

**BURSLEDON, HAMBLE-LE-RICE & HOUND LOCAL AREA COMMITTEE**

**Thursday 18 September 2003**

**HAMBLE LANE SPEED LIMIT REVIEW**

**EXECUTIVE SUMMARY**

**Report of the Head of Engineering**

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**RECOMMENDATIONS**

It is recommended that:

- (1) A feasibility study be undertaken to determine appropriate measures and costs required to reduce vehicular speeds on the southern section of Hamble Lane sufficiently to enable a lowered speed limit to be introduced. This study will cost in the region of £3,000 for which this Committee would need to allocate funding.
  - (2) A Traffic Regulation Order be progressed through to implementation, subject to no objections, to introduce a 30mph speed limit on this section of Hamble Lane to coincide with the introduction of measures recommended in 1, above, if appropriate. The associated costs would be discussed with this Committee following the results of the feasibility study.
  - (3) This Committee allocates funds of approximately £1,000 for the provision and erection of a warning sign in advance of the Satchell Lane/Hamble Lane junction, in the event that Hampshire County Council are unable to fund the work.
  - (4) '30' roundels and red coloured surfacing be laid on the road at the entry points to the 30mph speed limit in Hamble Lane/Portsmouth Road to highlight the 30mph speed limit. Funds of approximately £4,500 would be required from this Committee for this to be undertaken, in the event that Hampshire County Council are unable to fund the work.
  - (5) Consultation work associated with the revised access for the Broadway be undertaken, for which funding has been secured.
  - (6) The Police be requested to continue undertaking speed enforcement on Hamble Lane.
  - (7) Hampshire County Council's Safety Engineering Team be requested to further investigate the injury accidents on the southern section of Hamble Lane to determine whether any additional measures are warranted.
  - (8) Experimental changes to improve cycleway safety be noted.
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## **SUMMARY**

A speed limit review has been undertaken on the southern section of Hamble Lane with a view to reducing the existing speed limit of 40mph to 30mph. In view of the number of school children, the high traffic volumes and tankers using this road, it is recommended that speed-reducing features be implemented, if appropriate, together with a reduced speed limit of 30mph. Speeds on the existing 30mph speed limit at the northern end of Hamble Lane and on the section of Portsmouth Road to the west of Hamble Lane remain high. It is recommended that entry points to the limit be enhanced by means of coloured surfacing and '30' roundels.

**Statutory Authority:** Section 42 Highways Act 1980; Agreement dated 22nd April 1988 between Hampshire County Council and Eastleigh Borough Council by virtue of Section 101 Local Government Act 1972 and Section 1 Local Government (Goods and Services) Act 1970 relating to Highway Authority functions.

## **INTRODUCTION**

1. Following concern expressed by haulage companies on the Hamble Peninsula with regard to speed and road safety, a motion was tabled on 6<sup>th</sup> February 2003 at the Bursledon, Hamble-le-Rice and Hound Local Area Committee. This was to investigate the possibility of extending the 30mph speed limit on Hamble Lane from the existing terminal point to the south of the Hound corner roundabout to 100 metres north of Hound Corner roundabout. The motion was unanimously agreed and adopted.
2. A previous study undertaken in 1996 considered the feasibility of reducing this speed limit to 30mph, however, the data obtained did not comply with the requirements for a 30mph limit and the option was not pursued further.
3. This speed limit review considers the current speeds on Hamble Lane and identifies whether additional features would be required in order to reduce the limit to 30mph.
4. The existing 30mph speed limit further north on Hamble Lane (between Mallards Road and Jurd Way) and on Portsmouth Road (between Shop Lane and the junction with Hamble Lane) was introduced on 14 February 2003. Illuminated terminal signs are on all entry points.
5. Concern has been expressed that motorists are unaware of the change in limit, even several months on. This will therefore be investigated to determine whether the limit can be highlighted in any way to raise motorists' awareness.

## **STUDY AREA**

6. Hamble Lane is a 'B' classified road numbered B3397. It is the major route into Hamble-le-Rice and connects via Windhover roundabout to junction 8 of

the M27. Hamble Lane runs through a mixture of open undeveloped areas (including greenfield) and quite dense developments where many properties front onto the road.

