



Boaliff PaA-

**DECISION TO MAKE TRAFFIC REGULATION ORDER**  
Road Traffic Regulation Act 1984

**Subject: Traffic Regulation Orders**  
**THE HERTFORDSHIRE (VARIOUS ROADS, LONDON COLNEY) (20 MPH ZONE) ORDER 2016**

Delegated Officer: Steve Dibben

Project Sponsor: Phil King

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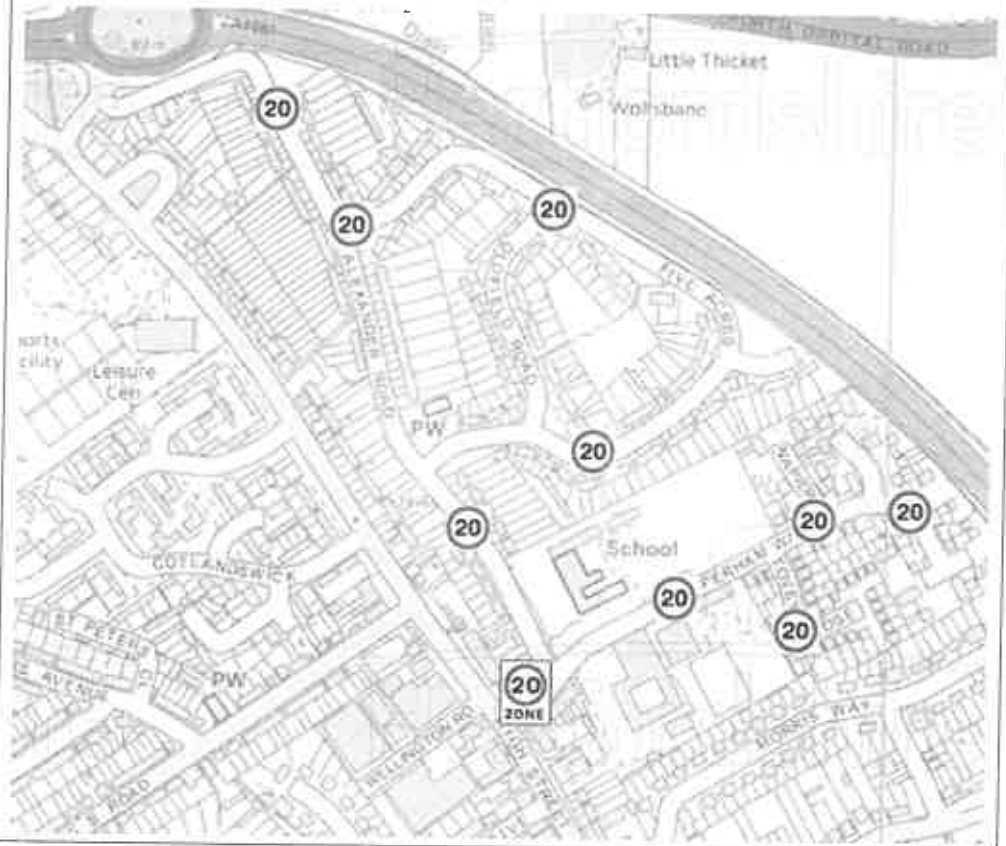
**1. Description of Proposed TRO**

(a) Name of Roads:

COMPLETE LENGTHS OF:

- Alexander Road 6U878/10
- Five Acres 6U890/10/20
- Oldfield Road 6U904/10
- Perham Way 6U1532/10/15/20
- Tovey Close 6U1538/10
- Napier Close 6U1537/10
- Collingwood Drive 6U1536/10

Plan of area affected:



<p><b>(b) Classification of Road:</b> (strike out/delete if not applicable)</p>	<ul style="list-style-type: none"> <li>• Highway/ <del>Private Road</del></li> <li>• If highway:-             <ul style="list-style-type: none"> <li>• Carriageway/<del>Footway/Cycle Track/Verge;</del></li> <li>• <del>Footpath/Bridleway/Restricted Byway/BOAT</del></li> </ul> </li> </ul>
<p><b>(c) Any Additional Information:</b> (any limitations or such other relevant information about the road)</p>	<p>The reduction in speed limit will create a geographic zone with entry being from one junction on to High Street.</p>
<p><b>(d) Nature of proposed restrictions:</b> (details of proposed order)</p>	<p>To alter the existing 30mph posted speed limit to 20mph for each of the roads within the zone.</p>

