

Decision maker:	Assistant Director Environment and Place
Decision date:	7 July 2017
Title of report:	The Oval, Hereford– Proposed formalisation of existing one-way traffic system
Report by:	Engineering manager

Classification

Open

Key Decision

This is not a key decision

Wards Affected

Newton Farm

Purpose

To consider the report and agree the retrospective Traffic Regulation Order, (TRO), to regularise the existing one-way traffic system in The Oval, Hereford, between its junctions with Belmont Road Service Road and Goodrich Grove.

Recommendation(s)

THAT:

- a) the existing 1979 Traffic Regulation Order be revoked and a new Traffic Regulation Order be introduced to regularise and clarify the already existing one-way traffic system.

Alternative options

1. There is no alternative option. The one-way traffic system is in place and a TRO is required to comply with current legal and enforcement regulations.

Reasons for recommendations

2. To clarify and formalise the existing one-way restriction in accordance with current standards and formats, and to comply with current enforcement policy,

Key considerations

3. The One-Way traffic management system along the Oval, Hereford as identified on the plan at **Appendix A** has been in place and has not been authorised by any legal TRO. A new TRO is required to regularise this change in the traffic management system and to comply with current legislation and enable enforcement.
4. In late 2014 it was identified that to compliment the re-development of The Oval a revision to the existing one way system was required. The developer was required to fund the TRO works and install the signs under a S278 agreement. However the signage to give effect to the revised one way layout was installed prior to the TRO being in place.
5. It is therefore proposed to revoke the existing TRO which is obsolete in the context of the current management system and bring into effect a TRO which identifies the section of The Oval, from its junction with Belmont Road to the junction of Goodrich Grove as a one-way traffic system and which only allows traffic movement in a direction of north-east to south-west.
6. The proposed Order will have no physical effect on the already operational one-way system as indicated by current arrangements and signage.

Community impact

7. The proposal serves to regularise the current one-way traffic system official and make it enforceable. This will have a positive impact on road safety and the environment for residents.

Equality duty

8. The introduction of this proposal is considered to be of low impact, as the proposed formalisation will have no physical effect on the already operational one-way system, save to protect driver and pedestrian safety and be of a general benefit to the community. See **Appendix C** of this report for an Equality Impacts and Needs Assessment.

Financial implications

9. Budgets for this project will be accommodated from developer funds authorised for expenditure under Service Order 2016-04-27 V1 and 2017-15-37-(AC) V1.0. The cost for the road markings and signage has been met by the developer. The cost for the implementation of the TRO is estimated at £5500 without objections and £6500 with the receipt of objections. These costs will be accommodated from money secured from the developer.

Legal implications

10. Provision of a TRO under the Road Traffic Regulation Act 1984 will be required.

The Council, as transport authority, is required to consider any objections received after formal statutory consultation, (which included advertising in a local newspaper) and this report includes any such objections or comments, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted. As regards this statutory consultation no objections were received.

Risk management

- 11 The Local Transport Plan sets out the objective to reduce the number and severity of casualties on the highway network in Herefordshire and provide a highway network that is safe and efficient taking into account national guidelines. A Key Performance Indicator contained in this Local Transport Plan details a locally set target for a reduction in the number of people who are killed or seriously injured on the highway network. The formalisation of the current one-way system detailed in this report may contribute towards achieving these aims. If these proposals are not implemented this may have a detrimental effect on achieving these objectives and targets.

Consultees

- 12 Statutory consultation documents and plan, as included in **Appendix A**, were sent to 'official' consultees, including the Ward Councillor, the Parish Clerk, the Police, Fire and Ambulance services, the Road Haulage Association and the Freight Transport Association. Site notices were erected in the relevant area and a Public Notice was published in The Hereford Times on 16 March 2017. The closing date for representations was 7 April 2017.

Only one response was received, which is included at **Appendix B**. This response was from the Warwickshire and West Mercia Police, who confirmed they have no formal objections to the proposal.

Appendices

Appendix A: Statutory Consultation documents and plan

Appendix B: Response to consultation exercise

Appendix C: Equality Impacts and Needs Assessment

Background papers

- None identified