

## Record of officer decision

<b>Decision title:</b>	Proposed new village 30 mph speed limit at Brampton Abbotts
<b>Date of decision:</b>	10 September 2019
<b>Decision maker:</b>	Acting Assistant Director Highways & Transport
<b>Authority for delegated decision:</b>	<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>
<b>Ward:</b>	Old Gore
<b>Consultation:</b>	<p>As previously stated in this report an initial consultation letter was sent to all statutory consultees on 20<sup>th</sup> June inviting comments to the proposal. A summary of the responses received are as follows and detailed in <b>Appendix C</b>;</p> <p>Ian Connelly West Mercia Police – has met the Parish council to discuss a 30mph speed limit and would offer no objection to the proposal. Also highlighted that the nature of the road environment within the village would mean that it would be unlikely that any enforcement could be undertaken.</p> <p>Brampton Abbotts &amp; Foy Parish Council - fully supports and are pleased with the proposal. Disappointed however that Gatsford Lane is not included within the proposal after pressing for it at recent meeting.</p> <p>Cllr Barry Durkin (Ward Cllr) – No further comments on the proposal.</p>
<b>Decision made:</b>	<p>Subject to the consideration of the receipt of any objections arising from the formal notice of proposal a new order will be introduced the effect of which will be; <b>To introduce a 30mph speed limit on the following stretches of road;</b></p> <p><b>C1273 Ross Road</b> - from a point 42 metres north of its junction with U70419 Church Road to a point 472 metres south of its junction with U70419 Church Road.</p> <p><b>U70419 Church Road</b> - for its entire length.</p> <p><b>U70420 Church Road</b> - for its entire length.</p>

<p><b>Reasons for decision:</b></p>	<p>DFT Traffic Advisory Leaflet 1/04 'Village Speed Limits' suggests that a standard speed limit of 30mph in villages should be the norm. Brampton Abbots meets the definition of a village as set out in this guidance note as it has more than 20 houses within the built-up environment of the settlement.</p> <p>Speed limits need to be set at realistic levels to the environment in which they stand as well as be within the Association of Chief Police Officers Guidance (ACPO) for speed enforcement intervention level (35mph 85%ile speed in this case). Speed data gathered during the scheme assessment phase suggests that average 85%ile speeds on the roads in question are within the ACPO guidelines for 30mph speed limits (See Appendix B for existing speed data).</p> <p>Brampton Abbots and Foy Parish Council support the introduction of a village speed limit however have requested that the speed limit should include Gatsford Lane. As mentioned above speed limits need to be set realistically to the environment in which they stand and it is felt that Gatsford Lane does not realistically represent an appropriate environment for a 30mph speed limit.</p> <p>Much of Gatsford Lane is a rural country lane with some housing sporadically located on it between its junction with Ross Road and A449. It does not therefore meet DFT Traffic Advisory Leaflet measure of density guidance which suggests that there should be 3 houses per 100 metres to warrant inclusion within a 30mph village speed limit. A minimum measure of density is needed to give a minimum standard as to the frequency of the houses over the extent of the speed limit. The higher the density of population the more likely the driver is likely to realise that they are in a built-up environment and should be driving at the appropriate lower speed limit of 30mph.</p> <p>85% speeds are already low (33mph) on Gatsford lane due to its narrowness therefore although a 30mph speed limit is not recommended it is unlikely that vehicle speeds would reduce any further even if a 30mph speed limit was imposed.</p>
<p><b>Highlight any associated risks/finance/legal/equality considerations:</b></p>	<p><b>Community Impact</b> The recommendation to progress a new 30mph speed limit in the village of Brampton Abbots will have a positive impact on the local community in terms of road safety and amenity.</p> <p><b>Equality Duty</b> The recommendation to introduce a new 30mph speed limit in the village of Brampton Abbots is considered to be low impact. See Appendix D of this report for Equality Impacts and Needs Assessment (EINA).</p> <p><b>Financial Implications</b> 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 new 30mph speed limit in Brampton Abbots is approximately £10000. This includes costs for statutory consultation, preparing and making new a TRO, signage and advertising. This cost has been identified from the existing TRO budget.</p> <p><b>Legal Implications</b> The introduction of a new TRO under Section 84 of the Road Traffic Regulation Act 1984 will be required. 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. The Council has discretion to amend its original proposals if considered</p>

	<p>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><b>Risk Management</b>  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><b>Details of any alternative options considered and rejected:</b></p>	<p>The Speed limit remains at national speed limit</p> <p>The 30mph speed limit is extended to include Gatsford Lane</p>
<p><b>Details of any declarations of interest made:</b></p>	<p>If any officers or members involved or consulted in the decision-making have declared an interest you should include the declaration here.</p>

Signed..... Date: