

Record of officer decision

Decision title:	C1292, DORMINGTON TO MORDIFORD: PROPOSED 50 MPH SPEED LIMIT
Date of decision:	8 July 2019
Decision maker:	Acting Assistant Director Highways and Transport
Authority for delegated decision:	<p>Directorate scheme of delegation: updated 1 November 2018 Directorate: Economy and Place, section 69.</p> <p>To act on behalf of the council in respect of the legislation specified in the foregoing:</p> <p>Traffic Management Act 2004, Road Traffic Act 1988 Acting Assistant Director for Highways and Transport (Traffic Manager designate) and The Traffic Manager may in making arrangements to ensure that the authority has: (a) determined specific policies or objectives in relation to different roads or classes of road in their road network; (b) monitored the effectiveness of – 117</p>
Ward:	Backbury
Consultation:	<p>As previously stated in this report an initial consultation letter was sent to all statutory consultees on 7th February inviting comments to the proposal. A summary of the responses received are as follows and detailed in Appendix E;</p> <p>Cllr Hardwick, ward councillor for Dormington and Mordiford welcomed the change to the original decision to not progress any form of new lower speed limit but requested that the proposed 50mph limit should be extended 200m further to the north to accommodate Chapel Lane junction.</p> <p>Ian Connolly West Mercia Police – No objections to the proposal although has concerns that speeds will still be high and may require further engineering measures before enforcement is considered post implementation of new speed limit.</p> <p>Cllr Cotton (Dormington & Mordiford Parish Council) – supports proposal</p> <p>David Lloyd (Clerk to Dormington & Mordiford Parish Council) welcomes the proposed reduction of speed limit to 50mph. He also suggested that the PC requests that it would prefer to see the extents of the new limit run through to the 40 mph limit at Dormington or if not cover Chapel Lane.</p> <p>Comments in response to those received from West Mercia Police, Dormington & Mordiford Parish Council and Councillor Hardwick, the ward member are set out against each respondent in Appendix E.</p>
Decision made:	<p>Subject to the consideration of any objections received as part of the statutory consultation a Speed Limit Order be implemented under Section 84 of the Road Traffic Regulation Act 1984 the effect of which will be to reduce the existing national speed limit to 50 mph as detailed below:</p> <p>No person shall drive a motor vehicle at a speed exceeding 50 miles per hour along the C1292 between a point 217m north of its junction with B4224 at Mordiford and a point 220 metres north of its junction with C1293.</p>
Reasons for decision:	<p>Traffic speed surveys collated during the scheme assessment phase found that average 85thile speeds of 51.3mph northbound and 49.8mph southbound (50.55mph combined) were detected on the C1292 within the</p>

	<p>proposed 50mph section - see Appendix B. This speed data provides comfort in that it falls within the Association of Chief Police Officers Guidance (ACPO) for speed enforcement intervention level (for a 50mph speed limit) of 57mph. It can therefore be deemed that a 50mph speed limit is suitable for the proposed section of road</p> <p>Speed limits need to be set at realistic levels unless physical traffic calming measures are provided. Average 85%ile speeds further to the north of the proposed extents of the new 50 mph limit see average 85%ile speeds reaching 53.5mph and 62.7mph northbound & 58.6 mph and 54.5 mph southbound respectively the further away to the north you go.</p> <p>Accident statistics over the past 5 years also support the proposed lowering of the speed limit to 50mph on the specific section of the C1292 shown in Appendix C. Eight recorded accidents occurred on the proposed 50mph section between 2013 and 2018, six 'slight' and 2 'serious' accidents. Five of the 'slight' accidents occurred at the crossroads of the C1292, C1144 & C1293 with the other slight and two serious accidents occurring between the village of Mordiford and the above-mentioned crossroads.</p> <p>The other 2 recorded accidents between 2013 & 2018 were both 'slight' and they occurred further to the north of the proposed 50mph section. The accident history along this section of road between the villages of Dormington & Mordiford therefore supports the proposed extents of the 50mph limit.</p> <p>It is felt that physical measures to reduce 85%ile speeds to an acceptable level to meet ACPO enforcement guidelines to the north of the proposed extents of the 50mph limit are not suitable at this rural location to support an extension of the proposed 50mph speed limit.</p> <p>It is also felt that if the speed limit is extended further to the north then the remaining National speed limit would not be long enough to make any change to the speed limits along this stretch of road effective. Essentially you would have too many changes of speed limit (50mph to NSL to 40mph) within such a short distance.</p>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Community Impact</p> <p>The recommendation to reduce the speed limit to 50mph on the C1292 between a point 217 metres north of its junction with B4224 in the village of Mordiford and a point 220 metres north of its junction with C1293 would have a positive impact on the local community in terms of road safety on what is a known school route.</p> <p>Equality Duty</p> <p>The recommendation to introduce a 50mph speed restriction TRO on C1292 is considered to be low impact.</p> <p>See Appendix F of this report for Equality Impacts and Needs Assessment (EINA).</p> <p>Financial Implications</p> <p>Budgets for changes to speed limits are managed by Balfour Beatty Living Places on behalf of Herefordshire Council. The estimated cost for the implementation of the Speed Limit Order on the C1292 between the village of Dormington and Mordiford is £8000. This includes costs for statutory consultation, preparing and making new a Speed Limit Order, signage and advertising. This cost has been identified from the existing TRO budget</p>

	<p>Legal Implications</p> <p>The introduction of a Speed Limit Order under Section 84 of the Road Traffic Regulation Act 1984 will be required.</p> <p>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</p> <p>The Council has discretion to amend its original proposals if considered 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 such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.</p> <p>Risk Management</p> <p>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. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan.</p> <p>It is important for safety and their effectiveness that speed restrictions are imposed appropriately having regard to the type of factors considered in this report. Imposing speed restrictions inappropriately could result in frequent contraventions to the signed limit that would not be enforced regularly enough by the Police to prevent them from being of benefit and in extreme circumstances make the road more dangerous as drivers become frustrated and take more risks.</p>
<p>Details of any alternative options considered and rejected:</p>	<p>That the speed limit remains at National Speed Limit on the proposed 50 mph section of road.</p> <p>That the proposed 50mph speed limit is extended further to the north past the Chapel Lane junction.</p>
<p>Details of any declarations of interest made:</p>	<p>None</p>

I am an officer delegated to make the decision

Signed:

Job Title: Acting Assistant Director Highways & Transport