

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Adrian Gray
Title:	Traffic Order Proposals: 40 Miles Per Hour Speed Limit Extension on Cove Road, Fleet / The Hampshire (Various Roads, Cove & Fleet) (40 and 50 Miles Per Hour Speed Limit) Order 2025
Reference:	C870

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1. The decision:

- 1.1. That a traffic order be implemented under the Road Traffic Regulation Act 1984 (RTRA), the effects of which will be to reduce the 50 miles per hour speed limit to 40 miles per hour on A3013 Cove Road, Fleet between its roundabout junction with A3013 Minley Road and a point 59 metres west of its roundabout junction with B3014 Fleet Road.

2. Reasons for the decision:

- 2.1. Hampshire County Council is constructing a new footpath and dropped kerbs to enable pedestrians to cross the A3013 Cove Road safely between Southwood Lane and Public Right of Way 089/724/1. Hampshire County Council is proposing a Traffic Regulation Order to reduce the speed limit on Cove Road from 50mph to 40 mph
The proposed speed limit on A3013 Cove Road is to be reduced from 50mph to 40mph for the following reasons;
 - To support safe crossing of the A3013 Cove Road by pedestrians using the newly constructed footpath and dropped kerbs connecting Southwood Lane to Public Right of Way 089/724/1.
 - The scheme recognises an aspiration in the future to install a controlled crossing when it is appropriate to do so.
 - Currently the number of pedestrians crossing do not meet the criteria for a controlled crossing but, when future development moves forward, the number of pedestrians crossing will increase. Both Hampshire County Council and Hart District Council are looking at long term strategies for the crossing location, including securing S106/CIL funding for a future controlled crossing.
 - To support the engineering design of the pedestrian crossing and associated mitigation measures.
 - To maintain consistency with the existing 40 mph speed limit on the western section of A3013 Cove Road (from the existing 50mph boundary to Minley Road), and to maintain consistency with other

single two way semi-rural road in the local area, such as Ancells Road and Minley Road.

- 2.2. Due consideration has been given to RTRA 1984 sections 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this TRO expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians).
- 2.3 The decision outlined in paragraph 1.1(above) to exercise the functions of the Local Authority under RTRA 1984 sections 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to:
- the desirability of securing and maintaining reasonable access to premises
 - the importance of securing the safety and convenience of persons using or desiring to use the particular stretch of road
- 2.4 2 objections / representations were received during the period which took place between Friday 28th February 2025 and Friday 21st March 2025 - details of which are in the Appendix to this report.

3. Other options considered and rejected:

- 3.1. None

4. Scheme Funding:

- 4.1. Capital

5. Conflicts of interest:

- 5.1. None

6. Dispensation granted by the Head of Paid Service:

- 6.1. None

7. Supporting information:

- 7.1. Local Member, Councillor Collett supports the proposal
- 7.2. Executive Member for Universal Services, Councillor Bowerman supports the proposal
- 7.3. Police – no not support but are not objecting to the proposal. Details of comments received from the police are in the appendix to this report.
- 7.4. Draft order and plan

Approved by:

Date:

2025

Adrian Gray, Head of Highways (Traffic and Safety)

