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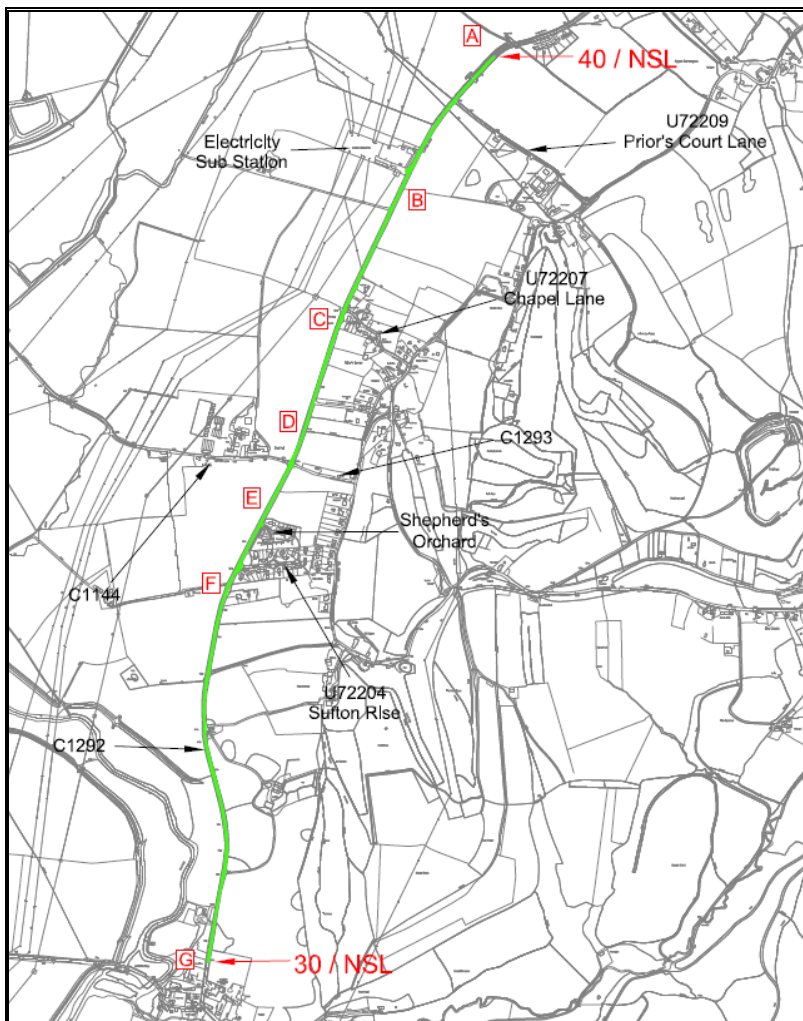
BRIEFING NOTE

C1292 DORMINGTON TO MORDIFORD

(ADL REF: 3409/42, August 2018) Jan 2019 update

Background:

A request was made by the Local Member in September 2015 to review the current National Speed Limit on the C1292 between Points A and G (i.e. between the existing 40 mph and 30 mph speed limits at Dormington and Mordiford) for its suitability in relation to the environment with a view to reducing the speed limit if appropriate.. The extent of the study is shown in the plan below.



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ADL Traffic and Highways Engineering Ltd, on behalf of Herefordshire Council and Balfour Beatty, have been instructed to assess the suitability of reducing the speed limit on the C1292 between Dormington and Mordiford.

Relevant Factors and Considerations:

Department for Transport Circular 01/2013 Setting Local Speed Limits (DfT Circular 01/2013) advocates for single carriageway rural roads:

At point 122 "In most instances consideration of collision history, road function, mix of road user including presence of vulnerable road users, road geometry, engineering and environment and actual traffic speed should enable authorities to determine the appropriate speed limit on single carriageway rural roads"

At point 123 "Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through function, while environmental and community benefits are likely to be of greater importance for the local access roads"

At point 126 "The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway"

At point 127 "Table 2 sets out where speed limits should apply on rural single carriageway roads with a predominant motor traffic flow function given certain prevailing characteristics." However, this does not necessarily mean that speed limits should be automatically reduced.

