

# HAVANT BOROUGH COUNCIL

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## Delegated Decision by Cabinet Lead

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**Decision By: Councillor Anthony Briggs**

**Proposed TRO - Reduction in speed from 40mph to 30mph in Cope Lane and St Peters Road, Hayling Island**

**Report by: Emma Pond**

**Key Decision: No**

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### **1.0 Delegated Decision Category**

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

### **2.0 Decision**

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Cope Lane and St Peter's Road, Hayling Island to impose a 30mph speed limit and undertake the public consultation regarding the proposed change;

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

2.1.3 subject to the approval and implementation of proposals set out at 2.1.1 officers may submit an application to the Department for Transport for special authorisation to be granted to allow 30 mph carriageway roundels to be installed on Cope Lane and St Peter's Road in place of the existing 40 mph carriageway roundels. This is due to the roads being narrow, rural lanes without any system of street lighting and in most cases, the land adjacent to the carriageway being privately owned or too narrow to accommodate/erect a post.

## 2.0 Issue

- 2.1 Copse Lane and St Peter's Road were identified for a reduced speed limit by Members at the Hampshire County Council Highways Workshop in 2014/15. Hampshire County Council has given approval for Havant Borough Council's Traffic Management Team to carry out the speed limit review on their behalf and implement any necessary changes to the existing Traffic Regulation Order and associated road markings and signage.
- 2.2 The section of A3023 Havant Road between a point 100 metres north of New Cut and a point 50 metres south of Mill Rythe Lane was also identified for a reduced speed limit and has now been reduced from 40 mph to 30 mph (as of 21 September 2015). During Hampshire County Council's consultation period for these proposals, a number of comments were received from residents stating that as a result of the reduced speed limit along A3023 Havant Road, motorists may migrate to Copse Lane as the speed limit is currently set at 40mph in part.
- 2.3 As part of the speed limit review for Copse Lane and St Peter's Road, Speed data was obtained in 2013 and more recently in 2015. The results can be found in **Appendix A**.
- 2.4 Mean speed and 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. The Department for Transport (Setting Local Speed Limits circular 2013) advises traffic authorities to continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.
- 2.5 The mean speeds for both locations (listed below) would support the introduction of a 30 mph speed limit along Copse Lane and St Peter's Road in their entirety.

	Site Ref: 72023093 (just north of Lower Tye Farm, Copse Lane)		Site Ref: 72023094 (at the point where Copse Lane currently changes from 40mph to 30mph)	
	2013	2015	2013	2015
<b>Southbound</b>	20.9 mph	21.9 mph	30.8 mph	29.6 mph
<b>Northbound</b>	22.2 mph	23.9 mph	31.4 mph	31.7 mph

- 2.6 It is noted that the data at **Appendix A** states that location 72023094 has an 85<sup>th</sup> percentile that is just above 30 but it should be noted that the location of the speed detection radar is at the point at which the speed limit changes from 40 mph to 30 mph and vice versa. Therefore, it is anticipated that vehicle speeds would be slightly higher in this location as vehicles approach or leave the 40 mph speed limit.
- 2.7 For the five year period from 1 April 2010 to 31 March 2015 there were a total of 2 recorded Personal Injury Accidents (PIA's) along the length of Copse Lane that is currently subject to a 40 mph speed limit. Both injury accidents were recorded as slight in severity and involved the motorist failing to negotiate a bend in the road and veering onto the opposing side of road.

2.8 As well as collision and injury savings, it is important to consider what the road looks like to road users as this is a principal consideration in determining an appropriate speed limit. Copse Lane and St Peter's Road are rural and narrow in parts and do not have a pedestrian footway. Copse Lane and St Peter's Road are routes used by all road users including pedestrians, cyclists and equestrians, as well as the drivers and riders of motorised vehicles. The composition of road users, road geometry, history of collisions, existing traffic speeds, impact on the community and road function have all been considered in determining whether a reduction in speed limit would be advantageous.

2.9 Following investigation it is proposed that:

2.9.1 the section of Copse Lane from a point 427 metres north-east of its junctions with Yew Tree Road, eastwards and northwards to its junction with St Peter's Road, and St Peter's Road from its junction with Copse Lane northwards to a point 236 metres south of its junction with St Peter's be reduced to a 30 mph speed limit to:

2.9.1.1 improve safety for all road users including pedestrians, cyclists and equestrians, as well as the drivers and riders of motorised vehicles; and

2.9.1.2 reflect the recent reduction in speed limit of A3023 Havant to 30 mph.

2.9.2 the necessary application be made to the Department for Transport for special authorisation to be granted to allow 30 mph carriageway roundels to be installed on the carriageway in place of the existing 40 mph carriageway roundels. This is due to the roads being narrow, rural lanes without any system of street lighting and in most cases, the land adjacent to the carriageway being privately owned or too narrow to accommodate/erect a post. These markings would be in place of upright signs so as to enable enforcement of the revised speed limit.

