

Decision maker:	Assistant director environment and place
Decision date:	31 October 2017
Title of report:	City Link Road, Widemarsh Street, Station Approach, Hopton Road and Barrs Court Road, Hereford - various orders proposals
Report by:	Head of infrastructure delivery

Classification

Open

Decision type

Non-key

Wards affected

Central; College; Widemarsh;

Purpose and summary

To authorise the formal advertising of various right turn, waiting and one-way restrictions in the Wards above as part of the Hereford City Link Road (ESG) scheme.

The City link road is being built as part of the Hereford City Centre Transport Package. The new road will enable regeneration of the city by opening up land for redevelopment which was previously inaccessible or had poor access. It will also help relieve some of the traffic on Blueschool and Newmarket Streets. This will enable these streets and Commercial Road to be upgraded to make walking and cycling to the city centre more accessible and pleasurable and the provision of a new transport hub at the train station is also planned to complement these proposals.

The city link road is currently being constructed having secured planning consent and following confirmation of the necessary highway orders. Approval is now sought to make the traffic orders which are needed to support the design of the link and the safe use of the road by traffic when complete.

Recommendation(s)

That:

- (a) To approve the statutory consultation of traffic regulation orders (TROs) to propose various waiting restrictions, right hand turn restrictions and one-way restriction on the City Link Road, Widemarsh Street, Station Approach, Barrs Court Road and Hopton Road.

Alternative options

1. As any regulation of highway requires due process, there is no practical alternative, to progress the proposals. Withdrawing the proposals would not meet the council's objective as part of the City Link Road scheme which forms part of the Hereford City Centre Transport Package.

Key considerations

2. On 14 March 2014 Cabinet approved the making and implementation of the statutory orders for the City link Road. It also authorised the Director for Places and Communities to procure and let the construction contract for the Link Road and to take all necessary steps to proceed with the scheme implementation.
3. Construction of the scheme commenced in September 2016 and is due to be completed by end of 2017.
4. The construction of the city link road involves improvements to existing highway and highways junctions and the formation of new junctions along its length. To ensure the smooth operation of the new road some restrictions are proposed at junctions as described below. These restrictions will be controlled by appropriate signing along the route and side road approaches and the necessary orders are being progressed to ensure these movement restrictions are legally enforceable.
5. In addition, the new highway on completion will become a new route for east-west traffic in the city and to ensure the route is obstruction free and smooth movement of traffic waiting restrictions along the length are required as described below.
6. Finally the delivery of the city link road will enable improvements to be made to the Barrs Court Junction. The provision of the new road will enable the ban of right turning traffic into the city from Barrs Court to address safety concerns at this junction and a one way restriction on Hopton Road. The proposed restrictions are described in further detail below:
7. The reasons for the implementation of right hand turn restrictions across the City Link Road are as follows:
 - The purpose of the prohibition of right hand turns from the City Link Road on to Edgar Street is for safety reasons as well as helping ease the flow of traffic.
 - The purpose of the prohibition of right hand turns from the City Link Road on to the eastern carriageway of Widemarsh Street is for the purpose of easing congestion and safety reasons.
 - The purpose of the prohibition of right hand turns leaving and entering Morrison

from and on to the City Link Road is for safety reasons.

- 8 The reason for the implementation of the waiting restriction on the City Link Road is to prevent any obstructions or any hindrance of access caused by parked vehicles particularly at close proximities to junctions at various locations across the City Link Road.
- 9 The reason for the implementation of the waiting restriction on Widemarsh Street is to prevent any obstructions or any hindrance of access caused by parked vehicles particularly at close proximities to junctions at various locations across Widemarsh Street. On Widemarsh Street there is a section with these waiting restrictions which will be implemented between certain hours to enable local residents to park their vehicles within close proximity to their accommodation.
- 10 The purpose of the prohibition of right hand turns from Widemarsh Street on to the City Link Road is for safety reasons as well as helping ease the flow of traffic.
- 11 The reason for the implementation of the waiting restriction on Station Approach is to prevent any obstructions or any hindrance of access caused by parked vehicles particularly at close proximities to junctions at various locations across Station Approach.
- 12 The City Link Road scheme includes improvements to the junction of Barrs Court Road with Aylestone Hill. This includes the prohibition of a right turn from Barrs Court Road. The purpose of the prohibition of right hand turns from Barrs Court Road on to Aylestone Hill is for the purposes of avoiding danger to persons or other traffic using the road as well as local amenity following the opening of the City Link Road.
- 13 The purpose of the one-way restriction in a south-westerly direction on Hopton Road is mainly for the purposes of avoiding danger to persons or other traffic using the road to which the Order relates and for preventing the likelihood of any such danger arising in the interest of road safety.