TABLE 2	SPEED LIMITS FOR SINGLE CARRIAGEWAY ROADS WITH A PREDOMINANT MOTOR TRAFFIC FLOW FUNCTION. EXCLUDING VILLAGES
Speed Limit – (mph)	Where limit should apply
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered on lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

At point 131 *“Fear of traffic can affect people’s quality of life in villages and it is self- evident that villages should have comparable speed limits to similar roads in urban areas. Therefore, it is Government Policy that a 30 mph speed limit should be the norm through villages”*

At point 133 it makes reference to Traffic Advisory Leaflet 01/2004 (DfT 2004) which suggests that *“reasonable minimum criteria for the definition of what constitutes a village for the purpose of applying a village speed limit of 30 mph would be that there were 20 or more houses (on one or both sides of the road) and a minimum length of 600 metres”*

Engineering and Environment:

The extent of the C1292 which is under review; between Dormington (Point A) and Mordiford (Point G); is rural in nature, approximately 2.7 kilometres in length and is subject to a National Speed Limit. To the north of Point, A, the speed limit is 40 mph and along this section, the C1292 runs through the settlement known as Dormington and provides direct access to a number of houses and fields. To the south of Point G, the speed limit is 30 mph and along this section, the C1292 provides direct access to a dwelling, a school and a cemetery.

Between Points A and G

The National Speed Limit section of the C1292; which is under review; runs in a broadly northeast-southwest direction.

The C1292 is a single carriageway with a width of approximately six metres throughout. There are five junctions with the adopted roads along this section. Starting from north to south, these junctions are with the: -

- U72209 Priors Court Lane (T-junction);
- U72207 Chapel Lane (T-junction);
- C1293 and C1144 (Crossroads junction);
- U72219 Shepherds Orchard
- U72204 Sufton Rise (T-junction).

Points A - B

Travelling southwards from Point A to Point B, the C1292 is characterised by a left-hand bend for 400 metres and this includes the accesses to two fields, junction with the U72209 Priors Court Lane, connection to a footpath (Dormington Footpath 2) and an electricity

substation site. Past the junction with the U72209 Priors Court Lane, there is a downhill slope. This alignment results in poor driver visibility from the U72209 approach; however there are side road ahead signs warning motorists of this junction on the C1292 on either side of this junction and there have been no collisions recorded during last five years at this junction(Add in some wording regarding existing warning signage collision history for this junction)

Points B - C

Past the accesses to an electricity substation site, the C1292 is relatively straight but with some crests and troughs for approximately 420 metres i.e. up to the U72207 Chapel Lane. This section also provides access to a field, a farming related business and two dwellings. There is a footway on the east side of the carriageway for a short distance that links the dwellings with the junction of the U72207. The U72207 Chapel Lane is a residential access road. It provides access to a number of dwellings and a chapel.

Points C - D

Past the junction with the U72207 Chapel Lane, the C1292 exhibits a slight left-hand bend and followed by straight section for up to 350 metres. This section provides connection to a private lane which is an access to Yew Tree Inn public house, a footpath (Mordiford Footpath 1) and a field.

Points D - E

Following this section, the C1292 exhibits a right-hand bend for 150 metres which encompasses the crossroads junction with the C1293 and the C1144. The visibilities at both the minor approaches are no more than 80 metres from a point 2.4 metres from the give way. There is a mirror with red and white mirror holder placed on the C1293 approach to aid the driver visibility at the C1144 approach.

Points E - F

The C1292 then straightens up again for up to 280 metres. This section includes an access to a residential estate called Shepherds Orchard and the junction with the U72204 Sufton Rise. The U72204 Sufton Rise is a residential cul-de-sac. There is bus stop at this junction which is served by bus services 453, 458 and 478.