2.10 The proposed change in speed limit would result in a continuous 30 mph speed limit from a point 760 metres east of the junction of Northney Road with the A3023 Havant Road through St Peter's Road and Copse Lane in its entirety.

2.11 Plan 2015HIE01 details the lengths of road subject to the proposed restrictions.

#### **4.0 Implications**

4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Council's aids to movement budget.

4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.

4.3 **Strategy:** The regulation of traffic meets the Council's safer vision.

4.4 **Risks:** Should the proposals not be implemented the risk is that safety concerns will remain and displaced traffic off the A3023 Havant Road may use Copse Lane

more frequently increasing the likelihood of increased volumes of traffic, speeds and the potential for accidents.

- 4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council website and in the local press as per the Councils statutory duties.
- 4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council website and in the local press as per the Council's statutory duties.
- 4.7 **The Integrated Impact Assessment (IIA) has been completed and concluded the following:** There are no concerns about the proposals having a differential impact and it is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council.
- 4.8 **Consultation:** The County Councillor, Ward Councillors and the Police are being *consulted* on the scheme.

Appendices:

- Appendix A - Speed data obtained from Hampshire County Council  
Appendix B - Plan of proposed restrictions

Background Papers: None

Date of Decision by Cabinet Lead:

Agreed and signed off by:  
Team Leader:

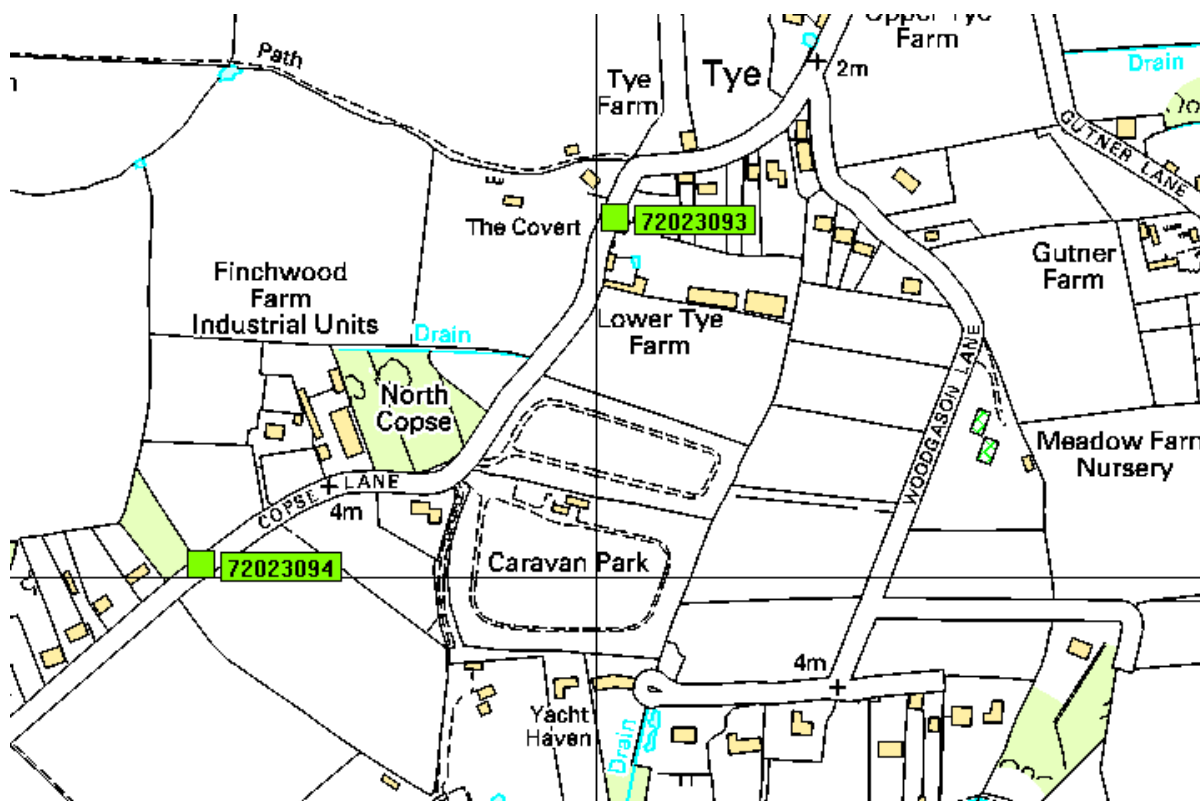
Reviewed by  
Legal Services:  
Finance:

**Contact Officer:** Emma Pond  
**Job Title:** Senior Traffic Engineer  
**Telephone:** 02392 446218  
**E-Mail:** [emma.pond@havant.gov.uk](mailto:emma.pond@havant.gov.uk)

## Appendix A

Extract of speed data obtained from 2013 and 2015 for Copse Lane, Hayling Island. Data obtained by Hampshire County Council.

The map below shows the locations for where the speed data was obtained. The locations are represented by the green boxes.



