

<b>Decision maker:</b>	<b>Assistant director environment and place</b>
<b>Decision date:</b>	24 July 2017
<b>Scrutiny committee call-in date:</b>	
<b>Date decision may be implemented:</b>	
<b>Title of report:</b>	<b>A466 &amp; C1264 Tump Lane, Wormelow Tump: Proposed Reduction of Speed Limit and Introduction of Weight Limit</b>
<b>Report by:</b>	<b>Engineering manager</b>

## **Classification**

Open

## **Key Decision**

This is not a key decision

## **Wards Affected**

Birch

## **Purpose**

To consider a reduction of the existing speed limits on the A466 and C1264 Tump Lane through Wormelow Tump. In addition this report also considers the introduction of a 7.5t weight limit on the C1264 Tump Lane along its full length from its junctions with the A49 and A466

## **Recommendation(s)**

**THAT :-**

- (a) having carefully considered all comments received, a Traffic Regulation Order be implemented the effect of which will introduce restrictions on the roads as detailed below:**

### **30 mph Speed Limit:**

#### **A466**

- i) From a point 30 metres north of its junction with the C1264 Tump Lane to a point 50 metres south of its southern junction with the B4348.

#### **B4348**

- i) From its northern junction with the A466 for a distance of 171.2 metres in a north westerly direction.
- ii) From its southern junction with the A466 for a distance of 75 metres in a south easterly direction.

#### **C1264 Tump Lane**

- i) For its full length from its junction with the A49 to its junction with the A466.

#### **U71620 Tump Lane Side Road**

- i) For its full length from its junction with the C1264 Tump Lane.

### **7.5 tonnes Weight Limit (except for access):**

#### **C1264 Tump Lane, Wormelow**

- i) For its full length from its junction with the A49 to its junction with the A466.

Any previous TRO, or part TRO, relating to the above, shall be revoked on implementation of the above said provisions.

### **Previous Traffic Orders to be revoked in their entirety:**

**(40 M.P.H. SPEED LIMIT) (NO. 6) ORDER 1988**

**B4348 WORMELOW (40 M.P.H. SPEED LIMIT) ORDER 2001**

**(40 MPH SPEED LIMIT) (No.2) ORDER 1984 (IMPOSITION OF 40 MPH SPEED LIMIT)  
(C264 TUMP LANE, MUCH BIRCH)**

## **Alternative Options**

- 1 That the proposed speed limit and weight restriction are not implemented and the existing speed limit and movement of heavy goods vehicles is retained.

## **Reasons for Recommendations**

- 2 The reduction of the existing speed limits on the A466 and C1264 Tump Lane through Wormelow Tump to 30 mph will ensure a reduction in vehicle speeds more in keeping with this village environment.

- 3 The implementation of the proposed speed restriction is required for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising and for preserving or improving the amenities of the area through which the road runs.
- 4 The introduction of a 7.5t weight limit on the C1264 Tump Lane will ensure that large vehicles will use the A466 route to the A49 rather than using the C1264 Tump Lane as a short cut to and from the A49.

## Key Considerations

- 5 As part of the Speed Limit Review of all A and B class roads across Herefordshire several changes were identified as worthy of further investigation with a view to introducing lower and/or extended speed limits and were therefore incorporated into the on-going Traffic Regulation Order Programme. In the case of the A466 and C1264 Tump Lane through Wormelow Tump, it was identified that the existing 40 mph speed limit should be reduced to 30 mph. An assessment of the roads in question has been carried out and it was found that the lengths shown on the attached plan HD/TWORM/A466/221116/1a, meet the criteria for a reduction to a 30 mph speed limit through the village from the existing 40 mph speed limit.
- 6 **Vehicle Speeds and Volumes:** The 85th percentile speeds and two-way average weekday daily vehicle volume flows were obtained within the existing 40 mph speed limits on both the A466 and C1264 Tump Lane through Wormelow Tump:  
  
A466: North bound: 38.06 mph, South bound: 40.05 mph, Average Weekday Daily flows of 5089  
  
C1264 Tump Lane: East bound: 34.87 mph, West bound: 36.19 mph, Average Weekday Daily flows of 975
- 7 **Injury Collision History:** Injury collision records show that there has been one slight injury collision during the last five year period.
- 8 The Department of Transport's Circular "Setting Local Speed Limits" sets out a policy on achieving lower speed limits in villages. The definition of a village for the purposes of applying a 30mph speed limit is; there are 20 or more houses (on one or both sides) and a minimum length of 600 metres
- 9 If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.
- 10 The criteria above should give adequate visual messages to drivers to reduce their speed. It is recommended that the minimum length for the new limit is at least 600 metres to avoid too many changes in speed limits along a route, and to aid compliance. Traffic authorities may, however, lower this to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300 metres.
- 11 When the A466 through Wormelow was last assessed as part of the Speed Limit Review completed in 2010, despite Wormelow not meeting the Department for Transport's criteria for village status at that time, it was recommended that given the concentration and type of roadside development then consideration should be given to

reducing the existing 40 mph speed limit to 30 mph.

