

Record of officer decision

Decision title:	B4349 KINGSTONE; CHANGE OF SPEED LIMIT - 40 MPH TO 30 MPH IN ASSOCIATION WITH THE CURRENT LAGAN HOMES RESIDENTIAL DEVELOPMENT.
Date of decision:	2 September 2019
Decision maker:	Acting Assistant Director Highways & Transport
Authority for delegated decision:	<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>
Ward:	Wormside
Consultation:	<ol style="list-style-type: none"> 1. As previously stated in this report an initial consultation letter was sent to all statutory consultees on 9th April 2019 inviting comments to the proposal. A summary of the responses received are as follows and detailed in Appendix D; 2. Ian Connelly West Mercia Police commented – no objections to the proposal although has concerns that speeds will not reduce sufficiently to within ACPO guidelines and will require further engineering measures to ensure the new speed limit is self-enforcing by introducing yellow backed 30 mph terminal signs and 30 mph roundels and red surfacing at the 30 mph terminal point. Regular enforcement cannot be committed to at this location therefore any further concerns relating to speed will be reserved back to Balfour Beatty. It is recommended that the proposed measures set out by the Police be adopted and implemented. 3. Kingstone PC support the proposals 4. Cllr Bolderson supports the proposals
Decision made:	<p>THAT; Subject to the receipt of any objections as a consequence of the formal advertising of the recommendations the following course of action is adopted;</p> <p>That the following Speed Limit Orders be revoked; THE COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL (B4349 KINGSTONE) (20 MPH SPEED LIMIT) ORDER 2004 & THE COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL (B4349 KINGSTONE) (40 MPH SPEED LIMIT) ORDER 2004.</p> <p>And</p>

	<p>A New Speed Limit Order to be introduced under Sections 82 and 84 of the Road Traffic Regulation Act 1984 and cited as (B4349 KINGSTONE) (20 MPH, 30 MPH AND 40 MPH SPEED LIMIT) ORDER 2019 the effect of which will be that;</p> <p>No person shall drive a motor vehicle at a speed exceeding 20 mph along the B4349 from a point 300 metres north east of its junction with B4348 at Kingstone to a point 830 metres north east of its junction with B4348.</p> <p>No person shall drive a motor vehicle at a speed exceeding 30 mph along the B4349 from a point 830 metres north east of its junction with B4348 at Kingstone to a point 100 metres east of its junction with C1221.</p> <p>No person shall drive a motor vehicle at a speed exceeding 30 mph on the U73221 Coldstone Cross for its entire length. (Made under section 82 RTRA 1984)</p> <p>No person shall drive a motor vehicle at a speed exceeding 40 mph along the B4349 from a point 188 metres north east of its junction with B4348 at Kingstone to a point 300 metres north east of its junction with B4348.</p> <p>And</p> <p>That the enhancements to the 30 mph terminal position as proposed by the Police in the form of yellow backed 30 mph terminal signs with village name, 30 mph roundel on the road surface and red surfacing are implemented.</p>
<p>Reasons for decision:</p>	<p>To consider the recommendation to reduce the existing 40 mph speed limit to 30 mph on the B4349 from a point 830 metres north east of its western junction with B4348 to a point 100 metres east of its junction with C1221.</p> <p>The extents of the proposed 30mph speed limit are shown in Appendix A.</p> <p>The length of highway to which the proposed reduction in the speed limit relates to is part of a wider system of adjacent speed limits and their provisions in corresponding Orders. The following Recommendation(s) relates to the revocation of all the prevailing speed limit orders and introducing new speed limit orders to reflect the changes in speed limit from 40 mph to 30 mph and to also include the lengths of adjacent highway staying at the same speed limit. However this report focuses on just the proposed change from 40 mph to 30 mph.</p>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community Impact</p> <p>The recommendation to reduce the speed limit to 30mph on the B4349 from a point 830m northeast of its junction with B4348 in the village of Kingstone to a point 100m east of its junction with C1221 would have a positive impact on the local community in terms of road safety on what is a known school and pedestrian route through the village.</p>

Equality Duty

The recommendation to introduce a 30mph speed restriction TRO on B4349 is considered to be low impact.

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

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 speed limit TRO on the B4349 in the village of Kingstone is being met by the developer. Service Order 2018 15 66 in the sum of £7931 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.

Legal Implications

The introduction of a TRO under Section 82 and 84 of the Road Traffic Regulation Act 1984 will be required.

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 substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

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 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.

It is important for safety and their effectiveness that speed restrictions are imposed appropriately having regard to the type of factors considered in this report. Imposing speed restrictions inappropriately could result in frequent contraventions to the signed limit that would not be enforced regularly enough by the Police to prevent them from being of benefit and in extreme circumstances make the road more dangerous as drivers become frustrated and take more risks.

Details of any alternative options considered and rejected:	That the speed limit remains at 40 mph on the section of road that is recommended for a reduction to 30 mph.
Details of any declarations of interest made:	

I am an officer delegated to make the decision

Signed:

Print Name: Clive Hall

Job Title: Acting Assistant Director Highways & Transport