

Record of officer decision

Decision title:	NO WAITING AT ANY TIME (DOUBLE YELLOW LINE) RESTRICTIONS VARIOUS ROADS, LEOMINSTER
Date of decision:	12 February 2020
Decision maker:	Acting Assistant Director Highways & Transport / Head of Infrastructure Delivery
Authority for delegated decision:	<p>Directorate scheme of delegation: updated 14 February 2019 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>
Ward:	Leominster South
Consultation:	<p>As previously eluded to in this report an informal consultation (detailing the proposals and plans) was undertaken from 13th September 2019 to 4th October 2019. 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>Herefordshire County Council Parking Enforcement Manager – Would offer no objections to the proposals</p> <p>Leominster Town Council – Fully supports the proposals</p> <p>Cllr Trish Marsh and Cllr Jenny Bartlett (Ward Cllrs) – Fully support the proposals</p> <p>Upon consulting statutory consultees, as a matter of course, we strive to gain the support of the Ward Councillor (which we are legally required to do), Parish Council and the Police. This ensures that the scheme is both endorsed by those representing the general public and is enforceable by the local Police service.</p> <p>Statutory consultees are able to contact the Lead Officer and their team throughout the TRO process in order to allow them to convey any concerns/queries/feedback which may be significant/require attention.</p>
Decision made:	<p>That:</p> <p>Subject to the consideration of the receipt of any objections arising from the formal Notice of Proposal a new Traffic Regulation Order (TRO) will be introduced under Part 1, Section 1 & 2 of the Road Traffic Regulation Act 1984 , the effect of which will be to introduce No Waiting at Any Time restrictions on the following stretches of road;</p> <p><u>Junction of Mortimer Street and Wigmore Street</u></p> <p><u>Mortimer Street (Southern Side)</u></p>

	<ul style="list-style-type: none"> - From its junction with Wigmore Street to a point 10m west of its junction with Wigmore Street - From its junction with Wigmore Street to a point 10m east of its junction with Wigmore Street <p>Wigmore Street (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Street to a point 10m south of its junction with Mortimer Street <p>Wigmore Street (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Street to a point 10m south of its junction with Mortimer Street <p><u>Junction of Wigmore Street and Croft Street</u></p> <p>Wigmore Street (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 21m southwest of its junction with Croft Street <p>Wigmore Street (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 12m north of its junction with Croft Street <p>Croft Street (Northern Side)</p> <ul style="list-style-type: none"> - From its junction with Wigmore Street to a point 10m east of its junction with Wigmore Street <p><u>Westernmost Junction of Churchill Avenue and Croft Street</u></p> <p>Croft Street (Southern Side)</p> <ul style="list-style-type: none"> - From its junction with Churchill Avenue to a point 13m east of its junction with Churchill Avenue - From its junction with Churchill Avenue to a point 10m west of its junction with Churchill Avenue <p>Churchill Avenue (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 19m south of its junction with Croft Street <p>Churchill Avenue (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 21m south of its junction with Croft Street <p><u>Easternmost Junction of Churchill Avenue, Croft Street and Mortimer Place</u></p> <p>Croft Street (Northern Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Place to a point 20m west of its junction with Mortimer Place <p>Croft Street (Southern Side)</p> <ul style="list-style-type: none"> - From its junction with Churchill Avenue to a point 24m northwest of its junction with Churchill Avenue <p>Croft Street (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Place to a point to its junction with Churchill Avenue. A distance of 5m <p>Mortimer Place (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 10m north of its junction with Croft Street <p>Mortimer Place (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 10m north of its junction with Croft Street <p>Churchill Avenue (Eastern Side)</p> <ul style="list-style-type: none"> - From a point 70m west of its junction with Hereford Road to a point 80m west of its junction with Hereford Road <p>Churchill Avenue (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Croft Street to a point 10m south of its junction with Croft Street <p><u>Junction of Mortimer Street, Alderman's Meadow and Mortimer Place</u></p> <p>Mortimer Street (Northern Side)</p> <ul style="list-style-type: none"> - From its junction with Alderman's Meadow to a point 16m west of its junction with Alderman's Meadow
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	<p>Mortimer Street (Southern Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Place to a point 23m northwest of its junction with Mortimer place <p>Mortimer Street (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Alderman's Meadow to its junction with Mortimer Place. A distance of 8m <p>Alderman's Meadow (North-western Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Street to a point 9m north of its junction with Mortimer Street <p>Alderman's Meadow (South-eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Street to a point 13m north of its junction with Mortimer Street <p>Mortimer Place (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Street to a point 14m south of its junction with Mortimer Street <p>Mortimer Place (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Mortimer Street to a point 12m south of its junction with Mortimer Street <p><u>Junction of Churchill Avenue and George Street</u></p> <p>Churchill Avenue (Southern Side)</p> <ul style="list-style-type: none"> - From its junction with George Street to a point 4m east of its junction with George Street - From its junction with George Street to a point 8m west of its junction with George Street <p>George Street (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Churchill Avenue to a point 10m south of its junction with Churchill Avenue <p>George Street (Eastern Side)</p> <ul style="list-style-type: none"> - From its junction with Churchill Avenue to ap point 10m south of its junction with Churchill Avenue <p><u>Junction of Elm Close and Hereford Road</u></p> <p>Hereford Road (Western Side)</p> <ul style="list-style-type: none"> - From its junction with Elm Close to a point 10m north of its junction with Elm Close - From its junction with Elm Close to a point 10m south of its junction with Elm Close. <p>Elm Close (Southern Side)</p> <ul style="list-style-type: none"> - From its junction with Hereford Road to a point 18m west of its junction with Hereford Road <p>Elm Close (Northern Side)</p> <p>From its junction with Hereford Road to a point 17m west of its junction with Hereford Road</p>
<p>Reasons for decision:</p>	<p>To recommend that the Acting Assistant Director of Highways and Transportation endorse the proposal to introduce No Waiting at Any Time (Double Yellow Lines) restrictions on various roads in close proximity to Leominster Primary School.</p> <p>The recommendation is proposed for the following reasons:</p> <ul style="list-style-type: none"> • For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. • For preserving and improving the amenity of the area through which the road runs. • For the enhancement of visibility at the various junctions • For the improvement of safety for vulnerable road users utilising these sections of the network