Points F - G

Past the junction with the U72204, the C1292 exhibits noticeable and long left-hand bend followed by a right-hand bend for up to 1.1 kilometres with significant changes to the

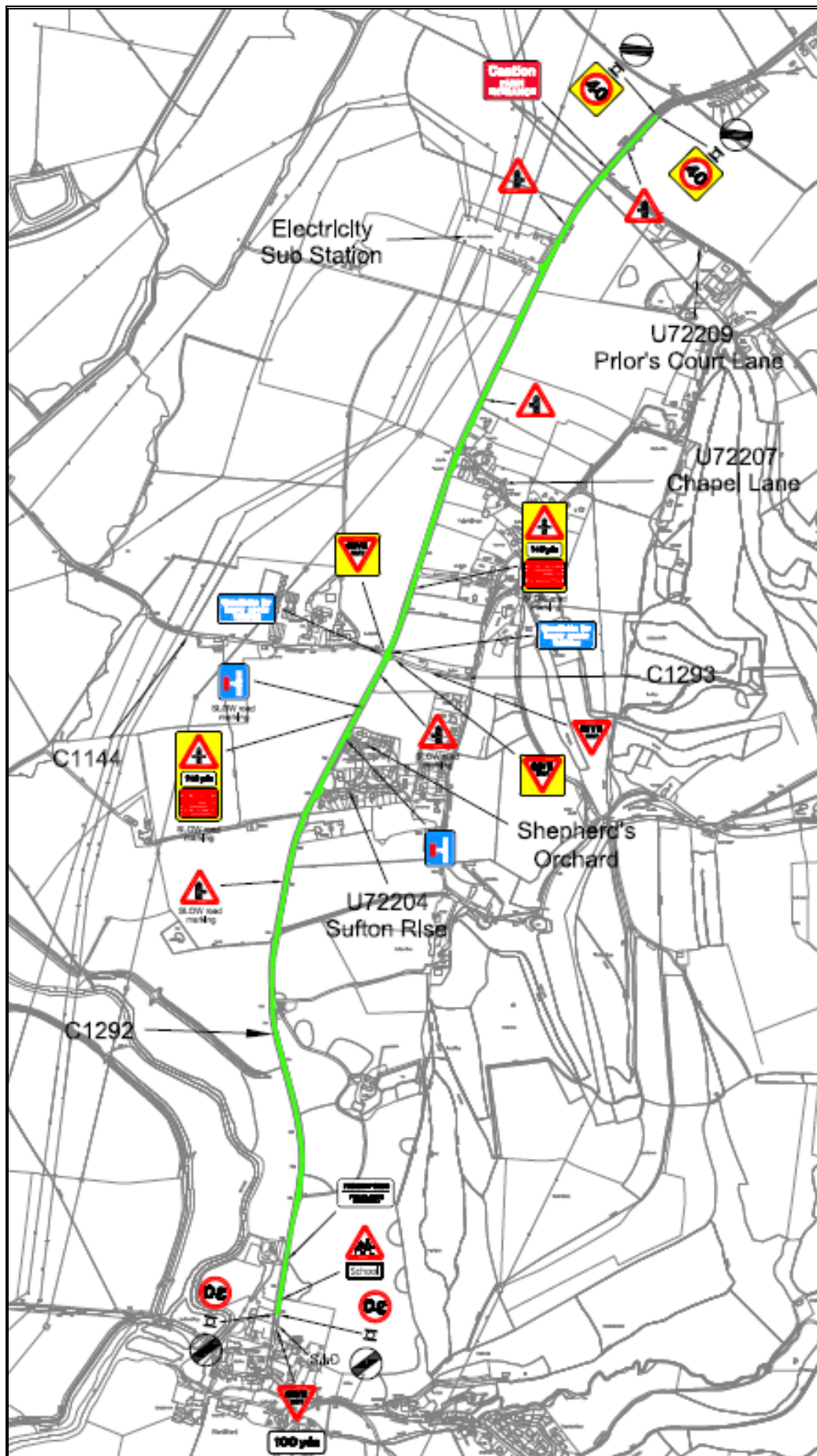
gradient at various points. This section provides connections to a footpath (Mordiford Footpath 26) and a bridleway (Mordiford Bridleway 27).

