

## Record of officer decision

<b>Decision title:</b>	PROPOSED EXTENSION OF THE EXISTING 30 MPH SPEED LIMIT AT A465, STOKE LACY (IN ASSOCIATION WITH THE PROPOSED RESIDENTIAL DEVELOPMENT)
<b>Date of decision:</b>	2 September 2019
<b>Decision maker:</b>	Acting Assistant Director Highways & Transport
<b>Authority for delegated decision:</b>	<p>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</p>
<b>Ward:</b>	Three Crosses
<b>Consultation:</b>	<p>As previously stated, an initial consultation letter was sent out to all statutory consultees on 5<sup>th</sup> April inviting comments to the proposal. The responses were considered and explored in detail and have been summarised in a table in Appendix C.</p> <p>A subsequent meeting was held in Stoke Lacy village hall on the 30<sup>th</sup> May 2019 where the proposals were amended to increase the total distance of the 30mph speed limit extension to 274m from 190m. All parties (Ward Cllr, Parish Council, ADL, Hereford Council &amp; Balfour Beatty) approved this and agreed the formal notice procedure of the TRO process should now be instigated.</p>
<b>Decision made:</b>	<p>THAT:</p> <p>Subject to the receipt of any objections as a consequence of the formal advertising of the Recommendation(s) a new Traffic Regulation Order be introduced under Section 84 of the Road Traffic Regulation Act 1984 for the following;</p> <p>No person shall cause a vehicle to travel at a speed greater than 30 mph along the A465 from a point 65 metres north-east of where the centre line of the A465 intersects the centre line of the C1116 in a north-easterly direction for a distance of 274 metres.</p>
<b>Reasons for decision:</b>	<p>To consider the recommendation to extend the existing 30 mph speed limit on A465 at Stoke Lacy by an additional 274 metres in an easterly direction, in association with the current residential development located outside the existing 30 mph speed limit.</p> <p>The extents of the proposed restriction are shown in Appendix A.</p>
<b>Highlight any associated risks/finance/legal/equality considerations:</b>	<p><b>Community Impact</b>  The recommendation to extend the existing 30mph speed limit from a point 65 meters north-east of its junction with C1116 in a north-eastern direction for a distance of 274m would have a positive impact on the local community in terms of road safety and amenity.</p> <p><b>Equality Duty</b>  See Appendix D of this report for Equality Impacts and Needs</p>

	<p>Assessments (EINA).</p> <h3>Financial Implications</h3> <p>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 speed limit TRO on the A465 at Stoke Lacy is being met by the developer. Service Orders 2018 15 73 and PR19-15-29 in the sum of £7000.17 refers. This sum includes costs for statutory consultation, preparing and making a new TRO and advertising. This cost excludes any signage and road marking work which will be funded and carried out by the developer.</p> <h3>Legal Implications</h3> <p>The introduction of a TRO under section 84 of the Road Traffic Regulation Act 1984 will be required.</p> <p>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.</p> <p>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> <h3>Risk Management</h3> <p>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 reduction in people who are killed or seriously injured on the highway network. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan.</p> <p>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 and failing to change speed limits that are at an unsafe level 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 extend the 30-mph speed limit on the A465 from a point 65 meters north-east of its junction with C1116 in a north-eastern direction for a distance of 274m providing suitable signage and further traffic engineering measures (village gateway features) are provided in an attempt to slow traffic in advance of the new speed limit terminals.</p> <p>The adoption of this recommendation would contribute to these objectives in the Local Transport Plan.</p>
<p><b>Details of any alternative options considered and rejected:</b></p>	<p>That the 30 mph limit remains at its existing position and the proposed extension remains at the national speed limit – this will not address the points contained in Reasons for Recommendations and Key Considerations sections below.</p>

	That the extension of the 30 mph extends north of Stokes Lane (an additional distance of approximately 225 metres over and above the recommended extension of 275 metres. This being Stoke lacy Parish Councils initial suggested location for the commencement of the 30 mph speed limit.
<b>Details of any declarations of interest made:</b>	

I am an officer delegated to make the decision

Signed:

Print Name: Clive Hall

Job Title: Acting Assistant Director Highways & Transport