

Consultation report

Public consultation on Bramshaw traffic calming proposals

Date: November 2017

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1.0 Introduction

In early 2017, Hampshire Country Council commissioned Test Valley Borough Council to carry out an option appraisal for possible traffic calming measures on the B3079 through Bramshaw with a view to addressing road safety concerns in the village.

The scheme forms part of Hampshire Country Council's Local Highways and Transport Fund (LHTF)¹ programme and funding was approved at the Highways and Transport Members Workshop in November 2015.

1.1. Scope of the option appraisal

The agreed geographical scope of the scheme covers the following two stretches of the B3079:

1. From the junction of the B3078 and B3079 to Burnford Bridge (southern section)
2. From the Village Hall to St Peters Church/The Old Vicarage (northern section)

As agreed with Bramshaw Parish Council, the main objectives of the traffic calming scheme are to:

- reduce the animal casualty rate in the village
- reduce the number of vehicles using this route as a 'rat run' to bypass more obvious major routes
- create a safe environment for appropriate use of a rural road by diverse parties including pedestrians, cyclists and horse riders

whilst at the same time:

- minimising the impact of vehicle-generated noise on local residents
- preserving safe access to properties
- preserving the rural visual aspect of the local environment
- preserving safe access by all vehicle types, including emergency vehicles, farm equipment, livestock trailers, motorhomes and towed caravans

2.0 Extent of public consultation

The public consultation on the draft proposals was held for a total of 6 weeks, starting on Tuesday 22 August and ending at midnight on Tuesday 3 October 2017. Two public consultation events were held at Bramshaw Village Hall on 22 and 26 August 2017.

The exhibition material was available online via the HCC website, and hard copies were available at the two public consultation events and on request at the County Council offices in Winchester and the village store in Bramshaw. The exhibition materials included an email address and telephone number for further inquiries and/or comments.

A feedback form with free-post envelope was enclosed with the consultation material which contained a number of questions and a comments section. The feedback form has allowed the council to gauge the level of support for the scheme proposal and provided an opportunity for the local residents and other stakeholders to raise any concerns and identify areas for further consideration.

The questionnaire was also made available online along with the exhibition plans and information which are still available to view on the scheme website.

¹ The fund, which provides capital for a number of smaller (under £50,000 in value) transport and mobility improvement projects ran from 2013/14 to 2016/17 and is now closed to new scheme applications.

3.0 Summary of Results

Overall, a total of 42 responses were received by Hampshire County Council's Strategic Transport team. Of these, 12 were paper questionnaires, 19 responses were completed online via the scheme's website and 11 were emails/letters.

A number of questionnaire/email/letter responses were completed by one person but included an additional person's details; where this is the case, it is deemed to be completed by two individuals.

The responses received online may have been completed by respondents unable to attend the exhibitions, therefore missing out on the opportunity to discuss their concerns with the Hampshire County Council representatives.

This report aims to summarise the results of the responses received and to categorise the qualitative data (written/e-mailed responses) into common themes.

Please note that not all respondents provided additional comments. All comments received were recorded.

4.0 Analysis of Responses

The responses show a significant level of support for the proposed scheme and most of its elements, and 67% of respondents stated that there is a problem with traffic speed along B3079 through Bramshaw.

Comments received by email or letter were treated as 'No response' in the questionnaire analysis; however, where comments address specific measure or locations that are mentioned in the questionnaire, they are listed separately (the percentage figures in brackets show the total percentage if these responses were to be added to the questionnaire replies).

In summary, the percentage of respondents explicitly supporting or opposing the proposed traffic calming measure are as follows (see graphics for a more detailed break-down of answers):

1. Deployment of temporary mobile vehicle-activated signs (VAS) *in addition* to other traffic calming measures

For: 57.1%

Against: 2.4%

Deployment of temporary mobile vehicle-activated signs (VAS) *instead of* other traffic calming measures

For: 11.9%

Against: 26.2%

2. Change of priority at Location 1 (the junction of the B3078 and B3079 in Brook)

For: 4.8%

Against: 66.6%

Additional responses from comments received:

For: 2 (9.5%)