There is a continuous footway along the west side of the C1292 on this section. This section provides direct access to three dwellings and one farming related business (including Orchard Farmhouse), two fields and four private lanes.

During school opening and closing times and at the time of events, parents park their cars on the west side of the carriageway and this parking stretches from the school northwards past the village sign rendering that section of the carriageway into a single lane road. In order to allow two-way traffic; recently there have been intermittent white lines introduced on the west side of the carriageway and the parents have been informed to not park on them. These lines serve as passing places allowing northbound cars to wait and let the southbound cars pass thus maintaining a two-way flow.

Signage

The current signage along the C1292 is shown in the sketch on the next page.



There are hazard warning lines (six metres mark, approximately three metres gap) for the most part of the C1292 under review due to continuous changes in road topography. . The straight section of the C1292 to the south of the electricity substation site (in the vicinity of Point B) has lane lines dividing the carriageway (two metres mark, seven metres gap).

Signage at the C1292 junction with the U72209 Priors Court Lane

There are Side Road Ahead signs associated with the junction with the U72209 Priors Court Lane.

Signage at the C1292 junction with the U72207 Chapel Lane

There is a Side Road Ahead sign associated with the junction with the U72207 Chapel Lane for the southbound motorists; but there is none for the northbound motorists.

Signage at the C1292 crossroads junction with the C1293 and the C1144

There are Crossroads Ahead signs on the C1292 along with the distance markers and Reduce Speed Now signs on both sides of the junction on yellow backing board. The signage is coupled with SLOW road markings with red surfacing, red strips across the carriageway.

The hazard warning lines (six metres mark and approximately three metres gap) at this crossroads junction are coupled with red surfacing which improves the profile of this crossroads junction. **These improvements to the junction took place in 2017.**

Signage at the C1292 junction with the U72204 Sufton Rise

There are Side Road Ahead signs associated with the junction with the U72204 Sufton Rise are coupled with SLOW road markings with red surfacing.

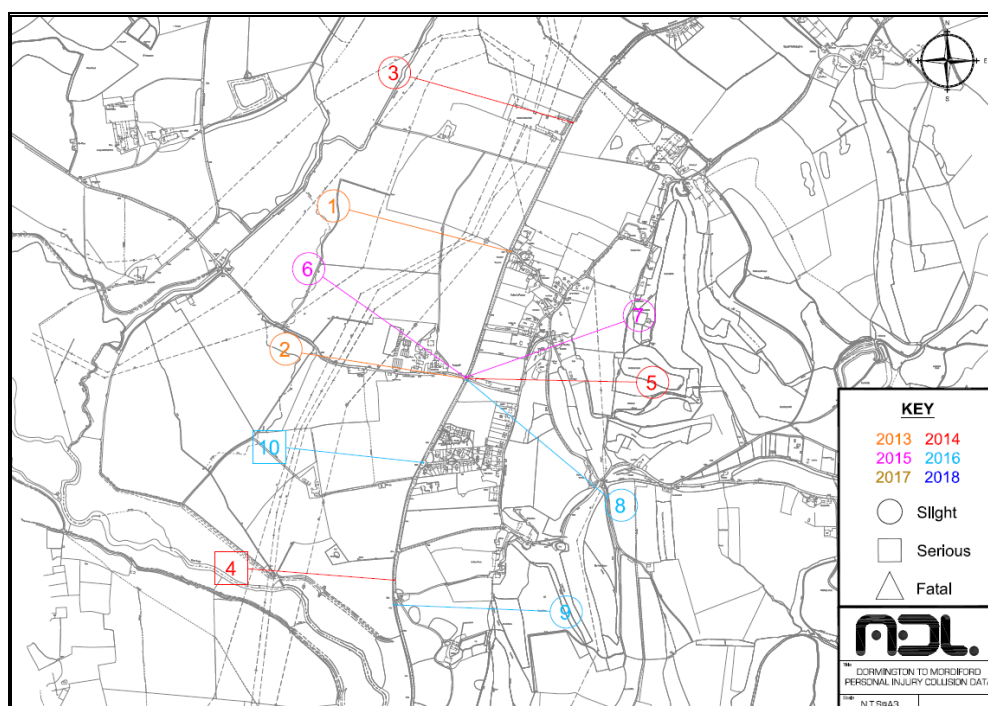
There are No Through Road signs associated with Shepherds Orchard and the U72204 Sufton Rise for the southbound motorists but there are none for northbound motorists.

