

DECISION MAKER:	Assistant Director Environment and Place
DECISION DATE:	
TITLE OF REPORT:	B4362 and U92404 Lucton – Consideration of reduction in existing speed limit
REPORT BY:	Network Regulation Team - Balfour Beatty Living Places

Classification

Open

Key Decision

This is not a key decision

Wards Affected

Bircher

Purpose

- (a) To consider the introduction of a new speed limit order at Lucton, the effect of which will be to reduce the existing National Speed Limit to 30 mph on the U92404 Stocking Lane from a point approximately seven metres south of the junction with the B4362 for a distance of 260 metres in southerly direction as depicted on Drawing 3409-40 in Appendix A.
- (b) To consider the reduction of the existing 50 mph speed limit on the B4362 at Lucton.

Recommendation(s)

THAT: subject to the consideration of any objections received as part of the statutory consultation;

- (a) A new Speed Limit Order is introduced, the effect of which will be to introduce a 30 mph speed limit on the U92404 Stocking Lane, Lucton from a point seven metres south of the junction with the B4362 for a distance of 260 metres in the southerly direction; as detailed on drawing contained in Appendix A.
- (b) The speed limit of the B4362 Lucton is not reduced from its current 50 mph speed limit.

Alternative Options

1. That the speed limit of the B4362 Lucton is reduced from its current 50 mph speed limit as advocated by the Ward Councillor and the Parish Council; which would consequently not resolve the issues mentioned in the “Reasons for Recommendations” and “Key Considerations” sections below.

Reasons for Recommendations

2. With regard to the U92404 Stocking Lane, as discussed in the following *Key Considerations* section; the recorded 85th percentile speeds, the roadside environment and the topography of the U92404 Stocking Lane along Lucton School are such that the proposal to reduce its current posted speed limit to 30 mph is likely to achieve driver compliance and thereby to control the traffic speeds of the motorists.
3. With regard to the B4362, as discussed in the following *Key Considerations* section; the recorded 85th percentile speeds on the B4362 in the vicinity of Lucton School and in vicinity of its junction with the C1040 and the U92406 are within the ‘acceptable’ range for the existing speed limit of the 50 mph. Both; the Ward Councillor and the Parish Council advocate a speed limit reduction on the B4362 mainly because of the limited driver visibility from the C1040 and the U9406 approaches to the B4362. However, the B4362/C1040/U92406 crossroads junction is considered to be isolated hazard and the speed limit reduction to mitigate such hazard is therefore not recommendable. Instead, it is recommended to implement additional signage at the B4362/C1040/U92406 crossroads junction to enhance the profile of this junction.

Key Considerations

4. In September 2014, a request was received for a speed reduction on the B4362 (in the vicinity of Lucton School) and on the U92404. In February 2018, the Local Member requested that the section of the B4362 particularly in the vicinity of the junction with the C1040 and the U92406 to be reviewed as part of the speed limit appraisal.
5. As a consequence of their entry into the prioritised traffic regulation order waiting list, the B4362 and the U92404 roads were identified for commencement of investigations in the 2017 / 2018 Annual Plan.

U92404

6. The U92404 is subject to a national speed limit and the speed terminals are located approximately 7 metres south of the junction with the B4362. There is a sign warning motorist of school ahead on the approach. The U92404 is a narrow single carriageway road with the width of approximately 4 metres to 5 metres with no formal footways. There are number of accesses to Lucton School and its playground on the U92404. Approximately 180 metres south of the junction with the B4362, the U92404 exhibits a noticeable left-hand bend in the southerly direction.

B4362

7. The B4362 is subject to a 50 mph speed limit from a point approximately 190 metres northeast of the junction with the U92404 to a point approximately 320 metres northeast of Mortimers Close.
8. As part of this study, the existing signage on the B4362 was assessed. The main 50 mph speed terminals on yellow backing boards are located approximately 600 metres northeast of Mortimers Close and 190 metres northeast of the junction with the

U92404. These terminals are also provided with the village entry sign – “Lucton – Please drive carefully” and are distinctly visible. There are a number of 50 mph repeater signs along this route. In the vicinity of Lucton School, there are school warning signs on the B4362, approximately 120 metres east and 200 metres west of the junction with the U92404. The plan illustrating the existing signage is provided in **Appendix B**.

9. The section of the B4362 under review provides connection to three adopted roads i.e. the U92404, the U92406 and the C1040 in the form of simple priority junctions. It provides direct access to Lucton School (ingress only) and six public footpaths; Lucton Footpaths 4, 8, 9, 10, 5B and 14A. This section also provides direct access to one house, a private lane linking to a house, two field accesses and a school (ingress only).
10. There is a short section of narrow footway on the north side of the B4362 to the immediate east of the junction with the U92404. The footway then continues on the south side and into the U92404. There are no street lights on this road.
11. From the west, the gradient of the B4362 approach to the junction of the C1040 (village access) and the U92406 is characterised by a rise followed by a sudden dip. The B4362/C1040/U92406 crossroads is located in this hidden dip. Given that the junction is location at a hidden dip, the visibility along the B4362 from the C1040 is approximately 2.4 metres x 67 metres (to the west) and 2.4 metres x 75 metres (to the east) and from the U92406 is approximately 2.4 metres x 80 metres (to the west) and 2.4 metres x 65 metres (to the east).
12. Given the topography at the B4362/C1040/U92406 crossroads, it is considered to be an isolated hazard and as suggested within DfT Circular 01/2013 (Point 40); a speed limit reduction should not be used as a mitigation to overcome the difficulty that drivers may face during negotiating this junction.
13. One aim of a speed limit is to encourage drivers to travel at about the same speed which has shown to reduce the likelihood of collisions. However, to achieve this, speed limits have to be evidence led and not set unrealistically low. The roadside environment is a key source of evidence to responsible drivers in influencing the chosen speed.
14. Research has shown that the safest and the most responsible drivers travel at or below the 85th to 90th percentile speed and this leads to recommendations that speed limits should normally be set out at or around the 85th percentile speed. In order to record the 85th percentile speeds on the section of the B4362 and the U92404 under review, seven-day speed survey was undertaken as set out in the chart below (see **Appendix C** for locations): -

Location	Eastbound 85th percentile	Westbound 85th percentile
U92404	27.1 mph	25.9 mph
B4362 (east of B4362/C1040/U92406 in the vicinity of Lucton School)	53.5 mph	50.2 mph
B4362 (west of B4362/C1040/U92406)	52.7 mph	53.6 mph

15. The 85th percentile speeds on the U92404 indicate that the road side environment and road geometry dictate the vehicle speeds and not the posted national speed limit. The 85th percentile speeds on the U92404 are below Association of Chief Police

Officers (ACPO) guidelines for the speed enforcement intervention level of 36 mph which is for a speed limit of 30 mph. A speed limit reduction on this section of the U92404 from national speed limit to a 30 mph would therefore achieve good compliance from the motorists. Therefore, it is recommended to reduce the speed limit of the U92404 from its current posted National Speed Limit to 30 mph along Lucton School.

16. The 85th percentile speeds on the B4362 indicate a good level of compliance with the existing 50 mph speed limit and are below ACPO guidelines for the speed enforcement intervention level of 57 mph which is for a speed limit of 50 mph. The 85th percentile speeds on the B4362 demonstrate that the speed limit (50 mph) is already set to an optimum level that suits the road side environment and topography. The fact that there have been no speed related collisions recorded in the last five-year period is a good indication that the current speed limit is appropriate.
17. The reduction in speed limit on the B4362 is likely to be perceived by responsible drivers as unreasonably low. The imposition of lower speed limit could result in an increase in overtaking, tailgating, inattention etc., all of which would increase the risk of collisions occurring. This could have a serious impact on the motorists especially to those negotiating the B4362/C1040/U92406 crossroads junction which is located in a hidden dip. Therefore, it is recommended to not reduce the speed limit of the B4362 from its current 50 mph.
18. However, subject to approval, there could be additional signage such as Danger Ahead Sign (which is an exclamation sign in a red triangle) along with "Hidden Dip" located on the B4362 to the west of the crossroads. This would warn drivers travelling eastwards on the B4362 of the sudden dip in the topography as they approach the crossroads. Flag type direction sign with the text (for e.g. Lucton Village Centre) with reflective backing board could also be placed on the B4362 opposite the junction with the C1040 to improve the profile of the junction. The recommendation is therefore to investigate the feasibility to implement these engineering measures instead of reducing the speed limit on the B4362.

