic Order – A325, Bucks Horn Oak Speed Limits

Contact: Ian Janes. Tel: 01962 832284. E-mail: ian.janes@hants.gov.uk.

1. Summary

1.1 The following decision is sought:

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to introduce new and/or amend existing speed limits as follows:

30mph Speed Limit

C84, Binsted Road – between a point 25 metres west of its junction with the A325 and a point 115 metres west of its junction with U229 Back Lane, an approximate distance of 172 metres.

U229, Back Lane – between its junction with C84 Binsted Road and its junction with Binsted Bridleway 41 (i.e. its entire length), an approximate distance of 400 metres.

U229, The Glade – between its junction with U229 Back Lane and its south-western point of termination (i.e. its entire length), an approximate distance of 133 metres.

40mph Speed Limit

A325, Farnham Road – between a point 118 metres south-west of its junction with C52 Fullers Road and the county boundary with Surrey, an approximate distance of 620 metres.

A325 – between a point 57 metres north of its junction with Binsted Bridleway 41 and a point 162 metres south of its junction with C84 Binsted Road, an approximate distance of 595 metres.

C84, Binsted Road – between its junction with the A325 and a point 25 metres west thereof.

C84 Dockenfield Road – between its junction with the A325 and a point 50 metres south-east thereof.

50mph Speed Limit

A325, Farnham Road – between a point 57 metres north of its junction with Binsted Bridleway 41 and a point 118 metres south-west of its junction with C52 Fullers Road, an approximate distance of 1550 metres.

2. Reason

2.1 These proposals are part of the County Council's Safer Roads and Parking, Route Specific Programme (RSP) for the A325 in the Binsted Parish area, and also take into account the Casualty Reduction Partnership's fatal accident investigation in 2017. As part of implementing the casualty reduction RSP measures, the opportunity is being taken to progress appropriate lower speed limits on adjoining side roads as an efficiency saving, enabling the County Council to respond to the local community's request for speed limit changes that would not otherwise be a priority for funding, with minimal additional cost.

2.2 The A325 was included in the County Council's earlier countywide review of A and B road speed limits. The purpose of this review was to assess all speed limits on the county A and B road network in relation to the road traffic collision rate for these roads. The A and B road speed limit programmes were prioritised according to collision rates with (i) the main programme consisting of sites with a collision rate higher than 35 and (ii) a reserve programme consisting of sites with a collision rate higher than 30. A lower speed limit was recommended on the A325 at Bucks Horn Oak and, with a collision rate between 30 and 35, was included in the reserve programme as a lower priority. Following reductions in funding, the reserve programme was subsequently cancelled. The collision rate for the A325 at Bucks Horn Oak was checked at the start of the statutory consultation process for the proposed 40mph speed limit and was found to be significantly higher than the national rate for all types of A roads – 400 against 289.

NOTE: The A and B road speed limit review used the formula to calculate the accident rate per 100 million vehicle kilometres. Shortly after this review, the Department for Transport changed the formula to calculate the accident rate per billion vehicle kilometres. Effectively, the formula is the same, but the decimal point has moved – for example, 25 per 100 million vehicle kilometres would become 250 per billion vehicle kilometres.

2.3 A key factor in setting lower speed limits (such as 30mph and 40mph) is the character of the road under consideration in terms of (a) its alignment, width and frequency of junctions/accesses, (b) the extent of its roadside development and (c) the volume & composition of traffic using the road. Past experience indicates that the majority of reasonable motorists vary their speed according to the factors outlined in (a), (b) and (c) above. The more these factors limit motorists' speed, the lower the speed limit that can realistically be set. Another key factor in setting lower speed limits is the existing speed

of traffic which gives an indication as to how motorists are responding to the factors outlined in (a), (b) and (c) above.

- 2.4 Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians).
- 2.5 The scheme supports the corporate strategies outlined in the table below which accompanies this report.
3. **Other Options Considered and Rejected**
 - 3.1 Other options have been considered – see paragraphs 4.1 to 4.3 of the main report below
4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**
5. **Dispensation granted by the Conduct Advisory Panel – None.**
6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by:

Date: 27 August 2020



Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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Date 10 August 2020

Traffic Order – A325, Bucks Horn Oak 30mph Speed Limits

Contact: Ian Janes. Tel: 01962 832284. E-mail: ian.janes@hants.gov.uk.

Introduction

1. This report considers new/revised speed limits in the Bucks Horn Oak area.

Recommendation

2. That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to introduce new and/or amend existing speed limits as follows:

30mph Speed Limit

C84, Binsted Road – between a point 25 metres west of its junction with the A325 and a point 115 metres west of its junction with U229 Back Lane, an approximate distance of 172 metres.

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50mph Speed Limit

A325, Farnham Road – between a point 57 metres north of its junction with Binsted Bridleway 41 and a point 118 metres south-west of its junction with C52 Fullers Road, an approximate distance of 1550 metres.

3. Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians).

Justification and Details of Proposal

4. These proposals are part of the County Council's Safer Roads and Parking, Route Specific Programme (RSP) for the A325 in the Binsted Parish area, and also take into account the Casualty Reduction Partnership's fatal accident investigation in 2017. As part of implementing the casualty reduction RSP measures, the opportunity is being taken to progress appropriate lower speed limits on adjoining side roads as an efficiency saving, enabling the County Council to respond to the local community's request for speed limit changes that would not otherwise be a priority for funding, with minimal additional cost.
5. The A325 was included in the County Council's earlier countywide review of A and B road speed limits. The purpose of this review was to assess all speed limits on the county A and B road network in relation to the road traffic collision rate for these roads. The A and B road speed limit programmes were prioritised according to collision rates with (i) the main programme consisting of sites with a collision rate higher than 35 and (ii) a reserve programme consisting of sites with a collision rate higher than 30. A lower speed limit was recommended on the A325 at Bucks Horn Oak and, with a collision rate between 30 and 35, was included in the reserve programme as a lower priority. Following reductions in funding, the reserve programme was subsequently cancelled. The collision rate for the A325 at Bucks Horn Oak was checked at the start of the statutory consultation process for the proposed 40mph speed limit and was found to be significantly higher than the national rate for all types of A roads – 400 against 289.

NOTE: The A and B road speed limit review used the formula to calculate the accident rate per 100 million vehicle kilometres. Shortly after this review, the Department for Transport changed the formula to calculate the accident rate per billion vehicle kilometres. Effectively, the formula is the same, but the decimal point has moved – for example, 25 per 100 million vehicle kilometres would become 250 per billion vehicle kilometres.

6. A key factor in setting lower speed limits (such as 30mph and 40mph) is the character of the road under consideration in terms of (a) its alignment, width and frequency of junctions/accesses, (b) the extent of its roadside development and (c) the volume & composition of traffic using the road. Past experience indicates that the majority of reasonable motorists vary their speed according to the factors outlined in (a), (b) and (c) above. The more these factors limit motorists' speed, the lower the speed limit that can realistically be set. Another key factor in setting lower speed limits is the existing speed of traffic which gives an indication as to how motorists are responding to the factors outlined in (a), (b) and (c) above.
7. The scheme supports the corporate strategies outlined in the table below which accompanies this report.
8. Attached are:
 - (i) the traffic order.
 - (ii) a location plan.
 - (iii) a descriptive plan.

Consultation

9. Formal consultations with the Police was carried out during the winter of 2018/2019. The Police do not support the proposed 40mph speed limit on the A325, but raised no concerns regarding the proposed 30mph speed limits. While the Police do not support the proposed 40mph speed limit on the A325, no objection was received.
10. One of the reasons cited by the police for not supporting the proposed 40mph speed limit on the A325 is the likely burden of enforcement on police where one does not currently exist. Recent traffic surveys carried out on the A325 at Bucks Horn Oak indicate mean average speeds of 36mph and 85th percentile speeds of 43mph. As such, this concern is not felt to be substantiated by traffic speed data. With the majority of drivers already travelling at a speed consistent with a 40mph limit, a good level of compliance is anticipated. The Police's comments (and responses) are included in full in Appendix B.
11. The public advertisement of the proposals was carried out from 12th April to 6th May 2019. 14 other representations were received. 12 are supportive of the advertised proposals and two are objections to these proposals. Details and responses are included in the attached Appendix A.
12. Councillor Kemp-Gee and the Police were notified of the public advertisement, together with East Hampshire District Council and Binsted Parish Council.

Local Member's View

13. Councillor Kemp-Gee supports the implementation of the proposed speed limits at Bucks Horn Oak as advertised.

Cost

14. The cost of implementation will be met from the Safer Roads and Parking budget.

Conclusion

15. The setting of lower speed limits (such as the proposed 40mph speed limit on the A325 at Bucks Horn Oak) is primarily determined by the character of the road under consideration and the existing speed of traffic travelling along the road. Recently recorded mean average speeds of 36mph and 85th percentile speeds of 43mph on the A325 at Bucks Horn Oak indicate that 40mph is the appropriate speed limit on this occasion. This speed limit will encourage the minority of motorists currently exceeding the appropriate speed through Bucks Horn Oak to reduce their speed and will be consistent with the existing 40mph speed limit at nearby Holt Pound which has similar road character and recently recorded speeds to Bucks Horn Oak.
16. Taking into account the higher than standard collision rate for the A235 at this location, anticipated casualty benefits of the lower limit, and the comments received, the proposed speed limits at Bucks Horn Oak should be implemented as advertised.

REQUIRED CORPORATE OR 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

Schemes files.

Location

Economy, Transport & Environment
Department,
Hampshire County Council,
Elizabeth II Court West,
The Castle,
Winchester,
Hampshire,
SO23 8UD.