Against: 4 (76.2%)

3. Installation of a village gateway in Location 2 (adjacent to Brook Green)
For: 59.5%
Against: 11.9%

Additional responses from comments received:
For: 3 (66.6%)
Against: 1 (14.3%)
4. Installation of a pinch point in Location 3 (just to the south of the village store)
For: 59.5%
Against: 14.3%

Additional responses from comments received:
For: 5 (71.4%)
Against: 3 (21.4%)
5. Installation of a pinch point in Location 4 (between the village store and Burnford Bridge)
For: 59.5%
Against: 11.9%

Additional responses from comments received:
For: 6 (73.8%)
Against: 2 (16.6%)
6. Installation of a pinch point in Location 5 (north of the Village Hall)
For: 57.1%
Against: 11.9%

Additional responses from comments received:
For: 6 (71.4%)
Against: 2 (16.6%)
7. Installation of a pinch point in Location 6 (south of Harwoods Garage)
For: 57.1%
Against: 14.3%

Additional responses from comments received:
For: 6 (71.4%)
Against: 2 (19%)
8. Installation of a village gateway in Location 7 (north of St Peter's Church)
For: 57.1%
Against: 9.5%

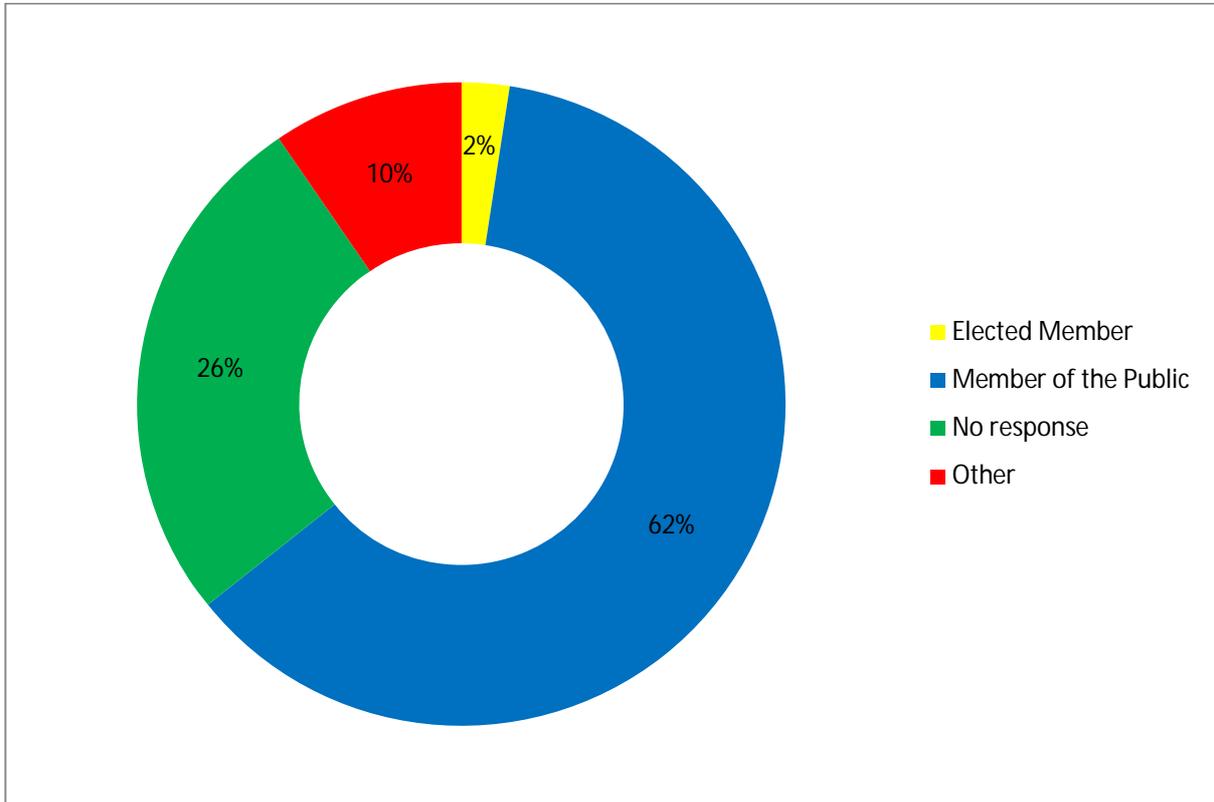
Additional responses from comments received:
For: 4 (66.6%)
Against: 0 (9.5%)
9. Change of road markings as per the proposal
For: 61.9%
Against: 9.5%