The tables below provide details of the data that was obtained:

Location: 72023093	2013		2015	
	85 <sup>th</sup> %ile	Mean speed	85 <sup>th</sup> %ile	Mean speed
Southbound	25.4 mph	20.9 mph	25.4 mph	21.9 mph
Northbound	27.1 mph	22.2 mph	29 mph	23.9 mph

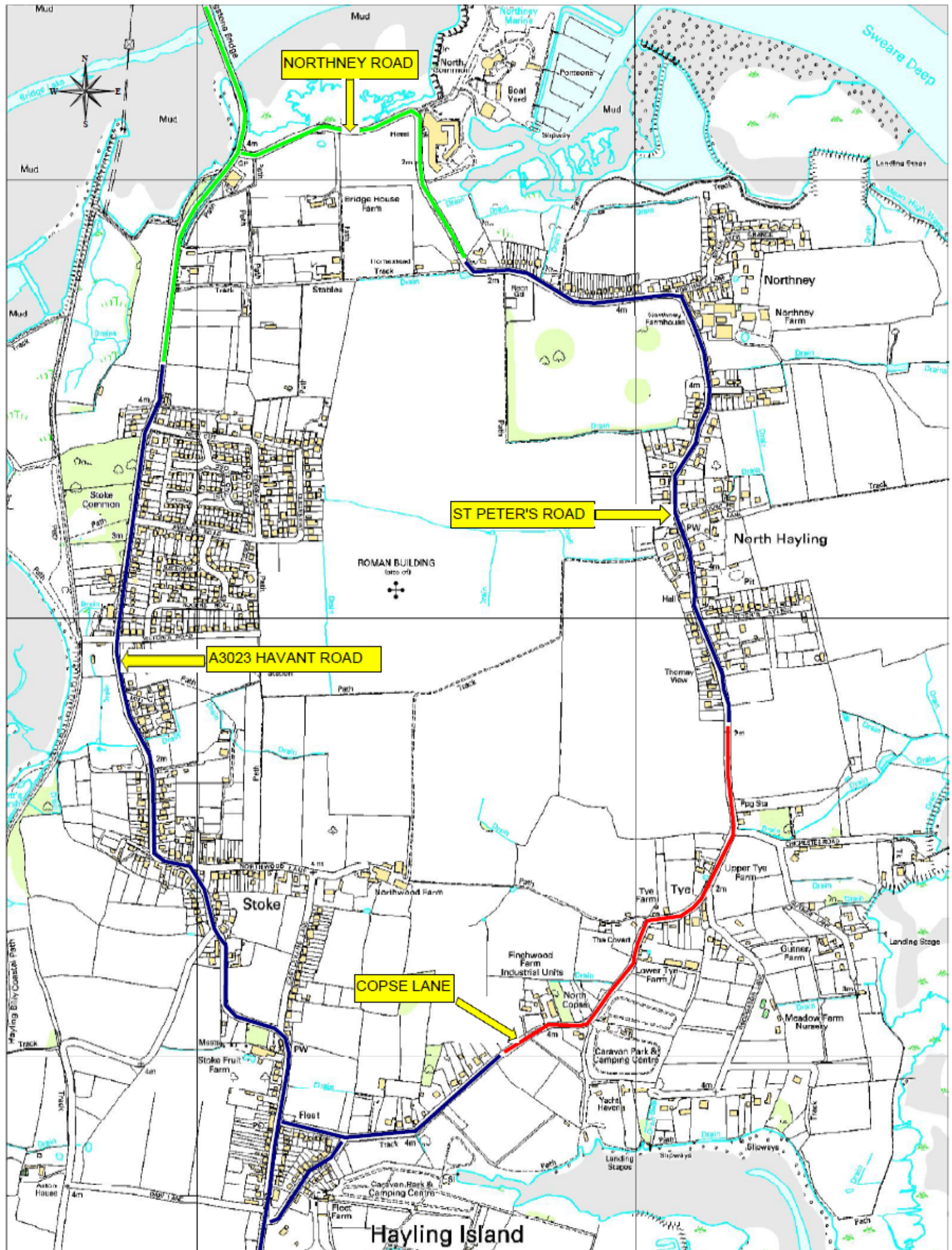
Location: 72023094	2013		2015	
	85 <sup>th</sup> %ile	Mean speed	85 <sup>th</sup> %ile	Mean speed
Southbound	37.8 mph	30.8 mph	35 mph	29.6 mph
Northbound	37.5 mph	31.4 mph	37.6 mph	31.7 mph

### Key

**85<sup>th</sup> %ile** - The speed at or below which 85% of vehicles are travelling

**Mean Speed** - The average speed





Public Service Plaza  
Civic Centre Road  
Havant  
Hampshire PO9 2AX  
tel 023 9247 4174 fax 023 9248 0263  
www.havant.gov.uk



Title  
COPSE LANE  
HAYLING ISLAND  
PROPOSED 30MPH SPEED LIMIT

Drawn By: ECP

Scale: 1:8000

Drawing No: 2015HIE01

Cleaner, Safer, More Prosperous

KEY:

- = Existing 40MPH
- = Existing 30MPH
- = Proposed 30MPH (Existing 40MPH)