Community Impact

19. The recommendation to reduce the existing National Speed Limit to 30 mph on the U92404 Stocking Lane from a point approximately seven metres south of the junction with the B4362 for a distance of 260 metres in southerly direction will serve to control traffic speed, enable mobility and improve the amenity of the area in the most optimum manner. This is likely to create a positive impact on road safety and the environment for all residents and drivers.
20. The recommendation to leave the speed limit on the B4362 at its current 50 mph and to investigate the implementation of additional signage to improve the profile of the B4362/C1040/U92406 crossroads junction will retain a positive impact on road safety and environment for all residents and drivers.

Equality Duty

21. The recommendation to reduce the existing National Speed Limit to 30 mph on the U92404 Stocking Lane from a point approximately seven metres south of the junction with the B4362 for a distance of 260 metres in southerly direction is considered to be low impact.
22. The recommendation to leave the speed limit on the B4362 at its current 50 mph and to investigate the implementation of additional signage to improve the profile of the B4362/C1040/U92406 crossroads junction is considered to be low impact.

23. See **Appendix D** of this report for Equality Impacts and Needs Assessment (EINA).

Financial Implications

24. Budgets for changes to speed limits are managed by Balfour Beatty Living Places on behalf of Herefordshire Council. The cost for the implementation of the TRO on the U92404 is estimated at **£XXX**. This includes cost for statutory consultation, preparing and making new a TRO, signage (including signage in the vicinity of the B4362/C1040/U92406 crossroads junction) and advertising. This cost has been identified from the existing TRO budget.

Legal Implications

25. The introduction of a TRO under Section 84 of the Road Traffic Regulation Act 1984 will be required.
26. 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.
27. 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. As regards this informal consultation proposal, comments received are detailed in **Appendix F** attached and considered in this report.

Risk Management

28. 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.
29. It is important for safety and their effectiveness that speed limits are set at an appropriate level having regard to the type of factors considered in this report. Setting speed limits inappropriately low can result in a worsening safety record by way of increased instances of overtaking, tailgating, driver frustration etc. and can increase the risk of collisions occurring.
30. The adoption of the recommendations in this report would contribute to these objectives in the Local Transport Plan.

Consultees

31. In December 2017, a Briefing Note was prepared to describe the proposals and justification for the recommendations. This Briefing Note was circulated to the Ward Member, Parish Council and the Police asking for comments on the recommendations. An email from the Ward Councillor was received on 15th January 2018 requesting that the study area should be extended to include the B4362/C1040/U92406 crossroads junction. A meeting with the Ward Councillor was held at Balfour Beatty office in Hereford on 23rd March 2018. At this meeting, the reasoning behind the recommendation to not reduce the speed limit on the B4362

was explained.

32. Following this meeting, in March 2018, a revised Briefing Note with an extended study area was submitted to the Consultees. A copy of this revised Briefing Note is provided in **Appendix E**.
33. The Police indicated their support to the recommendations relating to the U92404 and the B4362. The Parish Council expressed their disappointment to the recommendation relating to the B4362 and indicated that the Parish Council has agreed to locate bases for the two Speed Indicator Devices in the area and has allocated £13,000 in the reserves plan for the traffic calming throughout the parish; some of which could be used for a scheme in association with a speed limit reduction on the B4362.
34. The Ward Councillor advocates the reduction in speed limit of the B4362; in contrary to the recommendations within this report. Lucton School expressed their disappointment with regard to the recommendations relating to the B4362; but they indicated that they understand the findings from the survey and the advice from the Police. Lucton School suggested additional signage on either side of the school.
35. In April 2018, the Traffic Regulation Order process was initiated by emailing the initial consultation letters to the Local Member, Parish Council, Police, Ambulance services, the Road Haulage Association and the Freight Transport Association. The consultees were asked to respond by 18th May 2018.
36. The Ward Councillor, Parish Council, Lucton School and Police have retained their original views to the proposals. The responses from these consultees are provided in **Appendix F**. The Ambulance services, the Road Haulage Association and the Freight Transport Association did not comment to the consultation.

Appendices

Appendix A – Drawing 3409-40

Appendix B – Existing signage on the B4362

Appendix C – Speed survey locations

Appendix D – EINA

Appendix E – Briefing Note

Appendix F – Communication and response summary

Background Papers

- None identified