Additional responses from comments received:

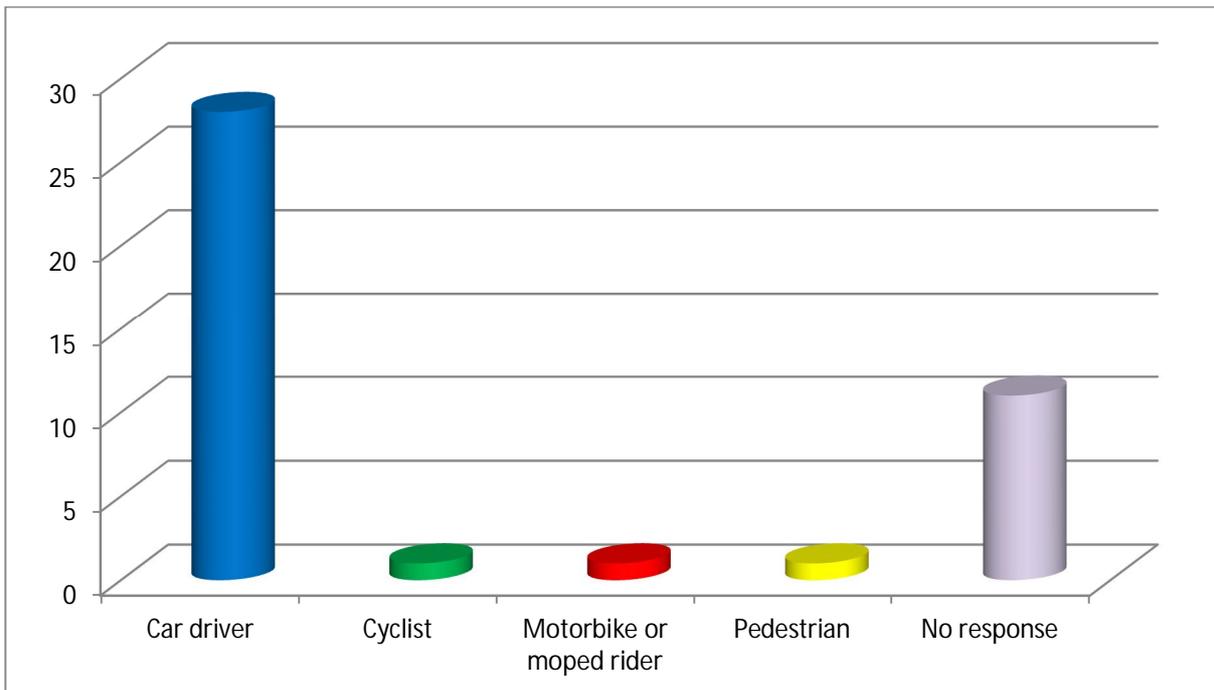
For: 5 (73.8%)

Against: 1 (11.9%)