7. The stretch of road considered within the speed limit review is approximately 1200 metres in length running from the existing terminal point of the 30mph speed limit (just north of the point where the railway crosses Hamble Lane) to 100 metres north of the Hound Corner roundabout as shown in Appendix 1.
8. In recent years, a roundabout has been introduced at the Hound Corner junction. A toucan crossing near the pedestrian access to Hamble Community School and another pedestrian crossing approximately 65 metres south of the vehicular entrance to Hamble Primary School (just south of the study area) have also been recently constructed. It is likely that all these features will have had some affect on reducing speeds along this stretch of road.
9. The speed limit on Hamble Lane, between its junction with Mallards Road and Jurd Way and the section on Portsmouth Road, between Shop Lane and the junction with Hamble Lane was reduced from 40mph to 30mph in February 2003. Yellow backed illuminated signs were erected as appropriate.

## **DATA**

10. Details regarding vehicular speed, personal injury accidents and traffic flow can be found in the Hamble Lane Speed Limit Review - Technical Report, which also includes the data and observations relating to the criteria required for a reduced speed limit (Appendices 1 & 3). This can be viewed or printed at [www.eastleigh.gov.uk.uk/meetings](http://www.eastleigh.gov.uk.uk/meetings) or a copy is available for inspection at the Civic Offices. The data relating to speed is repeated below for ease of reference.

**Table 1: Summary of 85<sup>th</sup> Percentile Vehicle Speeds**

Site No.	Location	85 Percentile speed (mph)	
		Northbound	Southbound
1	North of Hound Road roundabout	37	42
2	Adjacent to The Broadway	42	37
3	South of Railway Bridge	42	40
4	Outside Police Training Centre	41	38

**Table 3: Summary of 85<sup>th</sup> Percentile Vehicle Speeds**

Site	Location	Year	Speed Limit	85 Percentile speed (mph)	
				Eastbound	Westbound
X	Portsmouth Road (between Pound Road and Green Lane)	2001	40	36	35
		2003	30	39	38
Site	Location	Year	Speed Limit	85 Percentile speed (mph)	
				Northbound	Southbound
Y	Hamble Lane (between Pound Road and Portsmouth Road)	2001	40	31	35
		2003	30	35	35
Z	Hamble Lane (south of junction with Cunningham Gardens)	2001	40	36	36
		2003	30	40	38

**OPTIONS FOR IMPROVEMENT**

**SPEED LIMIT**

11. The review data does not meet the criteria set by the Department for Transport for a reduced speed limit of 30mph to be introduced on Hamble Lane. The measured vehicular speeds are too high and the predominant character of the road is such that a 40 mph speed limit is currently appropriate.
12. However, the level of usage of this road by school children in conjunction with high volumes of other vehicles gives some cause for concern. As such, it is believed that a reduced limit would be beneficial. In order to consider a reduction of the speed limit, some speed-reducing features, in addition to those already existing, are required. Features that provide drivers with a perception of increased risk are likely to result in a reduction in their speed.
13. A reduction of the current 85<sup>th</sup> percentile speeds of between 1 and 5mph would be required to consider reducing the limit to 30mph. The 85<sup>th</sup> percentile speed is the speed at or below which 85% of the traffic is travelling at under free-flow conditions.
14. The introduction of physical features to slow traffic such as build-outs or pinch-points would not be acceptable on Hamble Lane, owing to the nature of the road and the type of vehicles using it. Additional lining and coloured surfacing alone is likely to achieve a small reduction of speed, however it is recommended that consideration be given to the use of alternative measures in addition, such as speed limit roundels at the entry points to the limit and Vehicle Activated Signs.

**Figure 1: Hamble Lane (facing north)**



15. If a reduction in speed limit along this stretch of road is to be pursued a feasibility study will be required to determine what measures could be considered and the approximate costs of implementing the proposed measures.
16. A study of this nature will cost in the region of £3,000.