Proposals

- 14 As part of the Hereford City Link Road (ESG) scheme, approval is therefore requested to advertise the proposals shown below by road.

City Link Road - prohibition of right hand turn: (See drawing MJ002-C-113)

- Northwards on the westbound carriageway of the City Link Road to make a right hand turn on to Edgar Street.
- Southwards on the eastbound carriageway of the City Link Road to make a right hand turn on to Widemarsh Street.
- South-eastwards on the eastbound carriageway of the City Link Road to make a right hand turn into Morrison Supermarket.
- South-westwards on the northbound carriageway of the Morrison supermarket car park to make a right hand turn into the City Link Road.

City Link Road - prohibition of waiting Order: (See drawing MJ002-C-110)

Prohibition of waiting (At any time)

- The North Side for its entire length.
- The South Side for its entire length.

Widemarsh Street – prohibition of right hand turn: **(See drawing MJ0002-C-114)**

- Westwards on the southbound carriageway of Widemarsh Street to make a right hand turn on to the City Link Road.

Widemarsh Street – prohibition of waiting Order: **(See drawing MJ0002-C-111)**

Prohibition of waiting (At any time)

- On the east side of Widemarsh Street from a point 10m west of its junction with the B4539 Newtown Road up to a point 80m southwest of its junction with the City Link Road.
- On the west side of Widemarsh Street from a point 10m west of its junction with the B4539 Newtown Road up to a point 80m southwest of its junction with the City Link Road.

The existing Prohibition of waiting (8am – 6:30pm) restrictions on Widemarsh Street from a point 10m west of its junction with the B4539 Newtown Road up to a point 80m southwest of its junction with the City Link Road are to be replaced by the new Prohibition of waiting (At any time) described above.

Prohibition of waiting (8am – 6:30pm)

- From a point on Widemarsh Street 80m southwest of its junction with the City Link Road to a point 117m southwest of its junction with the City Link Road.

Station Approach – prohibition of waiting Order: **(See drawing MJ0002-C-112)**

Prohibition of waiting (At any time)

- The North side for its entire length.
- The South side for its entire length.

Barrs Court Road - prohibition of right hand turn: **(See drawing MJ0002-C-115)**

- South-westwards on the south-eastbound carriageway of Barrs Court Road to make a right hand turn on to Aylestone Hill

Hopton Road- One way Order: **(See drawing MJ0002-C-116)**

- No person shall cause or permit any vehicle to proceed in Hopton Road in the city of Hereford in the county of Herefordshire from its junction with Penn Grove Road to its junction with Barrs Court Road, other than in a south-westerly direction.

15 If approved orders will be advertised and feedback will be invited. If any objections are received, a further report be submitted to the Director for Economy Communities and

Corporate to consider those objections, and any other relevant comments, with any appropriate amended variations to the intended TROs.

Community impact

- 16 The City link road will enable regeneration of the city centre area which will have social, environmental and economic benefits. This is in line with the Councils corporate policy to support the growth of our economy.
- 17 The scheme will reduce vehicular movement in and around the City Link Road area to help improve safety and help ease congestion in the city centre. The proposed restrictions will ensure safe movement of traffic along the link road and safe operation of junctions. Further measures are proposed on Commercial Road, Blueschool and Newmarket Street on completion of the City Link Road which will provide enhanced safe public realm for cycling and walking.