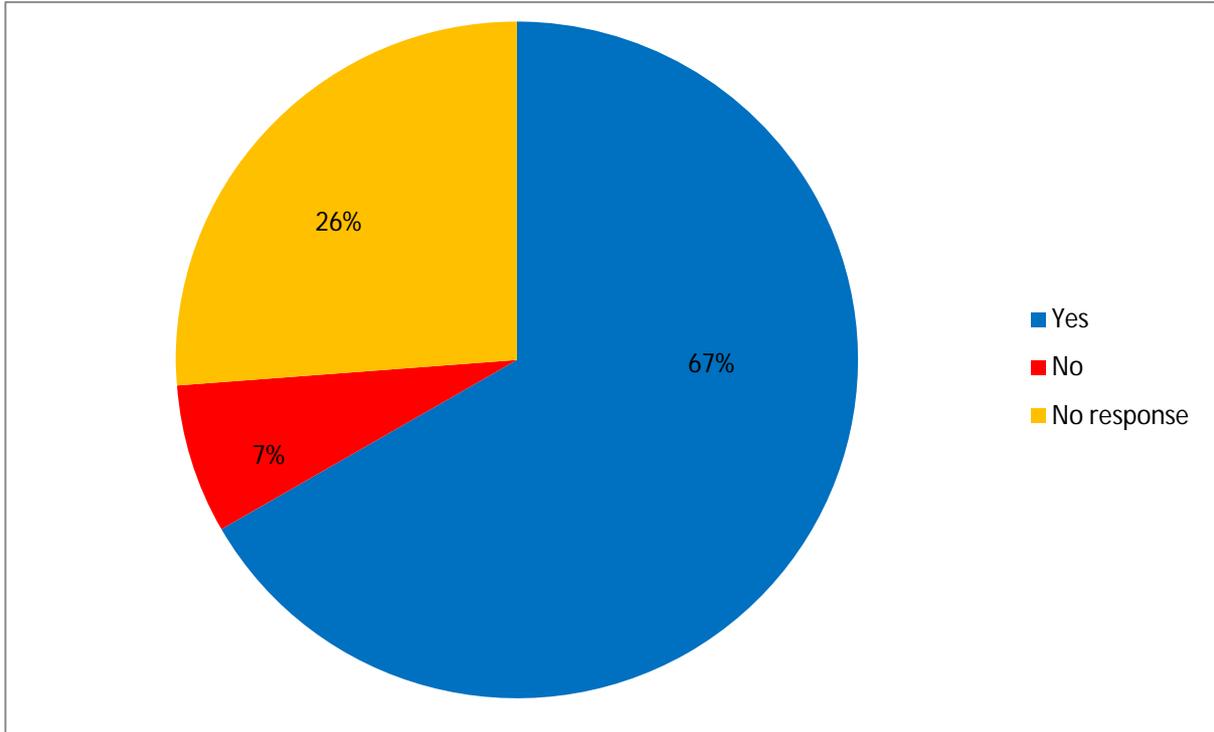
Question 1: In what capacity are you answering (please tick only one)



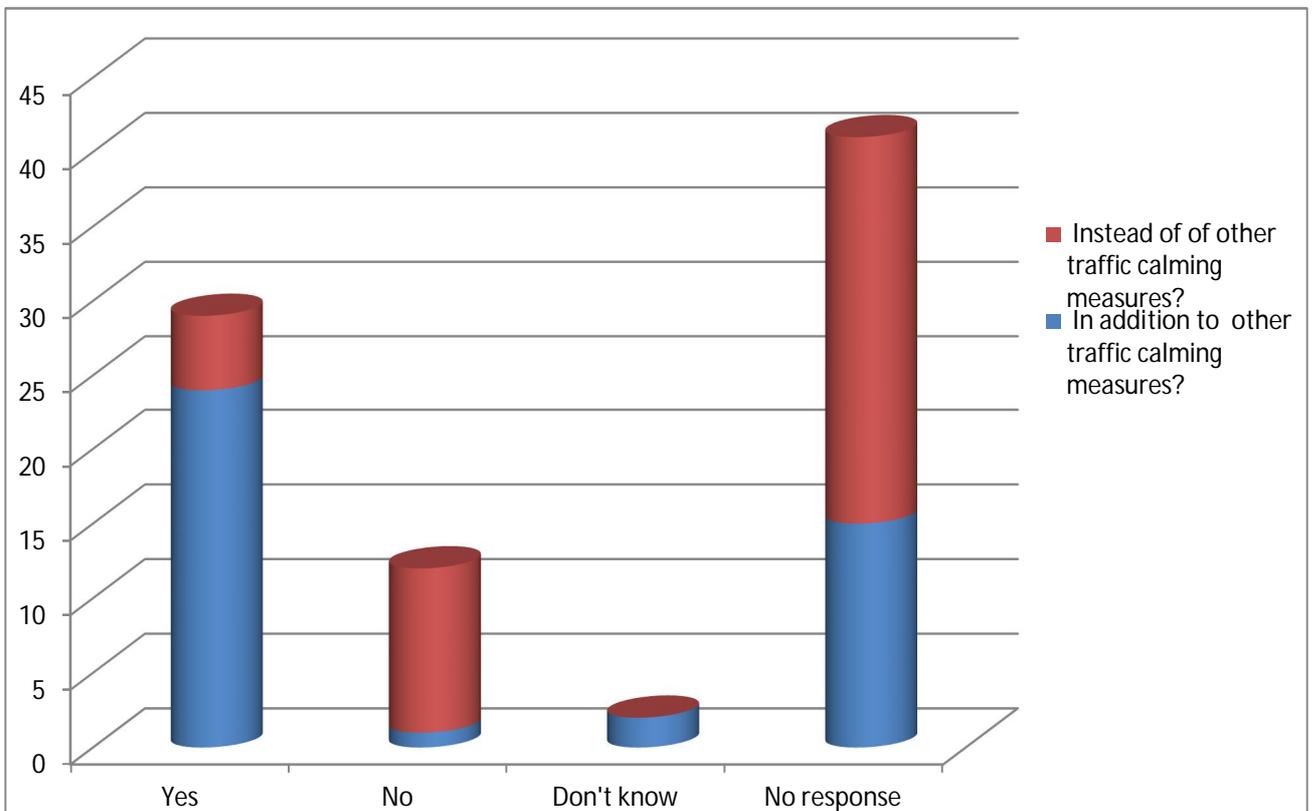
Question 2: How do you normally travel? (please tick only one)



