




Record of operational decision

Decision title:	Decision to maintain the current National speed limit at Elton and Pipe Aston in Herefordshire															
Date of decision:	4 th June 2025															
Decision maker:	Head of Highways and Traffic															
Authority for delegated decision:	Economy and Environment Scheme – Highways and Transport 75. To act on behalf of the council in respect of the legislation specified in the Road Traffic Regulation Act 1984.															
Ward:	Mortimer															
Consultation:	An investigation process was undertaken from 29 th April 2024 to 4 th October 2024, whereby the feasibility for reducing the speed limit from the current National speed limit to a 30mph limit following a request received from the Parish Council. ATC surveys were commissioned in July 2024 to obtain existing vehicle speeds through Elton and Pipe Aston which provides valuable data to assist the decision making for setting appropriate speed limits.															
Decision made:	Following the investigation into a speed limit reduction, it is recommended that the current speed limit is not reduced to 30mph, for the reasons as set out below.															
Reasons for decision:	<p>Following a review in accordance with the Department for Transport (DfT) Circular 01/13 on setting local speed limits, it has been decided not to reduce the speed limit from the national speed limit to 30 mph through the hamlets of Pipe Aston and Elton. This decision is based on the following considerations:</p> <p>Road Characteristics and Existing Speeds: The overall environment along the C1019 is characterised with several properties and driveway accesses in both Pipe Aston and Elton. While these locations meet the criteria for a 'village environment' as defined by DfT Circular 01/13, the road characteristics inherently contribute to lower driving speeds. Speed data collected in July 2024 over a 7-day period shows 85th percentile speeds in Elton ranging between 30 to 32 mph, with mean speeds around 26 mph. In Pipe Aston, the 85th percentile speeds range from 31 to 36 mph, with mean speeds around 29 mph. These speeds already align with or are very close to the desired 30 mph threshold, suggesting that the natural road environment encourages appropriate speeds without the need for formal speed limit changes.</p> <table><tr><td></td><td>Northbound</td><td>Southbound</td></tr><tr><td>ATC 1 - Elton</td><td>32.4</td><td>30.8</td></tr><tr><td>ATC 2 - Elton</td><td>31.6</td><td>30.7</td></tr><tr><td>ATC 1 - Pipe Aston</td><td>31.2</td><td>34.4</td></tr><tr><td>ATC 2 - Pipe Aston</td><td>34.2</td><td>36.1</td></tr></table>		Northbound	Southbound	ATC 1 - Elton	32.4	30.8	ATC 2 - Elton	31.6	30.7	ATC 1 - Pipe Aston	31.2	34.4	ATC 2 - Pipe Aston	34.2	36.1
	Northbound	Southbound														
ATC 1 - Elton	32.4	30.8														
ATC 2 - Elton	31.6	30.7														
ATC 1 - Pipe Aston	31.2	34.4														
ATC 2 - Pipe Aston	34.2	36.1														

	<p>A review of the collision data for the past five years shows no recorded personal injury collisions in either Pipe Aston or Elton. This lack of incidents suggests that the current speed management and road conditions are effective in maintaining safety, and there is no evidence indicating that a reduction in the speed limit would lead to further safety improvements. This analysis is crucial as collision data often reveals the locations and causes of collisions, enabling the determination of whether these collisions can be mitigated through the implementation of speed limits and/or engineering interventions.</p> <p>In conclusion, the decision to maintain the national speed limit through Pipe Aston and Elton is supported by the existing speed data, collision history, and the natural characteristics of the road, which already contribute to low driving speeds. There is no evidence to suggest that reducing the speed limit would result in significant safety improvements. Therefore, no Traffic Regulation Order (TRO) should be progressed.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  Appendix A.pdf </div> <div style="text-align: center;">  Appendix B.pdf </div> <div style="text-align: center;">  Appendix C.pdf </div> </div>
<p>Highlight any associated risks/finance/legal/equality considerations:</p>	<p>Equality duty</p> <p>The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying ‘due regard’ in our decision making in the design of policies and in the delivery of services.</p> <p>The recommendations set out in this report are considered to be low impact with regards to equality. The proposals aim to improve road amenity and safety, thus paying regard to the council’s duty according to the Equality Act 2010 as set out below.</p> <p>section 149 of the Equality Act 2010, the ‘general duty’ on public authorities is set out as follows: A public authority must, in the exercise of its functions, have due regard to the need to -</p> <ul style="list-style-type: none"> (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. <p>See Appendix C of this report for Equality Impacts and Needs Assessment (EINA).</p> <p>Resource implications</p> <p>None, due to the scheme not being progressed.</p> <p>Legal implications</p> <p>There are no legal implications as a result of not making a Traffic Regulation Order.</p> <p>Risk management</p> <p>There are no risks associated with not progressing this scheme.</p>

Details of any alternative options considered and rejected:	To implement a reduction to the current National speed limit to a 30mph speed limit at Elton and Pipe Aston – This is not recommended for the reasons outlined in detail in the 'reasons for decision' section of this report.
Details of any declarations of interest made:	None