

OFFICER DECISION REPORT – RAISED TABLE SPEED HUMP
Traffic Regulation Order (TRO) ‘Notice’

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: North Road, Timsbury

PROPOSAL: Raised Table Speed Hump

SCHEME REF No: 25-069

REPORT AUTHOR: Lewis Cox

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within their area of responsibility.
Section D	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery hold the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with The Highways Act 1980 Section 90A which permits a highway authority to both construct and remove road humps in a public road, for which they are the highway authority, if the highway is subject to a legal speed limit for motor vehicles of 30 miles per hour or less or the road humps are specially authorised by the Secretary of State.

3. PROPOSAL

To introduce a new raised table speed hump on North Road, Timsbury. The proposal consists of:

Raised table speed hump North Road, Timsbury centred approximately 114 metres east of its junction with Lippiatt Lane, Timsbury.

The proposal is shown on the attached drawing TCH0031_NR03

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing a raised table speed hump. It has balanced the various considerations and concluded that it is appropriate to promote a raised table speed hump. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed raised table speed hump is consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the introduction of the raised table speed hump, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposal is considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

This proposal is being funded through the 2025/26 Local Active Travel & Safety programme.

8. **CONSULTATION REQUIREMENT**

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

The responses to the informal consultation can be found in TRO report number 3.

9. **OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))**

The objection / comments received have been summarised below with the technical responses in italics underneath each one.

1. I am writing to express my objection of plans to install an anti-speed hump on North Road. My objections are based on the location you are proposing.

. The Road was recently narrowed in this area, with the installation of permanent bollards. This has resulted in traffic often having to stop outside Tabor Farm, to allow for oncoming traffic to pass through. Therefore, there is no necessity to reduce speed here.

. The nearby farm has tractors, trailers and farm machinery entering and exiting very close to the proposed speed hump, this will make it more difficult to negotiate and potentially cause congestion.

. Rainfall onto Chapel Walk (The Drung) flows downhill to North Road and disperses naturally. With a speed bump in place, I anticipate pools of water will collect on North Road.

. My House is next to Chapel Walk, my door opens directly onto North Road, with no pavement in between. When lorries and tractors pass over a speed hump, with loose loads, it will create a lot of noise for my house.

I believe anyone who stands and surveys the area where the speed hump is proposed, will see there is no need to slow traffic in this 20-mph area, as traffic often comes to a standstill there anyway.

Officer response:

The section of North Road in question was narrowed several years ago, and no recent works have taken place. The bollards were introduced in 2021. The proposed raised table speed hump will further reduce vehicle speeds and provide a safer crossing point for pedestrians.

The purpose of the raised table speed hump is not solely to reduce speed, but also to improve driver awareness, aid pedestrian priority, and reinforce traffic-calmed behaviour at a key point within the village. Although congestion is acknowledged at peak times, vehicle speeds can still vary, particularly outside of

peak periods. The raised table provides a consistent, physical measure to moderate driver behaviour at all times.

The raised table speed hump is designed to a height of 75 mm and will function as a raised crossing without adversely affecting vehicle manoeuvrability.

The proposal is not expected to have a significant impact on agricultural vehicles or their associated equipment.

Drainage has been considered as part of the design, and the proposal includes the installation of additional gullies to reduce the risk of pooling and standing water on the road surface in the vicinity of the raised table speed hump.

It is acknowledged that raised table speed humps can generate noise and vibration, particularly from heavy goods vehicles (HGVs), which may affect nearby residents.

2. Further to the recent notification regarding the introduction of a 'raised table speed hump' on North Road, Timsbury, I am writing to raise concerns regarding the proposal, together with several observations.

Firstly, my family and I have a direct interest in this proposal. I live in the Wagon House, Tabor Farm, North Road, my mother lives in The Barn, Tabor Farm, and my sister lives in Tabor Farmhouse. My brother and his sons farm the land directly behind the farmyard. We have occupied these properties for many years and have vast experience in the challenges of traffic travelling through North Road.

The entrance to the properties listed above is via the entrance to Tabor Farm, opposite Tabor Chapel and therefore are directly affected by the proposals.

The entrance is not only used for standard road vehicles but also farm vehicles including tractors with trailers and pick-ups with livestock trailers, which go through the yard to access the field(s) at the rear. We are therefore concerned that the proposal could affect the ability of these vehicles to enter the yard, particularly with the apparent raising of the footpath into the farm entrance.

In addition, the raised table hump extends in part across the entrance of the farmyard, again giving us concerns regarding the viability of accessibility for farm vehicles.

The raised table hump then extends along the pavement next to the garden wall of Tabor Farmhouse. Whilst there is a proposal to increase the height of the pavement, clearly the raised hump will exacerbate the total height of the entire installation. Has any consideration been given to the fact that the garden wall of Tabor Farmhouse is not an equal height on either side – the garden is much lower than the road. It would therefore seem that the proposal will add additional weight and height to the road/pavement abutting the wall and could give rise to structural issues with the wall.

The proposals include the inclusion of a gully apparently in the entrance of the farmyard. This extends beyond the pavement end and therefore will be pronounced into the entrance of the farmyard – currently there is no gully there. As above the entrance is used by agricultural vehicles, so any such installation would need to take this into consideration. In addition, we would need to ensure that the installation doesn't result in excess water accumulating at the entrance of the farmyard – has a review of the projected waterflow and hence drainage required been undertaken?