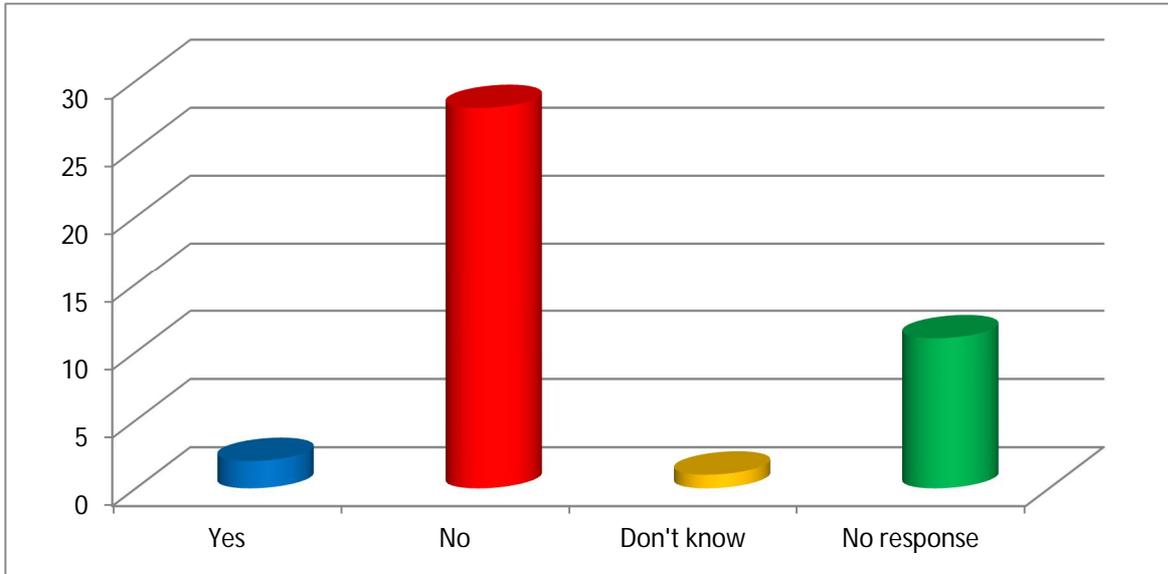
Question 3: Do you feel that there is a problem with traffic speed along B3079 through Bramshaw village?



Question 4: Would you like to see temporary mobile Vehicle-activated signs (VAS)?

