



Hampshire County Council

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Sarah Jelley
Hedge End Town Council
2000 Centre
St Johns Road
Hedge End
Southampton
SO30 4AF

<i>Enquiries to</i>	Cllr Rob Humby	<i>My reference</i>	RH/JW/7061260
<i>Direct Line</i>	01962 847441	<i>Your reference</i>	
<i>Date</i>	20 December 2019	<i>Email</i>	rob.humby@hants.gov.uk

Dear Ms Jelley

Thank you for your correspondence, dated 17 October 2019, detailing your concerns with regard to Maypole Roundabout, Hedge End.

Please accept my apologies for the delay in responding. We had been waiting until we were able to provide a full response from all the teams concerned.

Traffic surveys were carried out at a number of sites in February 2019 and have shown traffic to be travelling at an overall average speed below the 40mph speed limit. The average speeds range from 38.7mph to 31mph, but are generally within the mid-range between 30mph and 40mph, and demonstrate that the current speed limit operates well and achieves driver respect.

A reduction in the speed limit to 30mph is not considered viable at this time as the route does not fully meet the criteria for a 30mph speed limit in terms of highway character, and better reflects the characteristics of a 40mph speed limit. More generally, 30mph sites typically have a more restrictive road geometry with a higher density of development, such as residential areas and town or village centres.

It is also important to note that reducing a speed limit will not necessarily result in reduced traffic speeds unless the surrounding environment supports a lower speed limit. There is no benefit in setting a speed limit at a lower level if it is unlikely to achieve driver respect, as this can lead to misjudgements by road users that can have a negative effect on road safety. This is because there is an increased risk of misjudgements where road users perceive speed limit compliance when it is not the case.

Continued.... /

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

Whilst we will always respond to safety issues based on evidence or professional judgement, we routinely prioritise sites with recurring treatable patterns of reported injury accidents, for our casualty reduction programme. To do this, we proactively examine the police database of all collisions that have resulted in injury. With no speed related history of road casualty collisions in this area, there is no justification for a reduced speed limit to be considered on the grounds of road casualty reduction. A link to our policy can be viewed via the link below, along with further information on associated policy and criteria for traffic management measures.

<https://www.hants.gov.uk/transport/roadsafety/makingroadssafer>

I appreciate that future development in this area may result in changes to the local road environment and, for this reason, the Safer Roads and Parking team will continue to monitor this site with a view to further review of the speed limit as this future development is planned.

With regards the roundabout construction, after the surfacing was laid by the contractor in June 2018 it was found that parts of the surfacing was out of specification with regards to skidding resistance that Hampshire would normally require. We have been working since then with the contractor to find a solution that will provide the durability required and not cost more money to maintain. We have also been considering how these remedial works can be delivered without major traffic disruption to Hedge End and Botley. We are now in a position to send HCC's final proposals to the contractor before the end of this year, and if they accept them we would look to complete the works in the spring (March onward, depending on temperatures).

At the same time of the surfacing, we will be implementing changes to some of the road markings on both the approaches to the roundabout and on the roundabout itself, to improve lane discipline as this was raised at the interim road safety audit undertaken just before the works were completed last year. There will be a further, full road safety audit stage 3 undertaken once the remedial works are completed.

Yours sincerely



Cllr Rob Humby
Deputy Leader
Executive Member for Economy, Transport and Environment