

Record of officer decision

Decision title:	Steens Bridge and Docklow – A44, C1059 and U94030. Consideration of a 50 mph, 40 mph and 30 mph Speed Limit Order.
Date of decision:	9 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:	Traffic Regulation Order process commenced by emailing the Initial Consultation Drawing to the Local Member Cllr Baker, Humber Ford and Stoke Prior Group Parish Council , Hatfield and District Group Parish Council HDGPC, Police, Ambulance Service, Fire Authority, the Road Haulage Association and the Freight Transport Association. The initial consultation was followed by circulation to the same consultees of the formal Notice of Proposal. The Ambulance Services, Fire Service the Road Haulage Association and the Freight Transport Association did not respond to either the initial consultation or the Notice of Proposal. Appendix C summarises the responses to the initial consultation and Notice of Proposal. Following the May 2019 local elections, the new ward member Councillor Harrington was briefed and asked to comment on the proposals. Councillor Harrington’s concluding comments are set out in point 21 above.
Decision made:	Having published a formal Notice of Proposal we proceed to give notice of making and introduce a new Speed Limit Order under Section 84 of the Road Traffic Regulation Act 1984 titled Herefordshire Council (A44, C1059, U94030) (50 mph, 40 mph and 30 mph Speed Limit) Order 2020, the effect of which will be as follows: No person shall drive a motor vehicle at a speed exceeding 30 miles per hour along the entire adopted length of the U94030 Humber Close. No person shall drive a motor vehicle at a speed exceeding 40 miles per hour on the C1059 from its junction with the A44 for a distance of 390 metres in a north-easterly direction. No person shall drive a motor vehicle at a speed exceeding 50 miles per hour on the A44 from a point 103 metres southwest of its junction with the C1059 to a point 783 metres east of its junction with the U94210

	<p>Lower Docklow Church Road.</p> <p>That The County of Hereford and Worcester (A44, Leominster to Bromyard Road, Docklow) (50 mph Speed Limit) (No 7) Order 1993 AND The County of Herefordshire District Council (A44 and U94030 Steens Bridge) (50 mph and 30 mph Speed Limit) Order 2005 are revoked</p>
<p>Reasons for decision:</p>	<p>To consider the recommendation to introduce a speed limit order (SLO) to:</p> <ul style="list-style-type: none"> (a) join up two existing 50 mph speed limit sections of the A44 at Steens Bridge and Docklow that are currently separated by a 470 metre length of National Speed Limit (NSL) – this will be achieved by reducing the said NSL to 50 mph. (b) extend the existing western 50 mph speed limit on the A44 at Steens Bridge by approximately 360 metres in westerly direction to a point 103 metres to the west of the junction of the C1059 with the A44. (c) reduce the speed limit on the C1059 from its current NSL to 40 mph from its junction with the A44 for 390 metres in a north easterly direction. (d) re introduce the existing 30 mph speed limit in Humber Close following the revocation of the existing speed limit orders mentioned in (e) below. (e) The new speed limit arrangement will be achieved by revoking the current 1993 and 2005 speed limit Orders associated with the two existing 50 mph sections on the A44 and the existing 30 mph limit in Humber Close and making a new Order which will include the existing and expanded speed limits. <p>Appendix A contains drawing 3409-53 that depicts the existing and proposed speed limit arrangements.</p>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community impact The proposal is likely to aid speed limit compliance and create a positive impact on road safety and the environment for all road users.</p> <p>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.</p> <p>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.</p> <p>The implementation of the proposals should result in reduced congestion and vehicle emissions and provide an environment where people feel it is safe to walk, cycle or ride.</p> <p>Equality duty The introduction of this proposal is considered to be of low impact, as the proposed restrictions will improve driver and pedestrian safety and be of a general benefit to the community. See Appendix D of this report</p>

for an Equality Impacts and Needs Assessment.

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 to all parties.

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 TRO on the A44 at Steens Bridge and on the C1059 is estimated at £9500. This includes cost for statutory consultation, preparing and making new a TRO, signage and advertising. This cost has been identified from the existing TRO budget.

Legal implications

The introduction of a speed limit order under Section 84 of the Road Traffic Regulation Act 1984 will be required and the revocation of two existing speed limit orders will be required under Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

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 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 to this formal consultation proposal, comments received are detailed in Appendix C attached and considered in this report.

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.

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,

	<p>tailgating, driver frustration etc. and can increase the risk of collisions occurring.</p> <p>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>That (a) the recommendations are not adopted and consequently the existing National Speed Limit (NSL) on the A44 at Steens Bridge between the two existing 50 mph limits is not reduced to 50 mph, (b) that the existing 50 mph limit is not extended to encompass the C1059 junction, and (c) that the existing NSL on the C1059 is not reduced to 40 mph – all of which would not resolve the issues set out in the “Key Considerations” section below.</p> <p>That the foregoing recommendations are re-advertised to include a reduction in the NSL to 50 mph that is extended further westwards to encompass Drum Crossroads, this option is favoured by Humber Ford and Stoke Prior Group Parish Council and is considered and commented on in “Key Considerations” points 7 and 10 below.</p> <p>That the foregoing recommendations are re-advertised to include a reduction in the NSL to 50 mph for the full extent between Steens Bridge and Leominster. This option was favoured by the previous Local Member Councillor Baker who represented Hampton Ward prior to the May 2019 local election and is considered and commented on in “Key Considerations” section below. The current Local Member, Councillor Harrington’s views as the post May 2019 Local Member have been obtained on points 2 and 3 and are considered in this report in the points 8, 10 and 11 below.</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