On behalf of the Director of Universal Services

APPENDIX

Objector Name	Officer Response
Objection	
Lynn Larkin, Foxwood – Objection	
<p>Whilst I fully agree with a speed reduction on Cove Road, I feel that the lower end approaching Ancells farm should also be reduced down to 30 miles an hour along with Ancells Road and past the playing fields.</p> <p>My house backs onto Cove Road and the noise and volume of traffic has increased substantially since we moved here. No one adheres to the speed limit and I have never seen anyone monitoring it.</p> <p>There are numerous more houses at the Ancells Farm junction. I cannot see why a crossing is required on Cove Road. I would have thought it was more critical on Ancells Road, where children and adults cross frequently to access shops and playing fields.</p>	<p>In terms of setting speed limits, we comply with Department for Transport criteria, which has some emphasis on the existing mean speeds and safety history. The guidance also encourages that speed limits should be self-explaining and self-compliant, and it is therefore important that we set speed limits to reflect the road layout and conditions.</p> <p>A range of factors are considered including road character and function, density and level of fronting development, accident history and road safety issues, current traffic speeds, the frequency of junctions and private entrances, and amenities that attract motorised and non-motorised road users. To be effective speed limits are reliant on drivers reacting to a range of those factors, particularly those with a visual impact to encourage appropriate speed choices and better awareness of the surrounding environment. There are expectations that speed limits should reflect and build upon of the natural reactions of drivers to the visual cues that surround them, as this will present an enforceable regime that most drivers will respect and appreciate. For a 30mph speed limit to be viable there is an expectation that there will be a higher density of directly fronting accesses, a more developed road environment, with road geometry and alignment, local features and amenities, and traffic composition all supporting such a low speed limit.</p> <p>Currently the number of pedestrians crossing do not meet the criteria for a controlled crossing.</p>
Stefan Chybowski, Unknown – Comment	
<p>Thank you for the proposal to reduce the speed limit on Cove Road.</p> <p>Firstly, this is a good idea with residents along there having to turn onto a busy and fast road. Is there a proposal to put in a speed camera as it's likely drivers will still speed.</p> <p>Secondly, the shorter section of Cove Road between the roundabout & Minley Road and Ancells Road should be 30. Both go around the housing estate and should really be 30. The area is popular with families and young children, dog walkers, cyclists and runners, not to mention residents walking to the station.</p> <p>I hope my comments will be taken into account.</p>	<p>In terms of setting speed limits, we comply with Department for Transport criteria, which has some emphasis on the existing mean speeds and safety history. The guidance also encourages that speed limits should be self-explaining and self-compliant, and it is therefore important that we set speed limits to reflect the road layout and conditions.</p> <p>A range of factors are considered including road character and function, density and level of fronting development, accident history and road safety issues, current traffic speeds, the frequency of junctions and private entrances, and amenities that attract motorised and non-motorised road users. To be effective speed limits are reliant on drivers reacting to a range of those factors, particularly those with a visual impact to encourage appropriate speed choices and better awareness of the</p>

	<p>surrounding environment. There are expectations that speed limits should reflect and build upon of the natural reactions of drivers to the visual cues that surround them, as this will present an enforceable regime that most drivers will respect and appreciate. For a 30mph speed limit to be viable there is an expectation that there will be a higher density of directly fronting accesses, a more developed road environment, with road geometry and alignment, local features and amenities, and traffic composition all supporting such a low speed limit.</p>
<p>Hampshire and Isle of Wight Constabulary</p>	
<p>I took a dip sample from 06:00 from 9571s which shows 16.7% of vehicles in excess of the speed limit. Obviously there will be a reduction during peak traffic times and other times of day being possibly greater or lesser.</p> <p>I also note that the only infrastructure change planned is going to be an uncontrolled crossing point with the potential for a control crossing sometime in the future. As there is no material change to the road until such times as a controlled crossing is installed I cannot offer Police support for this scheme. However I see no reason to raise an objection so at this stage whilst the controlled crossing is still only a possibility the police response will be that we do not support this scheme but we will not be raising an objection.</p> <p>As such there should be no expectation that Police will conduct speed enforcement at this site beyond routine patrols as I feel the current plans are unlikely to bring speeds down to the appropriate levels.</p>	<p>Although the Police use 85th percentiles for their enforcement criteria, DfT guidance on setting local speed limits Circular 01/2013, revised March 2024, (para 36) states that mean speeds should be used as the basis for determining local speed limits.</p> <p>The mean speeds recorded on Cove Road range from 34mph to 40.9mph, which are consistent with the speeds expected in a 40mph speed limit.</p> <p>The Police comment that there should be no expectation that they will conduct speed enforcement at this site beyond routine patrols is noted.</p>