### **ROAD SAFETY**

17. Although the accident rate on Hamble Lane does not give cause for concern, there are two locations in particular where a number of injury accidents have occurred.
18. At the junction with Satchell Lane, two rear-end shunts have occurred for northbound traffic. The contributory factor for both these incidents was recorded by the Police as 'following too close'. In addition, the proximity of the junction with the roundabout may have had some bearing. Motorists can be looking out for directional signage and not be aware of the approaching junction and slowing traffic. It is therefore recommended that a warning sign be erected to bring attention to this particular junction.
19. In January 2003, a feasibility study for a new access was carried out on the Broadway, off Hamble Lane. Existing accesses are at either end of the Broadway, entry at the northern access, exit only at the southern access.
20. Three injury accidents have occurred in the vicinity of the southern access, although none of these were directly related to this access and associated manoeuvres. Residents do, however, have safety concerns at the close proximity of this exit to the railway bridge. Visibility is poor and traffic approaches quickly.
21. The feasibility study assessed the provision of an alternative access in the central section of Broadway. The existing entry and exits could then be blocked off. The design and costs associated with this proposal have been

considered, suggesting that if the scheme were to be progressed further, the scheme should be safety audited and consultation with residents carried out. Further funding of £500 has recently been allocated for the consultation exercise to be carried out.

### **CYCLIST SAFETY**

22. Concern has also been expressed regarding the number of cyclists cycling in between the kerb and bollards erected on the off-road shared-use facility. A length of these has recently been removed to see if this improves safety and the situation will be monitored.

### **EXISTING 30MPH SPEED LIMIT**

23. The stretch of 30mph speed limit on Hamble Lane further north and the limit on the adjoining section of Portsmouth Road has been raised as an area of concern, in that many motorists are unaware that the limit has changed (Appendix 2).
24. It is apparent that speeds have increased since the introduction of the lowered limit. No reason for this can be given, other than the fact that motorists may not be aware that the limit is 30mph or believe that a higher speed is more appropriate for the character of the road and therefore choose to ignore it.

**Figure 2: Hamble Lane/Mallards Road junction (facing north)**



25. In order to highlight this speed limit, it is recommended that '30' roundels be laid on the road at the entry points to the limit. This would consist of an area of red coloured road surfacing upon which a '30' within a circle will be marked in white. This should aim to remind motorists that they are entering a different and lower speed limit.
26. Since street lighting exists within this section of 30mph, no 'repeater' signs are permitted. This also applies to the use of roundels on the road.

27. Some vegetation is currently obscuring some of the terminal signs. A request will be made for maintenance of the verges to be undertaken.
28. It is recommended that following the introduction of these improvements, speed surveys be undertaken again to determine whether they have been effective. This issue will also be passed on to the Police with a request for enforcement to be undertaken as appropriate.

### **FINANCIAL IMPLICATIONS**

29. If this Committee wishes the option of the reduced speed limit to be pursued further, a feasibility study is required, which will cost approximately £3,000 and should be funded by the Committee.
30. This study would ascertain what features could be considered to reduce the existing vehicular speeds, whether they are practical and the approximate costs of doing so.
31. The staffing costs associated with the Traffic Regulation Order (TRO) can be funded through the Agency TRO budget. However, the annual budget received from Hampshire County Council for implementation of TROs has already been spent. A bid has been made to HCC for additional funding to cover the TROs currently being progressed throughout the borough, however, it is unlikely that sufficient funding will be available.
32. As such, if this Committee would like to see this TRO progressed in this financial year, funding will be required. This is dependent upon appropriate measures being implemented as a result of the aforementioned feasibility study. Discussions with this Committee can be undertaken following the outcome of the feasibility work to discuss the funding implications at that time.
33. A speed warning sign for Satchell Lane would need to be illuminated and will cost approximately £1,000. A request will be made to Hampshire County Council for this funding, however, in the event that HCC are unable to fund this, if approved, this Committee should allocate the necessary funds for its provision and erection.
34. In order to introduce coloured surfacing and a '30' roundel at the three entry points to the 30mph section to the north of Hamble Lane and on the eastern section of Portsmouth Road, £4,500 would need to be allocated by this Committee, in the event that Hampshire County Council are unable to fund it.

### **CONCLUSIONS**

35. A speed limit review has been carried out on Hamble Lane from the existing 30mph speed limit (just north of the point where the railway crosses Hamble Lane) to 100 metres north of the Hound Corner roundabout. This review determines whether a reduced speed limit of 30mph could be introduced.