The NSL terminal signs are missing on the Mordiford end of the C1292.

Personal Injury Collision Information:

The table below depicts personal injury collisions that have occurred in five years between 1 February 2013 and 31 January 2018 inclusive - this being the latest validated data as at May 2018.

Plan Location	Date	Brief Description
1	22/05/2013	Vehicle turning right out of Chapel Lane failed to signal correctly and collided with another vehicle. The collision was classed as slight.
2	22/07/2013	Driver of a vehicle waiting at minor approach to the C1292 crossroads junction failed to look properly before crossing the junction and collided with the vehicle travelling on the C1292. The collision was classed as slight.
3	31/03/2014	Driver of a vehicle who was following an agricultural vehicle was waiting to turn right into electricity substation junction and failed to look properly before making the turn and collided with an oncoming vehicle. The collision was classed as slight.
4	22/09/2014	Driver of a van or a goods vehicle braked at an incline which caused the vehicle to skid onto the opposite side of the carriageway and hit an oncoming vehicle. The contributory factors recorded are exceeding speed limit, sudden braking and loss of control. The collision was classed as serious.
5	24/12/2014	Driver of a vehicle waiting at minor approach to the C1292 crossroads junction failed to judge the speed of the vehicle travelling on the C1292 before crossing the junction and collided with the vehicle travelling on the C1292. The collision was classed as slight.
6	19/05/2015	Driver of a vehicle waiting at minor approach to the C1292 crossroads junction relied on the highway mirror placed on the side road and failed to look properly before crossing the junction and collided with the vehicle travelling on the C1292. The collision was classed as slight.
7	10/06/2015	Driver of a vehicle waiting at minor approach to the C1292 crossroads junction relied on the highway mirror placed on the side road and failed to look properly before crossing the junction and collided with the vehicle travelling on the C1292. The collision was classed as slight.
8	27/04/2016	Driver of a vehicle waiting at minor approach to the C1292 crossroads junction failed to judge the speed of the vehicle travelling on the C1292 before crossing the junction and collided with the vehicle travelling on the C1292. The collision was classed as slight.
9	14/05/2016	Driver of a vehicle braked suddenly to avoid a collision with an oncoming vehicle which was overtaking a cyclist. Another vehicle which was following too close, skid and rear shunted the vehicle in front. The collision was classed as slight.
10	23/09/2016	A cyclist who indicated to turn right into Sufton Rise was hit by a vehicle which attempted to overtake the cyclist. The driver of that vehicle failed to judge the path of the cyclist. The collision was classed as serious.



The collision analysis shows that five out of ten collisions were recorded on C1292 crossroads junction with the C1293 and the C1144, as a result of drivers of the vehicles at the minor approach either failing to look properly or failing to judge the speed/path of the vehicles on the main road. These collisions occurred between 2013 and 2016.

The improvements to the signage and road markings at this crossroads junction have been implemented in 2017 and as such there have been no collisions recorded at this junction in 2017.

Existing Speed Survey Data:

Most road engineering and speed limit design refers to the 85th percentile speed. This is the speed that 85 percent of vehicles do not exceed when measured in free-flowing conditions at any single point on the highway.

One aim of a speed limit is to encourage more drivers to travel at about the same speed which has shown to reduce the likelihood of collisions. However, to be successful speed limits have to be evidence led and not set unrealistically low as this can quickly lead to an erosion of respect for speed limits.

