

## Record of Operational Decision

<b>Decision title:</b>	<b>Hereford City Centre Improvements – Mill Street Traffic Regulation Order</b>
<b>Date of decision:</b>	17 <sup>th</sup> January 2023
<b>Decision maker:</b>	Corporate Director, Economy and Environment in consultation with Andrew Lovegrove, Chief Financial Officer
<b>Authority for delegated decision:</b>	<ul style="list-style-type: none"> <li>• The Cabinet Member decision of 7 October 2021- Hereford City Centre Improvements (HCCI) authorised The Director for Economy and Place (now Corporate Director Economy and Environment) to take all operational decisions necessary in consultation with the Chief Financial Officer to progress the elements of the HCCI programme in accordance with the recommendations.</li> </ul> <p>Report Link:  <a href="https://councillors.herefordshire.gov.uk/documents/s50094631/Hereford%20City%20Centre%20Improvements%20HCCI%20main%20report.pdf">https://councillors.herefordshire.gov.uk/documents/s50094631/Hereford%20City%20Centre%20Improvements%20HCCI%20main%20report.pdf</a></p> <p>Under Section 75 of the Council’s Officer Scheme of Delegations updated 23 December 2022 Directorate: Economy and Environment, has delegated authority to exercise powers of the Council under council in, Road Traffic Regulation Act 1984</p>
<b>Ward:</b>	Central
<b>Consultation :</b>	<ul style="list-style-type: none"> <li>• The St Owen St Cycle Contraflow scheme has involved consultation with key local stakeholders and an informal public consultation.</li> <li>• A statutory consultation was carried out from 19 May 2022 to 16 June 2022 for the main St Owen St Scheme TROs. In that consultation comments were received regarding extending the contraflow on Mill St from the junction with Green St to the junction with Cantilupe St.</li> <li>• As a result of these comments a further TRO consultation was initiated to extend the contraflow on Mill St.</li> <li>• A formal notice of preproposals was published in the Hereford Times and notices place on Mill St.</li> <li>• Letters were sent to local residents and businesses, as well as emergency services, freight and haulage organisations, public transport and taxi operators inviting them to comment on the proposals. Hereford City Council and the local member were also invited to respond.</li> <li>• A total of 17 responses to the consultation were received. Of these there were: <ul style="list-style-type: none"> <li>7 objecting to the proposals</li> <li>8 supporting the proposals</li> <li>2 commenting on the proposals</li> </ul> </li> <li>• The Council’s Legal and Finance Departments have also been consulted and held no objections to the proposals.</li> </ul>

	<ul style="list-style-type: none"> <li>• Responses from the project team to the consultation comments are provided in Appendix 1</li> </ul>
<b>Decision made:</b>	<b>To authorise the making and implementation of the Traffic Regulation Order (TRO) proposing movement restriction changes in Mill Street</b>
<b>Reason for decision:</b>	<ul style="list-style-type: none"> <li>• Hereford City Centre Improvements are designed to support the local economy and enhance the retail environment. The refurbishment scheme is contributing to the delivery of the Herefordshire Streetscape Strategy to create an attractive, vibrant city centre to help support existing businesses and create new opportunities to encourage more visitors and retailers.</li> <li>• The Cabinet Member decision dated 7th October 2021 set out the budget for the St Owen St Cycle Contraflow Scheme. Decision - Hereford City Centre Improvements (HCCI) - Herefordshire Council</li> <li>• The Herefordshire Council Local Transport Plan 2016 – 2031 includes the HCCI as a package of works to make the city a more attractive place to visit and to provide a pedestrian and cycle friendly environment. It is intended that there will be a benefit to wide range of people and groups within the business and resident community.</li> <li>• The HCCI proposals also contribute to the County plan (2020 – 2024) and to the Herefordshire Council Delivery Plan 2020-2022.</li> <li>• Transport and transport infrastructure are currently significant contributors to carbon emissions in both embodied and operational carbon. The St Owen St improvements, of which the extension of the cycle contraflow on Mill St form part, provide an opportunity to support a mode shift from cars to public transport, walking and cycling through enhanced provisions for these alternative modes. This will make the access to and circulation within this area more attractive for non-car modes, whilst maintaining provision for those for whom car use is essential.</li> <li>• The St Owen St cycle contraflow, of which the extension of the cycle contraflow on Mill St form part, will provide a key element of improved cycle access into the city centre from the north east quadrant, thus supporting the reduction on short journey car trips in this area.</li> <li>• An increased modal shift to walking and cycling for trips to and from the city centre will also support an improvement in air quality in this area. The Mill St cycle contraflow together with the St Owen St improvements provide a direct cycle route into the city centre which will reduce cyclists exposure to air pollution on the current the high volume routes on Bath St and Blueschool St within the air quality management zone.</li> <li>• The recent TRO consultation for the main St Owen St scheme TROs included comments on the benefits to connectivity of extending the contraflow on Mill St to cover the section between Green St and Cantilupe St. Following consultation with legal this was not possible to implement as a minor amendment to those orders and as a result has been brought forward as a separate TRO.</li> <li>• Contraflow cycling is a well established approach to providing cycle routes within urban environments and features within the new LTN 1/20 cycle infrastructure design in line with the DfT guidance. The</li> </ul>

