

Hampshire County Council

Report to the Director of Economy, Transport and Environment

February 2017

Traffic Order – A32 Gosport Road Farringdon 40mph speed limit

Contact: Joe Folland tel: 01962 832281
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1. Summary

- 1.1 The following decision is sought: That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to implement a 40mph speed limit (existing de-restricted) on that length of A32 Gosport Road Farringdon between a point 338 metres south of its junction with C96 Brightstone Lane and a point 189 metres south of its junction with Kitcombe Lane, an approximate distance of 452 metres.

2. Reason

- 2.1 At the County Council's Highways Workshop meeting in autumn 2014, the County Councillors covering the East Hampshire area agreed to include A32 Gosport Road Farringdon 40mph speed limit proposals in the 2015/2016 East Hampshire Traffic Management scheme programme. The A32 Gosport Road proposals intended to investigate and, where appropriate, resolve concerns expressed about the speed of vehicles using this road in the Farringdon area.
- 2.2 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.

3. Other Options Considered and Rejected N/A

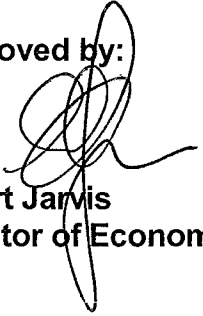
4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.

5. Dispensation granted by the Conduct Advisory Panel – None.

6. Reason(s) for the Matter being dealt with if Urgent – None.

Approved by:

Date: 27th February 2017.


Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

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1. Introduction

- 1.1 This report considers the introduction of a proposed 40mph speed limit on the A32 Gosport Road at Farringdon.

2. Recommendation

- 2.1 That a traffic order be implemented under the Road Traffic Regulation Act 1984, the effect of which will be to impose a 40mph speed limit (existing de-restricted) on that length of A32 Gosport Road Farringdon between a point 338 metres south of its junction with C96 Brightstone Lane and a point 189 metres south of its junction with Kitcombe Lane, an approximate distance of 452 metres.

3. Justification and Details of Proposal

- 3.1 At the County Council's Highways Workshop meeting in autumn 2014, the County Councillors covering the East Hampshire area agreed to include A32 Gosport Road Farringdon 40mph speed limit proposals in the 2015/2016 East Hampshire Traffic Management scheme programme. The A32 Gosport Road proposals intended to investigate and, where appropriate, resolve concerns expressed about the speed of vehicles using this road in the Farringdon area.
- 3.2 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.
- 3.3 Attached are:
- (i) the traffic order;
 - (ii) a location plan.

4. Consultation

- 4.1 Consultation with local interested parties (including the local County Councillor, Mark Kemp-Gee), East Hampshire District Council,

Farringdon Parish Council and the Police was carried out during October 2016.

4.2 12 representations were received in response to the public consultation which took place between 25th November 2016 and 9th December 2016. 11 of these representations supported the proposal but all wished to see the limit extended. A summary of the 12 representations, together with comments, is attached as an appendix to this report.

4.3 In earlier consultations, the Police indicated that they did not support the proposed speed limits. Hampshire and Thames Valley Police have a new joint Roads Policing Strategy which is based on the National Police Chiefs Council's (NPCC) priorities of policing roads in partnership. In supporting this strategy, the Police will require any new speed limit proposal to fully meet the requirements of the Department of Transport's Circular 01/13 "Setting Local Speed Limits" with mean speeds used as the basis for determining local speed limits within the guidelines and a priority on reducing injury collisions. Unless these factors are met, the response to the proposal will be to object in principal to any change in speed limit. Recent traffic surveys showed mean average speeds in the region of 49 mph and 50 mph. These mean average speeds are higher than desirable. However, the road character, development and usage at this location is not untypical of 40mph speed limits generally. As a result, non-physical traffic management measures are also proposed to further reduce speeds. The injury accident record during the five year period ending 30th November 2015 shows one injury accident in the length of road under consideration.

5. Local Member's View

5.1 The local County Councillor supports the proposed way forward outlined in the report and the conclusion below.

6. Cost

6.1 The cost of implementation will be met from the ordinary Traffic Management Programme.

7. Conclusion

7.1 That the proposed traffic order be implemented under the Road Traffic Regulation Act 1984, as advertised.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Scheme file

Location

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

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures

2. Impact on Crime and Disorder:

No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
No significant impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
No significant impact.