**OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)**

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**INFORMAL CONSULTATION (with Chief Constable and Ward Members)**

PREPARED BY: Traffic Management Team, Highways and Transport Group

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| **TITLE OF REPORT:**  **PROPOSAL:**  **SCHEME REF No:**  **REPORT AUTHOR:** | **A39 Farmborough and Hobbs Wall**  **Variation of 30, 40 and 60 mph speed limits.**  **21 - 030**  Neil Terry / Sadie Cox-Alcuaz |

**1. DELEGATION**

The delegation to be exercised in this report is contained within **Part 3**, **Section 4** of the Constitution under the **Delegation of Functions to Officers,** as follows:

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| **Section A** | The Chief Executive, Strategic Directors, Divisional 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 his/her area of responsibility. |
| **Section D9** | 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 purpose of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.*

**2. LEGAL AUTHORITY**

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

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| (a) | for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or | X |
| (b) | for preventing damage to the road or to any building on or near the road, or |  |
| (c) | for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or |  |
| (d) | for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, |  |
| (e) | (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or |  |
| (f) | for preserving or improving the amenities of the area through which the road runs, or | X |
| (g) | for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality) |  |

**3. PROPOSALS**

To extend the existing 30mph speed limit on the A39 at both ends of the village of Farmborough.

To introduce a 40mph speed limit on the A39 between the villages of Farmborough and Marksbury, replacing the existing derestricted (60mph) speed limit.

To introduce a 30mph speed limit along the A39 where is passes through the residential area / hamlet known as Hobbs Wall.

The attached drawings show the existing and proposed speed limits.

**4. BACKGROUND**

The current 30 and 40mph speed limits through Farmborough and Hobbs Wall were introduced in July 2000, replacing a 40mph though Farmborough and derestricted (60mph) speed limits on both approaches, including through Hobbs Wall.

In June 2008, the 30mph through Farmborough was extended by 350m at the eastern end of the village (in a generally northern direction).

At the western end of Farmborough, a recent housing development (Herbert Gardens) has included the construction of a new junction with the A39, approximately 100m beyond the end of the existing 30mph speed limit. It is considered appropriate to extend the 30mph beyond this junction.

At the eastern end of Farmborough, it is considered appropriate to extend the existing 30mph to reduce vehicle speeds further from the bend approaching the junction with Timsbury Road. It is also considered that reducing the speed limit from 60mph to 40mph between Farmborough and Marksbury will improve compliance with the 30mph speed limits through both villages.

Hobbs Wall is a collection of approximately 40 houses some 275m west of the Herbert Gardens development. It is considered that a 30mph is appropriate through this residential area / hamlet, and that a 40mph speed limit to each side would maximise the impact of a reduced speed limit as motorists enter Hobbs Wall from both directions.

# 5. SOURCE OF FINANCE

This scheme is included in the 2021/22 Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

Theproposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Member for Transport.

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.

Paul Garrod Date:

Traffic Management and Network Manager