- 12 If only the properties fronting the A466 through the village are taken into account, Wormlow would not meet the village definition. However, with the inclusion of the properties on the C1264 Tump Lane, and the newly developed residential site, that includes a key building in the form of a shop, there are adequate residential properties to consider Wormlow as a village as defined by the Department of Transport. The village also contains a public house, a garage and a cricket ground.
- 13 Following concerns raised by the Chief Constable of West Mercia Police (see consultees), it is intended to place the new speed limit terminal signs on yellow backing boards and ensure they are the correct size to maximise forward visibility to each of the terminal sign sites on each entrance to the village. It is also intended to mark 30 roundels on the carriageway at each of the speed limit terminal locations. Lastly, smaller 30 roundels will be placed on the carriageway alongside the 30 mph repeater signs throughout the village. It is anticipated that these measures will meet the Chief Constables' concerns.
- 14 In addition a request was received asking that consideration be given to the introduction of a 7.5t weight limit on the C1264 Tump Lane, to encourage large vehicles to use the A466 route to the A49, rather than using the C1264 Tump Lane as a short cut to and from the A49.
- 15 The average weekday percentage of large vehicles currently using the C1264 Tump Lane is 1%, which is about 10 vehicles, and is expected to be mostly through traffic. It is considered unlikely that much of this traffic will be stopping off and visiting a site along the C1264 Tump Lane. As a comparison, the average weekday percentage of large vehicles currently using the A466 is 4% and equates to about 204 vehicles.
- 16 Due to the concerns expressed by residents and the Parish Council relating to pedestrians (particularly at school pick up and drop off times) regularly using Tump Lane, which is in parts devoid of footway, it is felt prudent to restrict HGV use of this road
- 17 Formal statutory consultation, including the required "Notice of Proposal" in the Hereford Times, notices on site and full information given on the council website was carried out for both the speed limit and weight limit proposals. No objections to the proposals were received.

## **Community Impact**

- 18 The proposals will look to preserve and improve the amenities of the area through which the roads run.

## **Equality and Human Rights**

- 19 The proposed prohibition of waiting at any time will have no adverse impact on the local community. The introduction of this proposal, will improve road safety. See Appendix A for Equality Impacts and Needs Assessment (EINA).

## Financial Implications

- 20 The cost for the creation of the TRO, provision of signing and lining for the scheme as recommended in this report is estimated as £5,000. This cost is allowed for in existing budgets.

## Legal Implications

- 21 A TRO will be required to be made under the various relevant provisions of the Road Traffic Regulation Act 1984.
- 22 The council, as traffic authority, are required to consider any objections received after formal statutory consultation, (which includes advertising in a local newspaper), and this report includes any such subsequent objections or comments, for consideration.
- 23 The council has discretion to amend its original proposals, if felt desirable, whether or not 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 the council considers those amendments to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.
- 24 If the order is made the council will need to publicise the order in accordance with the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

## Risk Management

- 25 Targets for casualty reduction are set out in the Local Transport Plan and exceed the Government targets for 2013. The introduction of these traffic management proposals will contribute towards reducing the risk to injury or damage to the travelling public.

## Consultees

- 26 The Chief Constable of West Mercia Police, Much Birch Parish Council, Much Dewchurch Parish Council, Freight Transport Association, Road Haulage Association, Hereford & Worcester Ambulance Service, Hereford & Worcester Combined Fire Authority and Local Member Councillor David Harlow, were asked to provide their views, being advised that should no comments be received, then it would be considered that they would have no objections to the proposal.
- 27 The Chief Constable of West Mercia Police responded to say *"I have examined the proposals, as shown on drawing ref HD/T/WORM/A466/2211/1a, along with the speed data you have provided and have visited the location to see it first hand. My response is as follows: Proposed 30mph Speed Limit I cannot support the reduction to the speed limit on the A466 without significant traffic calming measures. Existing 85<sup>th</sup> %ile speeds are considerably above what we would expect in a 30 mph limit, and we know from previous experience that these are unlikely to reduce to an acceptable level with the use of signage alone. This in turn may lead to calls from residents for police enforcement and due to the short length of the speed limit, this will not be possible. I cannot support the reduction to the speed limit on the C1264 Tump Lane. While there is some frontage development on the lane it is all to one side and the other side has a significant rural aspect; I do not feel that 30 mph is an appropriate speed limit for this environment. Again, based on previous experience of areas such as this, I have concerns that levels of compliance with the limit would be low if it was implemented*

*without some form of engineering. Proposed 7.5t Weight Limit We are currently receiving regular complaints regarding HGV's using roads that are unsuitable for vehicles of their size and weight, and my thoughts are that drivers are following "Sat Nav" directions which give the shortest possible route and are ignoring any signs either prohibiting them or advising that the route is unsuitable. I suspect that the issues with HGV's using Tump Lane stems from the same cause as it is the shortest route for vehicles coming from the west and looking to access A49 southbound and vice versa. I appreciate the rationale behind this part of the proposal, but we do not routinely support weight restrictions due to the inherent difficulties in enforcing them, so while I don't offer any objection to this proposal I cannot support it either. West Mercia Police cannot commit to any regular enforcement of this restriction if it is implemented and we consequently receive complaints of it being abused. Consequently, I would ask that if the restriction goes ahead there is prominent, positive signing of the preferred route to and from the A49 as I am of the opinion that weight restriction signs on their own will not solve the problem of HGV's using Tump Lane."*

- 28 Much Birch Parish Council responded to say "*Much Birch Parish Council did consider your message and content and wished to convey that the view is "yes, please proceed with the initiatives outlined as soon as possible."*
- 29 No other comments were received; it is therefore considered that there are no objections to the proposals.

## **Appendices**

Appendix A – Equality Impacts and Needs Assessment (EINA)

Appendix B – Drawing Number HD/T/WORM/A466/221116/1a

## **Background Papers**

- None