Traffic currently travelling through the village in our experience no longer speeds, because quite simply North Road is constantly clogged up. The area of the raised hump is already essentially single file traffic only, unless the 2 vehicles trying to pass are very small cars. There are constantly blockages and tailbacks on the road caused by a combination of the existing traffic calming pavement extension installed a few years ago, parked cars, volume of traffic, larger vehicles which make the road single file and vehicles trying to drive through where there is no space. It is not unusual for me to take 5-10 minutes to move 150 yards along the road to get into the farmyard in the early evening due to traffic jams.

We also experience vehicles driving into the farmyard with amazing regularity; these drive in to try to 'clear' the road, drive around the yard, turn around and then drive out. This has become a major concern for the family as we never know who these people are and some do appear suspicious at times. We are therefore already looking to reinstate the gates that used to be at the entrance of the yard to prevent this from occurring; you may need to take this into consideration in your plans, as there will be nowhere for vehicles to go when the road blocks up.

The bollards that are currently in position on the pavement include one that is fortunately rubber, because this is flattened quite often by lorries as they have to mount the pavement to squeeze past oncoming traffic – with traffic behind they have nowhere to go, so have no option but to drive onto the pavement. How does the proposal consider the possibility of vehicles mounting the pavement from the raised hump, which would potentially be easier than it is currently is now?

As an observation, the proposed pedestrian crossing doesn't seem to address the issue where children often come 'flying out' from the pavement next to the Chapel; is there going to be some form of barrier? There is currently an iron gate that used to be used to slow children down, but this doesn't seem to have been used for some time.

Whilst I understand the reasoning behind your proposal, it really doesn't seem to address the fundamental issue of the traffic flow through North Road, which has been problematic for years. The last effort extending the pavement into the road and installing bollards hasn't been particularly effective; road rage among drivers 'stuck' unable to move either forward or backwards definitely occurs more often than it used to! It's difficult to see how this proposal will achieve calmer and more controlled traffic movement. Has any consideration been given to looking at installing traffic lights along a longer stretch of North Road?

As you will appreciate from the above, my family and I have genuine concerns about the proposals, and they will almost certainly affect myself and family more than most other people. In the circumstances, please can we have an onsite meeting so that we can go through the proposals in detail directly with you (your team) and ensure everyone is fully aware of the implications.

Officer response:

The raised table speed hump has been designed at a height of 75 mm, in accordance with current design guidance, and is intended to function as a raised crossing while maintaining vehicle manoeuvrability. The design has been reviewed to accommodate HGV's and agricultural vehicles, including tractors with trailers.

The raised table extends level across the carriageway and does not include abrupt level changes. As such, it is not anticipated that the proposals will have a negative impact on access for agricultural vehicles or farm operations.

Drainage has been specifically considered within the scheme. The inclusion of additional gullies is intended to reduce the risk of pooling and standing water associated with the raised table. The proposed gully location has been selected to intercept surface water runoff and improve local drainage performance.

The gully and associated ironwork will be designed to withstand loading from agricultural vehicles, and the arrangement will not introduce an increased risk of water accumulating within the farm entrance.

The purpose of the raised table speed hump is not solely to reduce speed, but also to improve driver awareness, aid pedestrian priority, and reinforce traffic-calmed behaviour at a key point within the village. Although congestion is acknowledged at peak times, vehicle speeds can still vary, particularly outside of peak periods. The raised table provides a consistent, physical measure to moderate driver behaviour at all times.

The proposals do not reduce the effective carriageway width beyond the existing arrangement and therefore are not expected to materially worsen congestion conditions.

The issue of vehicles entering the farmyard in order to turn around is noted. This behaviour arises from wider network congestion rather than from the proposed scheme itself. The raised table does not increase the likelihood of this occurring. Any decision by the landowner to reinstate gates at the farm entrance remains a private matter and would not prevent the scheme from operating as intended on the public highway.

The behaviour of large vehicles occasionally mounting the footway to pass is recognised. The raised table has been designed to be flush with the kerb, which does not encourage additional vehicle over-run of the footway. Overall the visual narrowing effect of the table is intended to reinforce driver caution at this location.

While the scheme has been developed in line with current standards and following appropriate assessment, we appreciate the strength of feeling expressed. An on-site meeting can be arranged to explain the design in more detail and to discuss the points raised, subject to availability.

10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)

Councillor Shaun Stephenson McGall: I am still of the view that the proposal is a positive step forward for pedestrian safety on a key / main walking route to the Primary school.

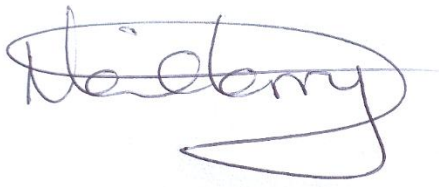
I agree fully with the positive reasons outlined in your response to the objectors.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge: I have reviewed the comments and officer response carefully. I support the proposal for a raised table speed hump in this location which will reinforce pedestrian priority and traffic calming behaviour improving safety for walking and cycling on this key route through the village including to the Primary school.

11. RECOMMENDATION

That the proposal as advertised is implemented.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, stylized flourish at the end.

Neil Terry
Traffic Management & Network Manager

Date: 07/07/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the proposal as advertised be implemented.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a light blue rectangular background.

Chris Major
Director for Place Management

Date: 08/07/2026