Speed limits on their own are very unlikely to reduce vehicle speeds if they are set significantly lower than a prudent driver would choose to travel if there were no limit and such a course of action can lead to a worsening safety record.

Research has shown that the safest and most responsible group of drivers travel at or below the 85th to 90th percentile speed and this leads to recommendations that speed limits should normally be set at or around the 85th percentile speed recorded under good conditions.

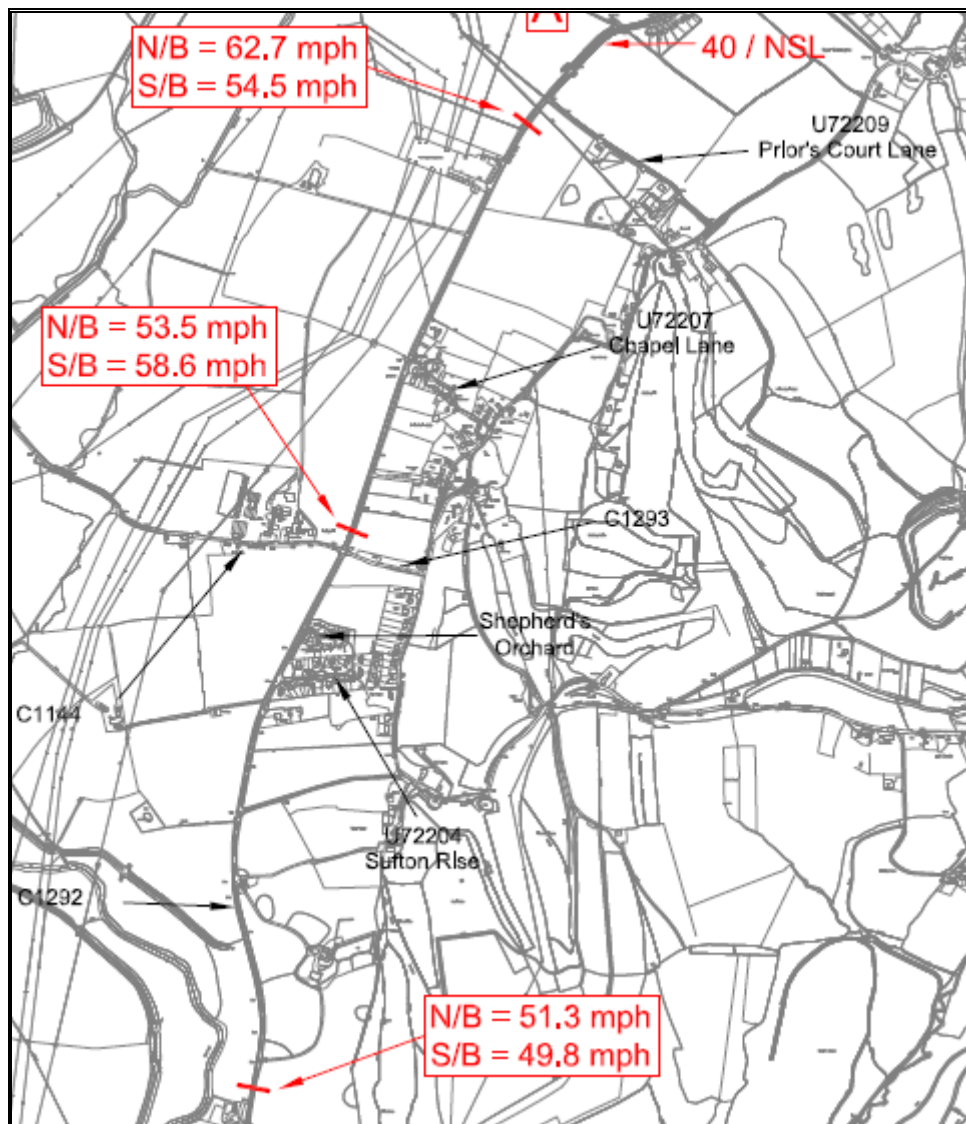
It's important to remember that a speed limit does not imply that it is a safe speed to travel at under all conditions. On all journeys on all types of road it is necessary to trust drivers to adopt lower speeds than the posted speed limit as conditions dictate and setting speed limits cannot be expected to replace this decision making process.