36. ATCs were laid in two locations to obtain traffic flow data. Speed measurements were recorded at four locations. Injury (and damage-only) accident data have been analysed.
37. In order to achieve some uniformity of speed limits throughout the country, criteria set by the Department for Transport should be met when speed limits are reviewed. If unrealistic speed limits are set, they are unlikely to have any affect, can bring speed limits into disrespect and require considerable Police enforcement.
38. The data obtained as part of this review does not currently meet the requirements to reduce the speed limit from 40mph to 30mph. The character of the road and environment, measured vehicular speeds and injury accident data suggest that the existing limit of 40mph is appropriate.
39. However, in view of the number of school children, the high traffic flows and type of vehicles using the road, consideration should be given to implementing speed reducing measures in the form of lining, coloured surfacing and signing. A feasibility study is required to determine what measures could be considered to try to reduce the 85th percentile speeds sufficiently for this to be reconsidered.
40. Provided sufficient and appropriate speed-reducing features are implemented, a reduced speed limit of 30mph could be progressed and implemented simultaneously. Following discussions with Hampshire County Council, this view is supported.
41. It is recommended that a sign warning of the side road junction with Satchell Lane be erected on the northbound approach.
42. Consultation work associated with the revised access for the Broadway will now be pursued further.
43. Speeds on the northern section of Hamble Lane and the adjoining section of Portsmouth Road still remain high, despite a lowered limit of 30mph being introduced earlier this year. It is believed that speeds could be lowered further by enhancing the entry points to this limit by the use of coloured surfacing and '30' roundels.
44. A request will be made to the Police to undertake enforcement on this stretch of road and the issue regarding injury accidents will be raised with Hampshire County Council's Safety Engineering Team.

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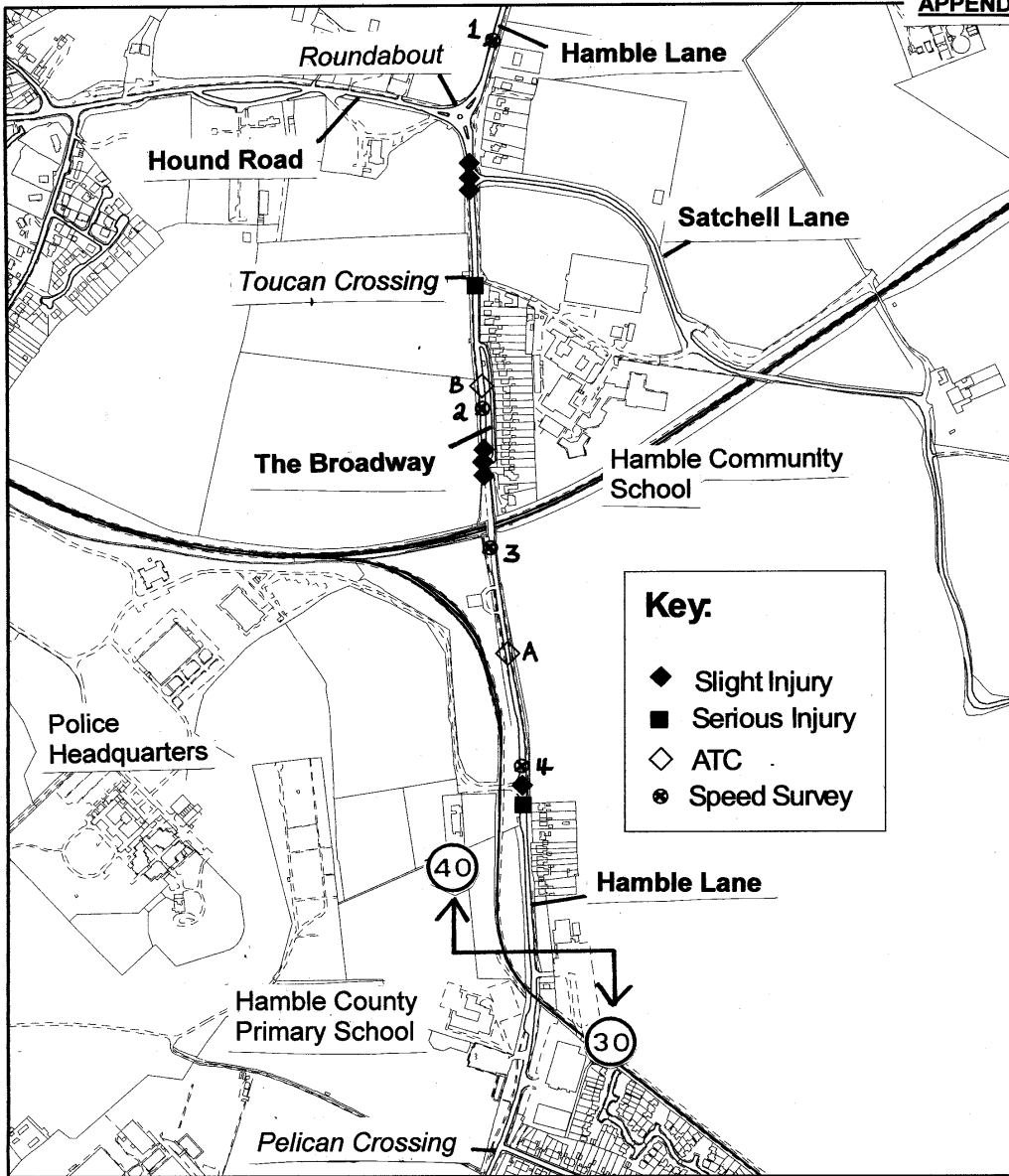


