

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

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| Decision Maker: | Adrian Gray |
| Title: | The Hampshire (Denmead to Waterlooville)(Restricted Road and 20, 30, 40 and 50 Miles per Hour Speed Limits) Consolidation Order 2016 |
| Reference: | C778 |

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1. The decision:

1.1. That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effects of which will be to consolidate and re-enact the provisions contained in the following orders with no change of substance save for minor amendments to descriptions:

- (i) The Hampshire County Council (Restricted Roads) (No.6) Order 1969
- (ii) The Hampshire (Various Roads, Denmead) (Restricted Road and 40 Miles per Hour Speed Limit) Order 1994
- (iii) The Hampshire (A3 London Road, Purbrook/Waterlooville) (Restricted Road) Order 2003
- (iv) The Hampshire (C423 Purbrook) (40 Miles per Hour Speed Limit) Order 2004
- (v) The Hampshire (Various Roads, Denmead) (Restricted Road and 40 Miles per Hour Speed Limit) Order 2005
- (vi) The Hampshire (Various Roads, Waterlooville) (20 Miles per Hour Speed Limit) Order 2005
- (vii) The Hampshire (C130 Purbrook Heath Road, Purbrook) (40 Miles per Hour Speed Limit) Order 2006
- (viii) The Hampshire (A3 London Road, Waterlooville, Cowplain and Horndean) (30 Miles per Hour Speed Limit) Order 2008
- (ix) The Hampshire (Various Roads, Denmead) (30 Miles per Hour Speed Limit) Order 2010
- (x) The Hampshire (C40 Bunkers Hill, Denmead) (40 Miles per Hour Speed Limit) Order 2010
- (xi) The Hampshire (B2150 Hambledon Road and Closewood Road, Denmead to Waterlooville) (30 Miles per Hour Speed Limit) Order 2011

- (xii) The Hampshire (Various Roads, Waterlooville) (40 and 50 Miles per Hour Speed Limit) Order 2014

2. Reason for the decision:

- 2.1. Over the years a number of orders have been made which relate to the same locality and by consolidating it will make it easier for everyone to find both the relevant roads and the speed limits applicable which, at present, is time consuming given that some orders may relate to only one length of road while some older orders relate to several districts, where it is easy to miss a length. Also, separate lengths of one road may appear in two or more orders. Many older orders have been part revoked on several occasions and the consolidation will eliminate confusion here. Minor amendments to descriptions may also be required for clarity, particularly with older orders where building names or even lamp posts may have been used as points of reference and as a result of the way these matters are now described and measured, these may vary slightly without any effect to existing signs.

3. Other options considered and rejected:

- 3.1. None

4. Scheme Funding:

- 4.1. Revenue (Traffic Management budget)

5. Conflicts of interest:

- 5.1. None

6 Dispensation granted by the Head of Paid Service:

- 6.1. None

7. Supporting information:

- 7.1. The Police have been consulted extensively and support the proposal.

Approved by:

Adrian Gray

Date:

18 / 11 /

2016

Adrian Gray, Head of Highways (Traffic Manager)

On behalf of the Director of Economy, Transport and Environment