Whilst the 85th percentile speed is an important and influential factor in deciding an appropriate speed limit other factors are also taken into account alongside the 85th

percentile speed and may influence the recommendation. These are discussed in the review section below.

The speed surveys were undertaken at three locations at the C1292. The table below depicts the average 85th percentile speeds recorded over a seven-day period commencing on 12th June 2018 at the following locations.

	Northbound	Southbound
Location 1 (To the north of electricity sub-station site)	62.7 mph	54.5 mph
Location 2 (To the immediate north of crossroads junction)	53.5 mph	58.6 mph
Location 3 (Southernmost speed counter)	51.3 mph	49.8 mph



With reference to information contained in the sections above:

The 85th percentile speeds at three locations on the C1292 indicate a good level of compliance with the existing National Speed Limit.

The recorded 85th percentile speeds at Location 1 (northbound) and Location 2 (southbound) demonstrate that the speeds are above the Association of Chief Police Officer's (ACPO) guidelines for the speed enforcement intervention level of 57 mph i.e. speed limit of 50 mph. This could be attributed to the fact that the C1292 is distinctly rural in nature with relatively straight alignment; with the majority of the roadside environment characterised with no visible developed frontage.

The responsible drivers are therefore thought to perceive the posted National Speed Limit as an appropriate speed limit. It should also be noted that a high percentage of the traffic is considered to be familiar with the route. The likelihood of changing such behaviour with a speed limit alone are extremely unlikely given that the posted National Speed Limit is considered to be appropriate by the drivers.

A reduction in speed limit to an unreasonably low level could typically result in drivers overtaking and undertaking other dangerous manoeuvres such as tailgating, inattention etc. due to drive frustration. A reduction in the speed limit to a lower speed limit is therefore not recommendable.

The 85th percentile speeds at Location 1 (southbound), Location 2 (northbound) and Location 3 (both directions) are within the ACPO guidelines for the speed enforcement intervention level of 57 mph i.e. speed limit of 50 mph. A speed limit reduction from the current National Speed limit to 50 mph is therefore unlikely to achieve any further reduction in vehicle speeds at these points.

Speed Limit Recommendations:

Having considered all the above factors, it is recommended:-

- To not reduce the speed limit along the C1292 from its posted National Speed Limit to a lower speed limit.
- As part of another study being undertaken in parallel, it is proposed to extend the existing 30 mph speed limit on the C1292 (on the Mordiford end of the road) by approximately 100 metres north to coincide with the current village name sign.

Signs and Lines Recommendations:

1. Erect NSL/30 speed terminal signs at a point approximately 216 metres north of the junction with the B4224. The 30 terminals to be displayed on the yellow backing boards to improve the visibility to the speed terminals along with 30 roundel in red surface. **This is proposed as part of another study undertaken for Mordiford Village.**
2. Erect a Side Road Ahead sign on the C1292 for the northbound motorists in association with the junction with Chapel Lane.

31/01/2019 Update

Further to this report it has been decided to pursue an amended proposal that incorporates a new 50mph speed restriction from the Village of Mordiford to a point 220m north of the problematic crossroads where the C1293 and C1144 meet the B4224 (See Appendix A). This decision was taken after further discussions between Balfour Beattie Living Places Traffic Management Team the PC, Ward Cllr and Acting Assistant Director of Environment and Place (Herefordshire Council) Clive Hall.

It is felt that this is a suitable compromise in that a 50mph speed limit is proposed where speed readings suggest it could be self-enforcing in conjunction with the recently completed road safety scheme at the crossroads where new warning signing and lining has been installed.