Date: 9 September 2003  
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Appendices attached: 3 No.



### **LOCAL GOVERNMENT ACT 1972 SECTION 100D**

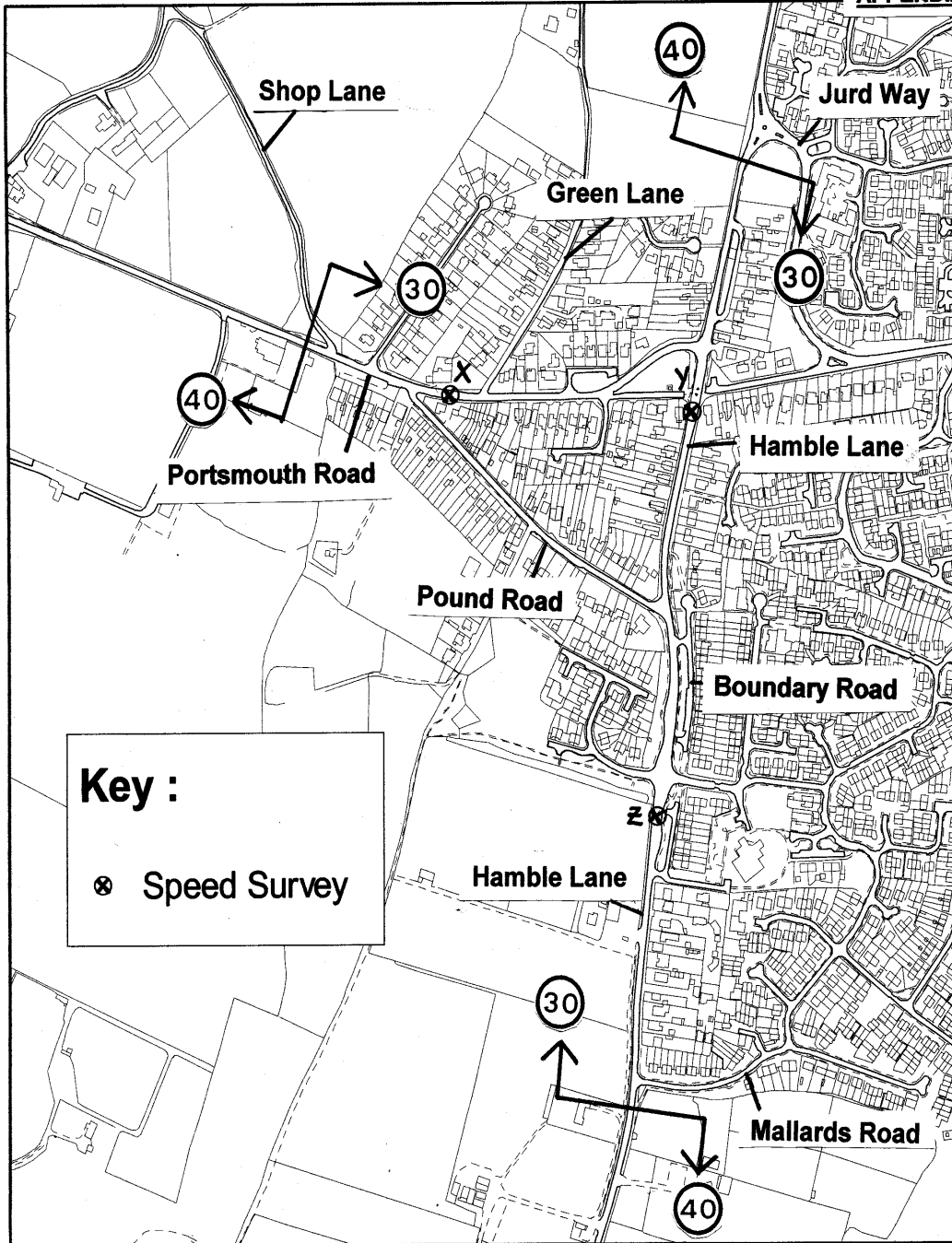
The following documents disclose the facts or matters on which this report or an important part of it is based and have been relied on to a material extent in the preparation of this report.

