

Record of officer decision

Decision title:	B4224, C1292 and C1297 Mordiford Village – Proposed reduction of national speed limit and extension of 30 mph speed limit
Date of decision:	19 October 2020
Decision maker:	Assistant Director Highways & Transport / Head of Infrastructure Delivery
Authority for delegated decision:	<p>Directorate scheme of delegation: updated 15 October 2020 Directorate: Economy and Place, section 75.</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, Cycle Tracks Act 1984, Highways Act 1980, National Parks and Access to the Countryside Act 1948, New Roads and Street Works Act 1991 Road Traffic Regulation Act 1984, Town and Country Planning Act 1990, Town Police Clauses Act 1847, Traffic Calming Act 1992 Wildlife and Countryside Act 1981</p>
Ward:	Backbury
Consultation:	<p>In September 2018, a Briefing Note was prepared to describe the proposal stated in this report and justification for the recommendation. This Briefing Note was circulated to the Local Member Councillor John Hardwick, Dormington and Mordiford Parish Council, Hampton Bishop Parish Council and the Police asking for comments on the recommendations. A copy of this Briefing Note is provided in Appendix D.</p> <p>Following the circulation of the Briefing Note, email communications with the Local Member, Parish Council and the Police took place in October 2018. The Local Member, Parish Council and the Police indicated their support to the recommendations.</p> <p>On 11th October 2018, the Traffic Regulation Order process was initiated by emailing the initial consultation drawing which only consisted speed limit reduction along the B4224, C1292 and C1297 to the Local Member, Parish Council, Police, Ambulance Services, Fire Authority, the Road Haulage Association and the Freight Transport Association. The consultees were asked to respond by 9th November 2018.</p> <p>The Local Member and the Police responded via email indicating their support to the proposals. The Chair of Dormington and Mordiford Group Parish Council responded on 7th November 2018 via email confirming that the Parish Council noted the forthcoming TRO proposal and welcomed the recommendations. Hampton Bishop Council responded on 21st November and fully support the speed reduction.</p> <p>As eluded to in paragraph 19 above, in May 2020, the Ward Councillor and Parish Councillor were re-consulted on the additional recommendations of dragon's teeth road markings on the approach to the Northern, Western and Southern speed terminals and the part-time advisory 20mph limit adjacent to the school. As part of this consultation the reasoning for these recommendations was fully explained with particular regard to reasons for not recommending a</p>

	<p>permanent 20mph (as per paragraphs 17 and 18 above). Both the Parish Council and the Local Member issued their support for these measures.</p> <p>The responses from these consultees are provided in Appendix E.</p> <p>The Ambulance Services, Fire Authority and the Freight Transport Association did not respond.</p>
<p>Decision made:</p>	<p>THAT:</p> <p>subject to the consideration of any objections received as part of the statutory consultation a Traffic Regulation Order be implemented to effect of which will introduce restrictions on the roads as detailed below:</p> <p><u>C1292</u></p> <ul style="list-style-type: none"> • The 30mph is extended from its current termination point which is 120m north of the junction with the B4224 by 97m to a total of 217m north of the junction with the B4224. • A part-time advisory 20mph speed limit adjacent to the school during school opening and closing times is implemented. <p><u>C1297</u></p> <ul style="list-style-type: none"> • The 30mph speed limit at Mordiford is extended on the C1297 from its current termination point which is 118m east of the junction with the U2213 Pentalo Close by 215m in the south-easterly direction to a location 333m southeast of U72213 Pentalo Close. <p><u>B4224</u></p> <ul style="list-style-type: none"> • The 30mph is extended from its current termination point which is 65m south of the junction with the C1297 by 96m to a distance of 161m south of this junction. This will reduce the existing national speed limit to 30 mph as detailed on the drawing contained in Appendix A
<p>Reasons for decision:</p>	<p>To consider the introduction of a new speed limit order at Mordiford Village the effect of which will be to extend the existing 30 mph speed limit on B4224, C1292 and C1297. This proposal is depicted on Drawing 3409-50 in Appendix A.</p>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community Impact</p> <p>The recommendation to reduce the existing national speed limit to 30 mph on the C1292 on that section of road 120m north of its junction with the B4224 for a distance of 97 metres in northerly direction and on the B4224 from 65m south of the junction with the C1297 for a distance of 96 metres in southerly direction and on the C1297 for a distance of 215m in the easterly direction will serve to control traffic speed, enable mobility and improve the amenity of the area in the most optimum manner. This will create a positive impact on road safety and the environment for all residents and drivers.</p> <p>Overall, the recommendation would have a positive impact on the local community in terms of road safety and amenity in accordance with Section 122 of the Road Traffic Regulation Act 1984.</p> <p>Environmental Impact</p> <p>Herefordshire Council provides and purchases a wide range of services for the people of Herefordshire. Together with partner organisations in the private, public, and voluntary sectors we share</p>

a strong commitment to improving our environmental sustainability, achieving carbon neutrality and to protect and enhance Herefordshire's outstanding natural environment.

The development of this project will seek to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance. The adoption of the proposals will not be detrimental to the council's environmental policy commitments and aligns to the success measures in the County Plan.

Equality Duty

The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

The recommendation to reduce the existing national speed limit to 30 mph on the C1292 on that section of road 120m north of its junction with the B4224 for a distance of 97 metres in northerly direction and on the B4224 from 65m south of the junction with the C1297 for a distance of 96 metres in southerly direction and on the C1297 for a distance of 215m in the easterly direction is considered to be low impact.

The proposals aim to improve road safety and amenity, thus pay regard to the council's duty according to the Equality Act 2010 as set out below.

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

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

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

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

Resource 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 extended 30mph speed limit on the B4224, C1292 and C1297 and the advisory 20mph speed limit is estimated at £16,000. This includes cost for statutory consultation, preparing and making new a TRO, signage including two new '20mph when lights flash' signs, and advertising. This cost has been identified from the existing TRO budget.

Legal Implications

An introduction of a TRO under Section 84 of the Road Traffic

	<p>Regulation Act 1984 will be required.</p> <p>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.</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. As regards this informal consultation proposal, comments received are detailed in Appendix E attached and considered in this report.</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 considering 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.</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 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. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>The proposed speed limit Order is not implemented – This is not recommended as it would consequently not resolve the issues regarding the visibility of the 30mph terminal signs on B4224. It would also be in direct opposition to the desires of the Parish Council.</p>
<p>Details of any declarations of interest made:</p>	

I am an officer delegated to make the decision

Signed:

Print Name: Mairead Lane
Job Title: Assistant Director Highways & Transport /
Head of Infrastructure Delivery