Equality duty

- 18 The introduction of this proposal is considered to be of low impact, as the proposed restrictions will improve driver and pedestrian safety and be of benefit to the community.
- 19 This report and recommendations pay due regard to the Council's public sector equality duty. Under Section 149 Equalities Act 2010, the "General Duty" on public authorities is:

"A public authority must, in the exercise of its functions, have due regard to the need to -

- Eliminate discrimination, harassment, victimisation and any other conduct ... prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

It is considered that there is no negative impact on the Protected Characteristics identified in the Equality Act 2010.

Resource implications

- 20 The estimated cost of the detailing and legal process for the Traffic Regulation Orders for the City Link Road is £12.5K and is funded from the Hereford City Centre Transport Package capital budget. The process is managed by the Councils service delivery partner Balfour Beatty Living Places. Following completion of the new road the orders will be signed accordingly along the road. Enforcement of the restriction will be undertaken by the Councils parking services team.

Legal implications

- 21 The introduction of a TRO under the Road Traffic Regulation Act 1984 will be required. The council as the local highway authority has the power to make TROs under the provisions of the Road Traffic Regulation Act 1984 ("the RTRA), as amended. The Local

Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides the regulatory procedure for proposing and introducing TROs.

- 22 Under Section 122(1) of the RTRA the council as a traffic authority has a duty to secure expeditious, convenient and safe movement of vehicular traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Risk management

- 23 The proposed orders will support improving the overall amenity and public safety on these streets for all users and in particular pedestrian, disabled and visually impaired users.
- 24 A project risk register has been developed and will continue to be monitored as part of the project management of the scheme.

Consultees

- 25 During the planning stage for the City Link Road project a number of informal consultations were undertaken. These were well publicised and the attendees were representative of the majority of affected residents. The informal consultation events were published in advance in the Hereford Journal and Hereford Times as well as leaflets distributed to all properties within and adjacent to the ESG area.
- 26 The proposed restrictions at the Barrs Court / Aylestone Hill junction and on Hopton Road were informed by discussions with local members and the local community. Two consultation events were carried out for Barrs Court Road, Aylestone Hill and Hopton Road in 2017. During these consultations it was recorded (by submitting forms at the events or after the events, via e-mail) that the preferred option for those who responded to the survey was Option two, which included the prohibition of the right turn out of Barrs Court Road and one-way restriction on Hopton Road. (Shown on drawing in Appendix A, drawing: MJ0002-C-115 and MJ0002-C-116).
- 27 As part of the TRO process a formal public consultation will be carried out. The occupiers of properties in the roads affected will be consulted. In addition to this local members, Hereford Business Improvement District, the Chief Constable of West Mercia Police, Hereford City Council, Freight Transport Association, Road Haulage Association, Hereford & Worcester Ambulance Service, Hereford & Worcester Combined Fire Authority, and the Royal National College for the Blind will be asked to provide their views. A notice of Proposal will be published in the local press and on the council's website, giving 21 days for comments and objections to be made. The proposals will also be displayed on site notices in the affected streets and deposited in the council offices and the Info Centre in Hereford.
- 28 The proposed restrictions are a function of the road design and have formed part of the consultation of the road scheme during its development. The Barrs Court and Hopton Road restrictions have been developed with local member engagement. Local members have been advised of the CLR TRO consultation and invited to submit feedback.

Appendices

Appendix A: Plan of proposals – drawings:

- MJ0002-C-110 - City Link Road, Hereford – Waiting Restrictions
- MJ0002-C-111 - Widemarsh Street, Hereford – Waiting Restrictions
- MJ0002-C-112 - Station Approach, Hereford – Waiting Restrictions
- MJ0002-C-113 - City Link Road, Hereford – Right Turn Restrictions
- MJ0002-C-114 - Widemarsh Street, Hereford – Right Turn Restrictions
- MJ0002-C-115 - Barrs Court Road, Hereford – Right Turn Restrictions
- MJ0002-C-116 - Hopton Road - One - Way Restriction

Background papers

- None identified