

Record of officer decision

Decision title:	OBJECTION REPORT U92404 Stocking Lane Lucton – Consideration of reduction in existing speed limit to 30mph
Date of decision:	8 August 2019
Decision maker:	Acting Assistant Director Highways & Transport
Authority for delegated decision:	Directorate scheme of delegation: updated 1 November 2018 Directorate: Economy and Place, section 69. To act on behalf of the council in respect of the legislation specified in the foregoing: Traffic Management Act 2004, Road Traffic Act 1988 Acting Assistant Director for Highways and Transport (Traffic Manager designate) and The Traffic Manager may in making arrangements to ensure that the authority has: (a) determined specific policies or objectives in relation to different roads or classes of road in their road network; (b) monitored the effectiveness of – 117
Ward:	Bircher
Consultation:	The objections to the Statutory Consultation received from Yarpole Group and Cllr Bowen, the ward member, are provided in Appendix D. The support comments from the Police and a school are also provided in Appendix D.
Decision made:	The order as advertised and detailed above is made to introduce a 30mph speed limit on Stocking Lane. AND that: the request to lower speed limit on B4362 at this location will be the subject of further consideration. Working with the parish this will seek to establish what appropriate traffic engineering measures will need to be in place to enable a effective further reduction in the existing 50mph limit over all or part of its extents; and whom might fund the introduction of these measures, having due regard to the level of local concern and the risk posed to all road users across Herefordshire.
Reasons for decision:	To consider the comments/objections received from Yarpole Group Parish Council and Cllr Sebastian Bowen following the advertising of the Council's proposal to introduce a 30 mph speed limit on Stocking Lane from a point seven metres south of the junction with the B4362 for a distance of 260 metres in the southerly direction. The objections relate to the absence within the proposed order of a further reduction in the speed limit on B4362 past Lucton School only and both objectors support the proposed 30mph on Stocking Lane. The proposals are detailed on Drawing 3409-40 contained in Appendix A.
Highlight any associated risks/finance/legal/equality considerations:	Community Impact The proposal serves to control traffic speed and improve the amenity of the area. The additional signing will further highlight the new 30 mph speed limit making it easier for motorists to know the operational speed limit. This will have a positive impact on road safety and the environment for residents and will enable legal enforcement of the speed limit and help improve road safety in the vicinity. Equality Duty The introduction of this proposal is considered to be of low impact, as the

	<p>proposed restrictions will improve driver and pedestrian safety and be of a general benefit to the community. See Appendix E of this report for an Equality Impacts and Needs Assessment.</p> <p>Financial Implications Budgets for changes to speed limits are managed by Balfour Beatty Living Places on behalf of Herefordshire Council. The cost for the implementation of the TRO on the U92404 is estimated at £10,500. This includes cost for statutory consultation, preparing and making new a TRO, signage (including signage in the vicinity of the B4362/C1040/U92406 crossroads junction) and advertising. This cost has been identified from the existing TRO budget.</p> <p>Legal Implications The introduction of a TRO under section 84 of the Road Traffic Regulation Act 1984 will be required. The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments in Appendix C, 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. The Council will need to ensure that they have followed procedures correctly and that there is reasoned justification for making the TRO, otherwise if a TRO has been made unreasonably the decision can be challenged by way of judicial review in the High Court</p> <p>Risk Management 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 is contained in this Local Transport Plan and details a locally set target for a It is important for safety and their effectiveness that speed limits are set at an appropriate level having regard to the type of factors considered in this report. Setting speed limits inappropriately low can result in a worsening safety record by way of increased instances of overtaking, tailgating, driver frustration etc. and can increase the risk of collisions occurring. It is therefore recommended to introduce a 30 mph speed limit on Stocking Lane from a point seven metres south of the junction with the B4362 for a distance of 260 metres in the southerly direction. The adoption of this recommendation would contribute to these objectives in the Local Transport Plan.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>The order is re-advertised to include a lower speed limit on B4362 as well as a new 30mph speed limit on Stocking Lane.</p>
<p>Details of any declarations of interest made:</p>	<p>None</p>

I am an officer delegated to make the decision

Signed:

Job Title: Acting Assistant Director Highways & Transport