



Warwickshire
POLICE



West Mercia
POLICE

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3rd April 2018

Dear Doug,

B4214 Bromyard to Tenbury Road - Proposed 30mph Speed Limit Extension and 40mph Speed Limit

I refer to your e-mail 27th March 2018, seeking West Mercia Police's views in respect of the proposal to extend the 30mph speed limit and introduce a section of 40mph speed limit on the B4214 Bromyard, as shown in plan ref 3409-22B.

I have examined the proposals, as shown on the drawings you provided, visited the location on 3rd April 2018 and am in possession of speed data for the proposed 40mph section as supplied by Graham Hornsby of BBLP on 6th December 2017. I can confirm that we have no formal objection to the proposal.

As per my reply to the initial consultation I would suggest that when the the 30mph gateway signs are relocated they incorporate the Bromyard town name plate or some feature to enhance the "gateway" effect of the signs.

Yours sincerely,

Ian Connolly
Traffic Management Advisor
Warwickshire Police & West Mercia Police



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From: Amol Pisal
Sent: 11 April 2018 10:45
To: Shaw, Nigel (Cllr) <Nigel.Shaw@herefordshire.gov.uk>; Seldon, Alan (Cllr) <aseldon@herefordshire.gov.uk>; Clerk@bromyardandwinslow-tc.gov.uk
Cc: Evans, Bruce <bje@herefordshire.gov.uk>
Subject: RE: B4214 Tenbury Road, Bromyard - speed limit proposal

Good Morning Councillor Shaw

Thank you for your response. I understand the stretch of the road within the proposed 30 mph extent is not street lit and therefore **Section 84** of the RTRA will be applied to this section in order to enforce the proposed 30 mph speed limit on this section. The B4214 is however street lit past Winslow Road junction southwards – but this is outside our proposed area.

The proposed 40 mph section of the B4214 is also not street lit. Again, similar to the above, **Section 84** of the RTRA will be applied to this section to enforce the proposed 40 mph speed limit here.

DfT Circular 01/2013 suggests 600 metres as a norm for minimum length of a speed limit. It also suggests that a reduced length of 400 metres is acceptable on roads with purely local access function. This section of the B4214 is likely to see an increased level of traffic as a result of the proposed development. The stone walled entrance to the town (where the proposed 40 mph speed limit starts) create a natural town gateway and proposing a 40 mph speed limit at this point will thereby self-regulate vehicle speeds. It is therefore recommended to start the 40 mph speed limit from this point.

The recorded 85th percentile speeds on this section are considered to be within the acceptable range for the proposed 40 mph speed limit. We are therefore of a view that the road layout and topography is such that the drivers consider 40 mph speed to be a safe speed to drive on this section of the road. Reducing the speed limit to 30 mph is likely to be seen by these drivers as unreasonably low which could lead to unnecessary overtaking, tailgating and increased risk of collisions. This could also lead to drivers not heeding to the existing 30 mph speed limit as they enter the existing 30 zone to the south.

The proposed 40 mph therefore creates an efficient buffer as driver enter the town from the north.

I hope the above clarifies the matter. Please let me know if you need clarification. Thank you.

Kind regards

Amol Pisal MSc MCIHT

Principal Transportation Planner

ADL Traffic and Highways Engineering Ltd

ADL House, Oaklands Business Park, Armstrong Way, Yate, Bristol BS37 5NA

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From: Shaw, Nigel (Cllr) <Nigel.Shaw@herefordshire.gov.uk>
Sent: 10 April 2018 09:47
To: Amol Pisal <Amol@adltraffic.co.uk>; Seldon, Alan (Cllr)

[<aseldon@herefordshire.gov.uk>](mailto:aseldon@herefordshire.gov.uk); Clerk@bromyardandwinslow-tc.gov.uk

Cc: Evans, Bruce <bjc@herefordshire.gov.uk>

Subject: RE: B4214 Tenbury Road, Bromyard - speed limit proposal

Dear Amol,

Thank you for advising that you are proposing to change this limit location.

I note that from Dept for Transport Circular 01/2013 :

4. The national speed limit adopts 30mph on roads with street lighting (as required by part VI of the RTRA 1984 specifically 82(1)(a) dealing with the offence of driving at more than 30mph on such a restricted road. What proportion of this road has street lighting? What proportion of the current 40mph limit on Tenbury Road has street lighting?

Section 3 of the circular suggests that the use of transitional limits (such as 40mph) should not be for stretches of road less than 600m. The length now suggested, as I have understood it, is 472metres which is contrary to the advice from DoT. You may therefore wish to either increase the length subject to the 40mph limit by extending the limit , or take the limit down from the national speed limit to 30mph directly, as is done on the A44 entry to Bromyard from the north?