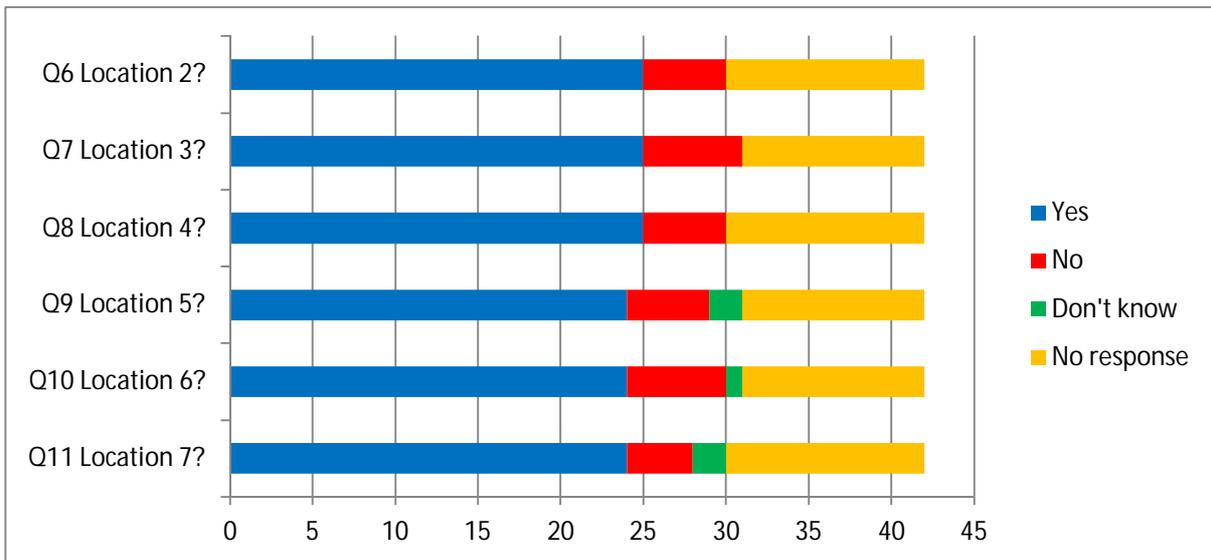


Question 5: Would you support a change of junction priority in Location 1?