- Hamble Lane Speed Limit Review Technical Report 2003 (*Eastleigh Borough Council*)
- Circular Roads 1/93 (*Department of Transport*)
- Road Accidents Great Britain 2001 (*Department for Transport*)
- 'Traffic in Great Britain, 1<sup>st</sup> Quarter 2003' (*Department for Transport*)



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 <p>Duncan McVey B.Sc., C.Eng., M.I.C.E. Head of Engineering</p>	<p>TITLE Hamble Lane Speed Limit Review Location Plan and Data</p>
<p>Engineering Services Civic Offices Leigh Road Eastleigh Hants SO50 9YN Telephone 023 8068 8000 Fax 023 8064 3952</p> 	<p>Drg No E/TM/02/M/17/001 Scale 1:7000 Map Ref SU4708 Name NP Date 13/08/2003 Checked By</p>



**Key :**  
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	Duncan McVey B.Sc., C.Eng., M.I.C.E. Head of Engineering	TITLE Hamble Lane Speed Limit Review Location Plan and Data (2)
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Engineering Services Civic Offices Leigh Road Eastleigh Hants SO50 9YN	Drg No E/TM/02/M/17/002 Scale 1:5500 Map Ref SU4709 Name NP Date 13/08/2003 Checked By
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**STICK DIAGRAM**

Location: Hamble Lane

Personal Injury Accidents for 3 years from 01/01/00 to 31/12/02

Police Ref.	LN0121	LH0060	LH0261	TL0022	LN0056	LN0062	LN0105	LH0285	LH0196
Location	Satchell Lane junction			School Entrance	Broadway junction (south)			South of railway bridge	South of Police HQ junction
Date	14/08/00	14/02/02	10/07/02	15/02/00	23/04/00	13/05/00	17/07/01	01/08/02	11/05/02
Time	17:45	14:02	11:54	15:00	18:30	04:16	19:00	12:56	12:50
Severity	Slight	Slight	Slight	Serious	Slight	Slight	Slight	Slight	Serious
Dark/Light	Light	Light	Light	Light	Light	Light	Light	Light	Light
Wet/Dry	Dry	Dry	Dry	Dry	Dry	Dry	Wet	Dry	Dry
No. Vehicles	3	3	2	1	3	1	3	1	2
Mode 1	Car	Car	P/Cycle	Car	Car	Car	Car	Car	Car
Mode 2	Car	Car	Car	Pedestrian	Car	-	Car	-	M/Cycle
Mode 3	Car	Car	-	-	Car	-	Car	-	-
No. of Casualties	2	1	1	1	2	2	4	1	1
Contributory Factors	Following too close	Following too close	Failure to give way. Misjudging speed	Crossing road masked by vehicle & stepping into road carelessly	Excessive speed & careless/thoughtless/reckless	Excessive speed - hit tree & fence	Excessive speed, stationary/parked vehicle & slippery road	Loss of control of vehicle	Failure to judge other persons path/speed Panic & following too close
Manoeuvre	