I would recommend the latter suggestion as section 3.9 of the code suggests that the use of such transitional limits should be restricted to sections of road where immediate speed restrictions would cause risks, which I don't think would be the case?

Please advise.

Regards

Nigel

Cllr. Nigel Shaw

Deputy Leader and Cabinet Member for Finance and Corporate Services

Bromyard and Bringsty

Mob. 07980 643760

From: Amol Pisal [<mailto:Amol@adltraffic.co.uk>]
Sent: 10 April 2018 08:38
To: Seldon, Alan (Cllr) <aseldon@herefordshire.gov.uk>; Shaw, Nigel (Cllr) <Nigel.Shaw@herefordshire.gov.uk>; Clerk@bromyardandwinslow-tc.gov.uk
Subject: B4214 Tenbury Road, Bromyard - speed limit proposal

Dear Councillors

Good morning.

You may recall the proposal to reduce the speed limit of the B4214 Tenbury Road from its current national speed limit to 40 mph from a point approximately 90 metres north of the junction of Winslow Road with the B4214 for a distance of approximately 545 metres in a general northerly direction.

We have been informed by Balfour Beatty colleagues that there is a further proposal to implement a zebra crossing on the B4214 Tenbury Road; between the junctions of U65438 (Porthouse Industrial Estate) and U65423 Winslow Road. There is no footway on the western side of the B4214 to the north of this junction. The zebra crossing (which has been proposed by the developers as part of the residential planning application to the north) is in line with the pedestrian desire line as they travel from north to the schools to the west. It is therefore anticipated that the zebra crossing would be actively used.

The zebra crossing would be located approximately 80 metres south of the existing 30 mph speed terminals. It is felt that this distance is too short as it would not provide sufficient advance warning to the southbound motorist as they travel into Bromyard.

We have now therefore proposed to extend the existing 30 mph to the north for a distance of approximately 73 metres. The extension provides two benefits:

- a) The visibility requirement from 40 mph to 30 mph speed terminals is 40 metres. The proposed extension satisfies this requirement. For your reference, I also attach the visibility diagram which we used to decide the extent of the extension.
- b) The new 30 mph speed terminals would be sufficiently far from the proposed zebra crossing therefore providing enough distance / time for the southbound drivers to slow down.

I attach our revised proposal (Drawing 3409-22B) for your reference. Should you need any clarification, please let me know. thank you.

Kind regards

Amol Pisal MSc MCIHT
Principal Transportation Planner
ADL Traffic and Highways Engineering Ltd
ADL House, Oaklands Business Park, Armstrong Way, Yate, Bristol BS37 5NA

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From: Connolly, Ian [ian.connolly@westmercia.pnn.police.uk]
Sent: 06 December 2017 15:03
To: Hornsby, Graham
Cc: Hemblade, Rob
Subject: RE: B4214 Tenbury Road Bromyard - Porthouse Farm Development

Graham,

Thanks for sending me the speed data, which I must admit is quite a bit higher than I would have expected.

In the light of this I could only support a reduction to 30mph if the order is accompanied by significant traffic calming to reduce these speeds to a more acceptable level. I would be more supportive of a reduction to 40mph were that to be considered.

While it is a potential duplication of efforts, as and when the development to the western side of the highway happens it may be worth considering a further reduction to 30mph then as the environment will be significantly different and a lower limit may be more suitable.

Kind regards

Ian Connolly
Traffic Management Advisor
Warwickshire Police & West Mercia Police
Safer Roads Team

From: Seldon, Alan (Cllr) [mailto:aseldon@herefordshire.gov.uk]
Sent: 07 February 2018 15:23
To: Doug Brodie
Subject: RE: B4214 Tenbury Road, Bromyard - speed limit proposal

Hi Doug

Having looked at the two, I see the 40mph proposal as kind of cop-out. I tend to think that in this kind of instance where there is little chance of any enforcement, 40 = 50 30 = 40 etc. So I think the 30mph would be preferable for those reasons.

Kind regards

Alan Seldon

From: Acting Town Clerk [clerk@bromyardandwinslow-tc.gov.uk]

Sent: 20 December 2017 11:53

To: Doug Brodie

Subject: RE: B4214 Tenbury Road, Bromyard - speed limit proposal

Doug

The Town Council considered this matter at its meeting on Monday 18th December and resolved to continue to support a reduction to 30mph, which was its original submission, on the basis that the 76 dwellings at Porthouse Rise will house at least 200 people and that the amount of traffic generated by 76 dwellings and 200 people would be significant and justify a reduction to 30mph rather than 40mph.

Regards

Gary Swinford

Acting Town Clerk