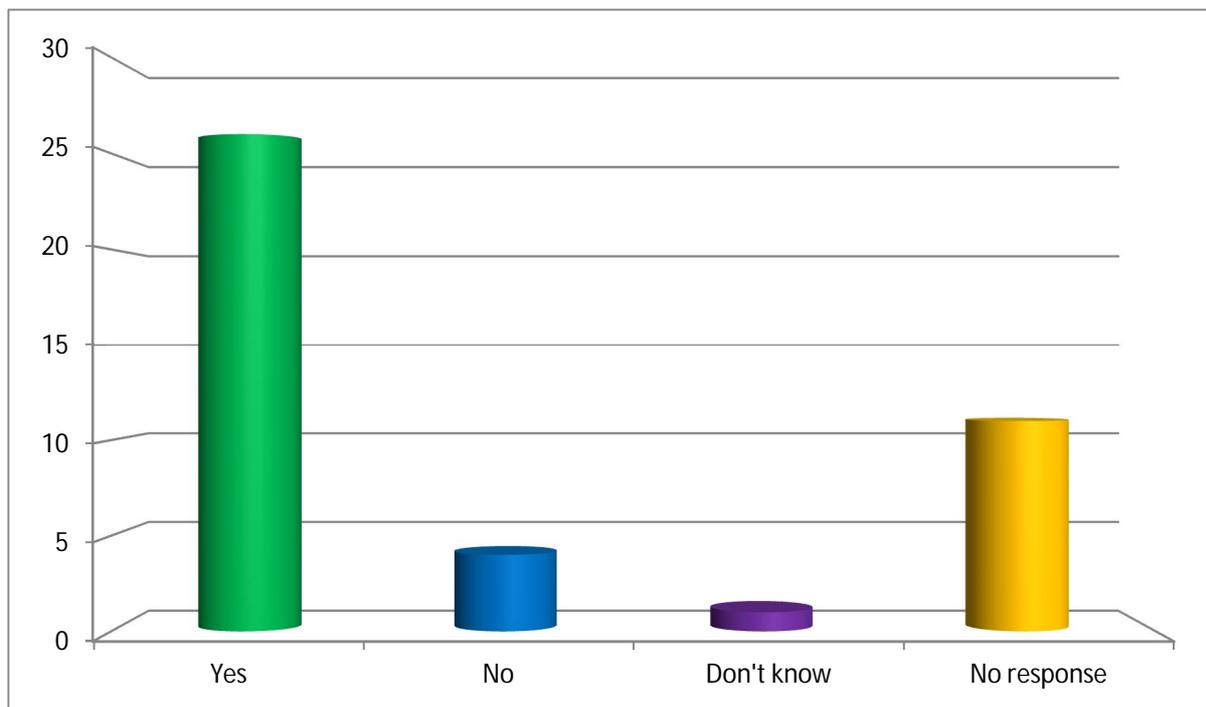


Question 6-11 : Do you support traffic calming options in the following locations?

This data has been amalgamated into one chart to easily identify traffic calming support in the locations that were displayed at the exhibition and available to view on the plans on our web page.



Question 12 : Do you support the recommended changes to road markings?



Question 13: Please provide any additional comments you would like to be taken into consideration.

An open question was asked to give respondents an opportunity to provide feedback and raise any issues regarding the proposed scheme. In total, 37 out of 42 respondents used this section to express their opinions.

Common themes and issues, i.e. those raised by more than one respondent, have been summarised below:

Common themes	Number of responses	HHC response
General support for the scheme	18	It is recommended to proceed with the implementation of the scheme.
Request for more severe traffic calming measures	7	These were discussed and rejected. However, some or all two-way narrowings could be changed to priority working arrangements if requested the Parish Council and HCC member.
Request to replace the GIVE WAY arrangement at the B3078/B3079 junction with STOP markings	3	This has been discussed with HCC's Traffic Management team but rejected due to the site not meeting the required criteria (especially restricted visibility and accident history).
Request to reconsider the installation of speed cameras (average or static)	5	This was considered at the option appraisal stage and rejected both on the grounds of costs and the road not meeting the required criteria.

Request to extend the traffic calming to include Brook	7	It is recommended, subject to the availability of funding, to extend some of the traffic calming measures (lining arrangements and village signs) to include Brook.
Request to extend the traffic calming beyond Brook towards Cadnam	5	Extending the traffic calming scheme beyond Brook would be outside the scope of this scheme.
Request to improve HGV signage on the B3078 and B3079	3	It is recommended, subject to funding, to carry out a review of HGV signage in the vicinity of Bramshaw and Brook.
Request for additional pinch points or relocation to different locations	4	If supported by the Parish Council and HCC Member, the number and location of pinch points could be explored further at the detailed design stage.
Request to keep additional signs to a minimum	2	HCC will limit the number of signs to the required minimum.
Request to change the lay-out of the area around the B3078/B3079 junction	3	This would require more substantial works and is therefore outside the scope of this scheme.

Other comments by individual respondents included a request for more 'Beware of animals in the road at all times' and similar signs, a request to reduce the road outside the village store to its original width and a request for traffic calming features between Burnford Bridge and the Village Hall.

5.0 Conclusions and Recommendations

In conclusion, the consultation gave local residents opportunity to learn more about the proposed works and to express their support for, or objection to, the scheme. The results show significant support for the proposed traffic calming scheme and give Hampshire County Council a robust mandate to proceed with the implementation of the improvements.

It is therefore recommended to progress the detailed design and implementation of the proposed traffic calming elements **with the exception** of the change of priority at the junction of the B3078 and B3079 in Brook.

In addition, it is recommended, subject to the availability of sufficient funding, to consider a) the extension of certain traffic calming measures, i.e. the removal of the centre lines and the provision of edge of carriageway markings, and the installation of village gateways, to include the B3078 through Brook and b) a review of the HGV width and restriction signage on the approach roads to Bramshaw and Brook.