

DECISION RECORD ¹

Subject: Traffic Regulation Order

THE HERTFORDSHIRE (VARIOUS ROADS, LONDON COLNEY) (20 MPH ZONE) ORDER 2016

Staff Contact: Steve Dibben

Executive Member: Terry Douris

Tel: 01992 658158 (58158)

Portfolio: Highways

1. **Decision**

To proceed with the implementation of a *20mph speed limit* as advertised in Alexander Road, Five Acres, Oldfield Road, Perham Way, Tovey Close, Napier Close and Collingwood Drive, London Colney.

2. **Reasons for the decision**

The proposal is to implement a *20mph speed limit* to increase driver awareness of the residential area which has large green open spaces where children play out, and additionally, the presence of London Colney Primary and Nursery school.

The local county member, Dreda Gordon, had been working with London Colney Parish Council, London Colney Primary and Nursery school and the local community on softer measures to raise road safety awareness around the area. It was during discussion for this initiative that the local community suggested the speed limit in Alexander Road to be reduced. Cllr Gordon asked for this to be prioritised for consultation from the Highway Locality Budget allocated to The Colneys division.

Informal consultation on the creation of a 20mph zone took place with 380 residents between 12th and 30th September 2016; this returned 23 responses - 16 in support and 6 against. Support for the proposal was also received from Hertfordshire Police. Those objecting raised concerns, which have been summarised into:

- that vehicles speeds were already low and driver behaviour good;
- that the money could be better spent elsewhere;
- that the existing traffic calming should be removed;
- that the lower speed limit would not be enforced;

The scheme designer, promoting officer and local county member reviewed all responses and came to the view that whilst vehicle speeds were already low, which meant that no enforcement would be necessary, posting a lower limit would help remind drivers of the need to take care in an area which has a high proportion of young vulnerable pedestrians. Further, that the funding allocated to this project is drawn from a discretionary budget, whereas the council's core budget is allocated to technically driven programmes of work. Therefore, in the interests of the local community it was decided the proposals should be advertised without amendment.

Formal consultation through Public Notice and letter to residents took place between 12th January and 3rd February 2017. These returned 33 responses, 24 supporting the

proposals and 6 objecting – 3 made comments. Those objecting raised similar concerns as were raised at the informal consultation, but have been summarised into:

- that vehicles speeds were already low;
- that the money could be better spent elsewhere;
- that the lower speed limit would not be enforced;

The scheme designer, promoting officer and local county member reviewed all responses and again came to the view that posting a lower limit would help remind drivers of the need to take care in the residential area. Additionally, that by introducing a lower speed limit it thereby decreases the likely potential of injury accidents. The designer and promoting officer both recommend the proposals should be implemented.

County Councillor Dreda Gordon confirmed support for implementation, recognising that the lower speed limit may not be enforced but will increase drivers awareness of the need to watch their speed in what is a residential area.

The proposals are in line with Hertfordshire County Council's Speed Management Strategy – Setting Speed Limits. The reduction of the speed limit from 30mph to 20mph is feasible and suitable for Alexander Road, Five Acres, Oldfield Road, Perham Way, Tovey Close, Napier Close and Collingwood Drive, London Colney. The Speed Management Strategy suggests that after implementation a further 1mph reduction in mean speed should be achieved. Additionally, research has shown that on urban roads with low average traffic speeds any 1mph reduction in average speed can reduce collision frequency by around 6%.

The area being considered for the zone is residential, with a number of amenity green areas where children play out, but also has within it London Colney Primary and Nursey School. Any reduction in vehicle speeds would represent an improvement in highway safety. The speed surveys undertaken evidenced the mean speeds to be well within the upper limit of 25mph.

Some of those who objected were concerned that 20mph limits would not be enforced. Whilst it is expected that 20mph limits should be self-enforcing to comply with policy, the mean speeds within the roads surveyed recorded 18.3mph at the low end and 24.3mph at the upper. Whilst some motorists may exceed the proposed 20mph limit, mean speeds are coincident with criteria. Therefore, whilst little or no enforcement of a 20mph limit is likely to be undertaken by the police, there should not be a need because of the existing speeds, road alignments, environment and on-street parking.

Therefore, the proposed reduction in the speed limit reflects the typical speed at which most traffic already drives, and no physical traffic calming or other engineering measures will be necessary.

Entry to the zone is to be signed '20mph', and repeater signs are to be erected at regular intervals to remind motorists.

As Senior Officer with Delegated authority to decide on this matter, I confirm I have reviewed the proposals and am minded to support the designer, member and officer recommendation, that the reduced speed limit is appropriate for the environment and should be implemented.

3. Alternative options considered and rejected ²

The primary purpose of the scheme was specifically to raise driver awareness of the residential nature of the area where children play out and additionally, the presence of London Colney Primary and Nursery school. The scheme included all roads bounded by the local strategic network, so could not be extended further. Therefore, no alternative options were considered.

4. Consultation

(a) Comments of Executive Member ^{3 4}

The Executive Member for Highways, Terry Douris, was consulted on 8th March 2017 and confirmed on 10th March 2017:

'Noting the support of the local member I am content to support these proposals.'

(b) Comments of other consultees ⁵

The local county member, Dreda Gordon, had been working with London Colney Parish Council, London Colney Primary and Nursery school and the local community on softer measures to raise road safety awareness around the area. It was during discussion for this initiative that the local community suggested the speed limit in Alexander Road to be reduced. Cllr Gordon asked for this to be prioritised for consultation from the Highway Locality Budget allocated to The Colneys division.

The Local County Member, Dreda Gordon, considers the schemes should be implemented as advertised.

Hertfordshire Constabulary, on behalf of the emergency services supports the reduced speed limit as advertised.

No other statutory consultees made any comment during consultation.

5. Following consultation with, and the concurrence of the Executive Member, I am proceeding with the proposed decision.

Signed:

Title: Hig

Date: 10th March 2017

6. Copies of agreed document to:

- All consultees
- Chairman, and Vice-Chairman of the Overview and Scrutiny Committee
- hard & electronic copy (for public inspection both at County Hall and on Hertsdirect) Assistant Head of Member Services - Room 211 County Hall.

¹ for guidance see Chief Legal Officer's note "Taking Decisions"

² details of any alternative options considered and rejected by the officer at the time the decision was made

³ record any conflict of interest declared by any Executive Member consulted. If an Executive Member declares a conflict of interest DO NOT PROCEED without seeking advice from the Chief Legal Officer

⁴ If the matter has general significance for the Council and/or is, or is likely to be, controversial, then the officer shall consult the appropriate Executive Member before proceeding. In some cases it will be necessary to consult more than one Executive Member, and in some cases the Leader of the Council will need to be consulted

⁵ If the matter has local significance, but no general significance for the Council and no controversial aspects, the officer shall consult or inform the local member in writing (or by e mail) and proceed. It is essential that all officers responsible for delivering services ensure that local members are kept well briefed on issues affecting their areas.