Highlight any associated risks/finance/legal/equality considerations:

Community impact

The recommendations to introduce No Waiting at Any Time (Double Yellow Line) restrictions will reduce the amount of inappropriate on street parking and improve road safety for residents and children making their way to school on foot or by cycle at the various junctions. This will have a positive impact on the local community in terms of road safety and amenity.

The proposals set out will improve visibility, navigability and general safety at the junctions in the vicinity of Leominster School. This will benefit not only the surrounding residents and regular road users, but also children attending the school who will now be able to cycle with maximised visibility at junctions as well as crossing at the junctions unobstructed by inappropriately parked vehicles.

Equality duty

The recommendations to introduce No Waiting at Any Time (Double Yellow Line) restrictions are considered to be low impact. Any impact that remains will be equal to all parties.

- Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows: 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 that is 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.

See Appendix D of this report for Equality Impacts and Needs Assessment (EINA).

Resource implications

Budgets are managed by Balfour Beatty Living Places on behalf of Herefordshire County Council. The cost for the implementation of the new No Waiting at Any Time restrictions on the various junctions north of the Primary School, Leominster is approximately £8000. 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.

Legal implications

Section 9 of Part 2 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 states that 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.

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

	<p>substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.</p> <p>If no objections are received during the statutory consultation period then the introduction of a new TRO under Part 1, Section 1 & 2 of the Road Traffic Regulation Act 1984 will be 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 parking restrictions are imposed appropriately having regard to the type of factors considered in this report. Parking restrictions should only be considered where inconsiderate parking is causing a safety concern and where there is a more convenient place for parked vehicles to migrate to. It is considered that this proposed project faces largely reputational risks and that should the proposals be undertaken these will be mitigated.</p>
Details of any alternative options considered and rejected:	<p>No parking restrictions implemented – whilst this would save council expenditure, the benefits of introducing these restrictions are significant. These include the improvement of road safety. Further reasoning is provided in Key Considerations.</p> <p>20mph speed limit on Hereford Road outside of school – whilst this could improve road safety, the current vehicle speeds in the potential 20mph area are significantly above the Association of Chief Police Officers Guidance on setting speed limits. Significant traffic calming measures would be required to accompany any new speed limit signage, the cost of which would be greater than the budget set for this scheme.</p>
Details of any declarations of interest made:	

I am an officer delegated to make the decision

Signed:

Print Name:

Job Title:

Mairead Lane

Acting Assistant Director Highways & Transport /
Head of Infrastructure Delivery