	<p>traffic flows in this section of Mill St are low for the majority of the day and lower than on St Owen St, and the volume of cycles, given the alternative routes from Cantilupe St and Green St, are also anticipated to be lower such that an informal contraflow provision in this section is appropriate as laid out in LTN 1/20.</p> <ul style="list-style-type: none"> <li>• The delivery of the Mill St cycle contraflow will form part of the St Owen St project commissioned through the Balfour Beatty Living Places (BBLP) public realm contract. This procurement route was selected as it achieved the timescales associated with the LEP funding agreement and for continuity through knowledge of the scheme that BBLP already had.</li> </ul>
<p><b>Highlight any associated risks / finance / legal / equality considerations:</b></p>	<p><b>Delayed implementation;</b> if the implementation of the additional section of contraflow is delayed this could result in higher implementation costs for this as a result of inflation and in bringing the works forward as a completely separate package of works to St Owen St.</p> <p><b>Impact of works on residents, businesses and organisations in the locality:</b> Works to be scheduled to maintain access for vehicles during the works and be phased to manage impact on the street. Ongoing liaison with local community in relation to delivery of the works. Works to be completed as part of the completion of the main scheme works to avoid extended impacts.</p> <p>The Council as the local highway authority has the powers to make Traffic Regulation Orders under the Road Traffic Regulation Act 1984.</p> <p>The procedure for making such orders is set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as amended, (“The Regulations”). This includes the requirements for consultation and the publication of a notice in a local newspaper. Anyone may object in writing to an order by the date specified on the notice.</p> <p>Following the consultation period the authority has considered all objections made and not withdrawn. Having considered these it is proposed to make the Order as originally advertised.</p>
<p><b>Details of any alternative options considered and rejected:</b></p>	<ol style="list-style-type: none"> <li>1. The Mill St cycle Contraflow scheme could be withdrawn, however, this is not recommended as it could result in un-authorized cycle contraflow movements without the sign and marking provisions proposed for this section of contraflow which would increase risk to cycles, pedestrians and vehicles.</li> <li>2. Not implement the scheme as currently proposed and develop an alternative scheme with a mandatory lane and removal of on street parking, which would be subject to a further consultation on TRO amendments. This is not recommended as this would negatively impact the ability for local residents to park in the vicinity of their property. This would not be justified for the relatively low volumes of cycles using this section which make an informal contraflow provision as proposed appropriate.</li> </ol>
<p><b>Details of any declarations of interest made:</b></p>	<p>None.</p>

I am an officer delegated to make the decision

Signed:

Print Name: Ross Cook

Job Title: Corporate Director Economy and Environment