

Record of officer decision

Decision title:	B4214 at Collington Speed Limit Review
Date of decision:	2 December 2020
Decision maker:	Acting Assistant Director Highways & Transport / Head of Infrastructure
Authority for delegated decision:	Directorate scheme of delegation: updated 1 December 2020 Directorate: Economy and Place, section 75. To act on behalf of the council in respect of the legislation specified in the foregoing: 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
Ward:	Hampton
Consultation:	A pre-scheme assessment meeting was held with the with the Parish Council (PC) on 14th August in which the PC had the opportunity to discuss the reasoning behind the request and show the perceived issues on the stretch of road. The Ward Councillor was emailed with the meetings proceedings and outcomes. The site was assessed by officers after the meeting. The PC and Ward Councillor Harrington have been made aware of the recommendations in this report and no concerns were raised. In order to gain his opinion on the recommendation, the Traffic Management Advisor for Warwickshire and West Mercia Police was consulted and in response stated 'I agree with your recommendation to make no changes to the current speed limit'. Appendix F contains a summary of the responses.
Decision made:	No changes are made to the existing National Speed Limit on B4214 at Collington Herefordshire.
Reasons for decision:	To consider the recommendation not to change the existing National Speed Limit on B4214 at Collington, Herefordshire. The extents of the study area are shown in Appendix A.
Highlight any associated risks/finance/legal/equality considerations:	Community Impact The recommendation not to proceed with the speed limit reduction on the B4214 at Collington would have no further impact (positive or negative) on the local community in terms of road safety. The road already has an insignificant accident history (see point 7) and compliant speed readings in line with the current 50mph speed limit. Thus, it is not felt that lowering the speed limit on the road through Collington would have any further benefit in terms of road safety.

Environmental Impact

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

The adoption of the proposals will bear no impact on the council's environmental policy and lead to no further environmental impact at Collington.

Equality Duty

The recommendation not to implement any reduction in speed limit on B4214 at Collington is considered to be low impact.

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-

- (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.

Any impact as a result of the scheme will be equal impact to all parties.

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

Resource Implications

Due to the recommendation not to proceed there will be no further financial implications with regards to this project. The cost of this review process is covered within the existing TRO budget within the annual plan

Legal Implications

The introduction of a Traffic Regulation Order under Section 1 and 84 of the Road Traffic Regulation Act 1984 would normally be required if the recommendation was to proceed with its making. However, the recommendation is that no TRO is required.

There are no further legal implications in not making the TRO, even if objections are made. It is at the discretion of the Council as the Highway Authority whether to make a TRO dependant on the justification for doing so.

	<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. A Key Performance Indicator is contained in this Local Transport Plan and details a locally set target for a reduction in fatal or serious injuries on the highway network. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan as they would not make it any more dangerous to navigate this section of B4214 at Collington. Speed surveys and collision investigations have indicated that there is no current issue with road safety at this section of road.</p> <p>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.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>A 50-mph speed limit is introduced on the B4214 at Collington – reasons for not recommending this option are considered below.</p> <p>A 40-mph speed limit is introduced on the B4214 at Collington – reasons for not recommending this option are considered below.</p> <p>Provide additional warning signage on the B4214 – reasons for not recommending this option are considered in point 10 below.</p>
<p>Details of any declarations of interest made:</p>	<p>If any officers or members involved or consulted in the decision-making have declared an interest you should include the declaration here.</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