

Record of officer decision

Decision title:	Proposed new loading restriction at junction of New Road & High Street Bromyard
Date of decision:	21 January 2020
Decision maker:	Engineering Manager
Authority for delegated decision:	<p>Directorate scheme of delegation: updated 14 February 2019 Directorate: Economy and Place, section 69.</p> <p>To act on behalf of the council in respect of the legislation specified in the foregoing:</p> <p>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>
Ward:	Bromyard West
Consultation:	<p>As previously stated in this report an initial consultation letter was sent to all statutory consultees on 2nd July inviting comments to the proposal. A summary of the responses received are as follows and detailed in Appendix B;</p> <p>Ian Connelly West Mercia Police – would offer no objection to the proposals</p> <p>Bromyard Town Council - fully supports the proposals.</p> <p>Cllr Alan Seldon (Ward Cllr) – Supports the proposals however feels it's vital that the level of parking enforcement within the town is improved otherwise the success of the scheme will be in doubt.</p>
Decision made:	<p>Subject to the consideration of the receipt of any objections arising from the formal notice of proposal a new order will be introduced the effect of which will be;</p> <p>To introduce a No Loading At Any Time restriction on the following stretches of road;</p> <p>B4203 New Road (North Side) From its junction with High Street in a south westerly direction for a distance of 15 metres.</p> <p>B4203 New Road (South Side) From its junction with High Street in a south westerly direction for a distance of 34 metres.</p> <p>B4203 High Street (West Side) From its junction with New Road in a northerly direction for a distance of 13 metres.</p> <p>B4203 High Street (West Side) From its junction with New Road in a southerly direction for a distance of 13 metres</p>
Reasons for decision:	To introduce a No Loading at any time restriction in addition to the existing No Waiting At Any Time restriction at the junction of New Road/High Street Bromyard to prevent further vehicle strikes of historic buildings in the

	<p>vicinity.</p> <p>The extents of the proposed No Loading at Any Time restriction are shown in Appendix A.</p>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community Impact</p> <p>The recommendation to introduce No Loading at Any Time restrictions will have a positive impact on the local community in terms of road safety and amenity.</p> <p>Equality Duty</p> <p>The recommendation to introduce No Loading at Any Time restrictions are considered to be low impact. Blue badge holders will no longer be able to park on the double yellow lines at this location however there is ample on street and off-street parking within the town within close proximity to this location.</p> <p>Blue badge holders can park for up to 3 hours free in all Herefordshire Council owned car parks. The closest car park to the location of the proposed No Loading at Any Time restriction is Tenbury Road car park which is approximately 145 metres away.</p> <p>See Appendix C of this report for Equality Impacts and Needs Assessment (EINA).</p> <p>Financial Implications</p> <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 new No Loading at Any Time restrictions in New Road/High Street Bromyard is approximately £8800. This includes costs for statutory consultation, preparing and making new a TRO, signage, road markings and advertising. This cost has been identified from the existing TRO budget.</p> <p>Legal Implications</p> <p>The introduction of a new TRO under Part 1, Section 1 & 2 of the Road Traffic Regulation Act 1984 will be required.</p> <p>The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, (which includes advertising in a local newspaper) and a subsequent report will include any such objections or comments, for consideration</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 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.</p> <p>Section 9 of Part 2 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 also suggest that a public inquiry should be held if objections are received during the formal consultation phase of the TRO process on any scheme proposing to ban loading on a particular street.</p> <p>In the event that objections are received to the proposed restriction; an objection report would be produced and sent to the Acting Assistant</p>

	<p>Director of Highways and Transport to consider the objections, and to set out whether a public enquiry is required. The cost of a public enquiry will be funded through the Annual Plan budget if required</p> <p>Risk Management</p> <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, fairness and their effectiveness that loading restrictions are imposed appropriately having regard to the type of factors considered in this report. Loading restrictions should only be considered where alternative access arrangements can be made or if there is a serious safety concern in a particular area where loading and unloading activity is prevalent.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>No loading restrictions are proposed</p> <p>The loading restriction proposal is expanded to include the eastern side of High Street outside the pub.</p> <p>Limited Loading restriction is proposed</p>
<p>Details of any declarations of interest made:</p>	

I am an officer delegated to make the decision

Signed:

Print Name: Bruce Evans

Job Title: Engineering Manager