**2. Summary of Consultation Responses (If Any)**

<p><b>(a) Details of Objections Received and Not Withdrawn(if any):</b></p>
<p>Six objections were received during the informal consultation and were not withdrawn despite officer clarification. The reasons for the objections were:</p> <ul style="list-style-type: none"> <li>• that vehicles speeds were already low and driver behaviour good;</li> <li>• that the money could be better spent elsewhere;</li> <li>• that the existing traffic calming should be removed;</li> <li>• that the lower speed limit would not be enforced;</li> </ul> <p>Six further objections were received during the formal consultation and were not withdrawn despite officer clarification. The reasons for the objection were that :</p> <ul style="list-style-type: none"> <li>• that vehicles speeds were already low;</li> <li>• that the money could be better spent elsewhere;</li> <li>• that the lower speed limit would not be enforced;</li> </ul>
<p><b>(a) (i) Is a Public Inquiry necessary: No</b></p> <p><i>'Regulation 9 : A public inquiry must be held if the effect of the proposed TRO is to (a) prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week— (i) at all times; (ii) before 07.00 hours; (iii) between 10.00 and 16.00 hours; or (iv) after 19.00 hours, and an objection has been made to the order (other than one which the order making authority is satisfied is frivolous or irrelevant) and not withdrawn; or (b) its effect is to prohibit or restrict the passage of public service vehicles along a road and an objection has been made to the order by the operator of a local service the route of which includes that road'</i></p>

(a) (ii) Is the consent of the Secretary of State necessary: No

*'Paragraph 13 of Schedule 9- the consent of the Secretary of State is required where the proposed TRO includes a provision so prohibiting or restricting the use of a road as to prevent, for more than 8 hours in any period of 24 hours, access for vehicles of any class to any premises situated on or adjacent to that road or any other premises accessible for vehicles of that class from, and only from, that road, and either— (i) no owner, lessee or occupier of premises such as are mentioned in sub-paragraph (1)(a) above has submitted to the authority any objection to the inclusion of that provision in the order, or (ii) any such owner, lessee or occupier who has submitted such an objection has withdrawn it.'*

(b) Details of Comments in Support Received or Objections Received but Withdrawn (if any):

Comment from Hertfordshire Constabulary: *The proposal has been fully considered by the Traffic Management Unit and the Police have no objection.* There were also a number of comments from residents about traffic matters beyond the scope of the proposals including a proliferation of dog mess, requests to use the emergency access road, requests for both less and additional traffic calming features. There were also some concerns raised about existing on-street parking, but the officers view was that such parking helped keep traffic speeds low.

**3. Consideration of Consultation Responses**

In considering consultation responses:

(a) Are the purpose(s) of the proposed TRO as set-out in TRO Form A maintained:

**Yes,** please detail reasons (together with any variations) :

No Variations

No, please detail reasons:

(b) Are the reason(s) for the proposed TRO as set-out in TRO Form A maintained:

<p><b><u>Yes</u>, please detail reasons (together with any variations) :</b></p> <p>No Variations</p>	<p><input type="checkbox"/> <b>No, please detail reasons:</b></p>
<p>(c) Are the Section 122 Duty considerations for the proposed TRO as set-out in TRO Form A maintained:</p>	
<p><b><u>Yes</u>, please detail reasons (together with any variations) :</b></p> <p>No Variations</p>	<p><input type="checkbox"/> <b>No, please detail reasons:</b></p>
<p>(d) If objections were received and the purpose(s) the reason(s) and the s122 duty considerations remain (together with any variations thereto) does the proposed TRO have support from:</p> <p><input type="checkbox"/> <b>Local County Councillor: Yes</b> (attached copy of report &amp; response)</p> <p><input type="checkbox"/> <b>Executive Member (if consulted as per TRO Guidance): Yes</b> (attached copy of response)</p>	

**4. Any other relevant matters**

The reduction in speed limit from 30mph to 20mph is in accordance with the county council's Speed Management Strategy (SMS), and the proposed 20mph zone will be self-enforcing, without the need for Police enforcement or physical traffic calming features. Additionally, vehicles parked on-street help to keep the average speeds to a level that complies with the SMS criteria for a 20mph zone. Once introduced a further 1mph reduction in mean vehicles speeds should be attained. The proposed 20mph zone will not unduly inconvenience the flow of traffic in the area.

Traffic speeds are relatively low (mean speed of 20.7mph), posting a lower speed

limit will increase driver awareness of the need to watch their speed in what is a residential area with a local school. Associated safety and environmental benefits will also be realised through a reduction in the speed limit.

The proposed scheme has been informally consulted upon, consultation responses indicated clear support for the proposals, which confirms there is a local community mandate to proceed.

Having considering the requirements of the Road Traffic Regulation Act 1984 and the consultation responses including objections (if any) received I hereby decide to make the proposed TRO.

Signed:

S.Dibben

(Delegate

Title: High

Herts

Date: 10<sup>th</sup> March 2017

