

# **B4230 MANSELL GAMAGE**

## **30 MILES PER HOUR SPEED LIMIT**

### **REPORT BY DIRECTOR OF ENVIRONMENT**

REPORT TO CABINET MEMBER OF HIGHWAYS AND TRANSPORTATION  
DATE REPORT WILL BE CONSIDERED AND DECIDED BY CABINET MEMBER: 31 ST JANUARY 2008  
DATE DECISION CAN BE IMPLEMENTED: 31ST JANUARY 2008

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#### **Wards Affected**

Wormsley Ridge Ward.

#### **Purpose**

To consider the implementation of a Traffic Regulation Order, the effect of which would be a maximum speed limit of 30 miles per hour on the B4230 at Mansell Gamage

#### **Key Decision**

This is not a Key Decision

#### **Recommendation**

**THAT, subject to the consideration of any objections received, a Traffic Regulation Order be implemented the effect of which will impose a maximum speed limit of Thirty miles per hour on the B4230 at Mansell Gamage thus:-**

**from a point 864 metres northeast of it junction with the centre line of the A438, to a point 610 metres in a northerly direction.**

#### **Reasons**

The implementation of the proposed speed restriction should result in an improvement to road safety and enhance the community identity, whilst allaying the fears of residents over vehicle speeds along the B4230 at Mansell Gamage

#### **Considerations**

1. In response to concerns raised by the Parish Council over vehicle speeds, a request was received on 27 March 2007 from Bishopstone and District Group Parish Council to investigate the practicalities of installing a 30 mph on the B4230 at Mansell Gamage
2. The proposed extension has been assessed in accordance with the Councils Speed Limit Policy as set out in the Herefordshire Local Transport Plan 2.

The number of accesses in the length of the proposed location has been counted. The resultant number of accesses within the combined length equates to 24.59 per kilometre. The Speed Limit Policy sets an initial speed limit of 30 miles per

hour if the number of accesses exceeds 20 per kilometre.

The Speed Limit Policy allows for the frequency of collisions and actual speeds to adjust the initial speed limit set by the number of accesses.

There have been no personal injury collisions in the last five years within the length of the proposed speed limit

Vehicle speeds were recorded during July 2007 at the Mansell cottage, Mansell Gamage. The speed at which 85 percent of vehicles travel at or less than in a southerly direction was recorded at 33 mph. The speed at which 85 percent of vehicles travel at or less than in a westerly direction was recorded at 32 mph.

The results support the introduction of a 30 mph speed limit. There are other safety issues which can be taken into account to reduce the speed limit to a 30 mph e.g. a sharp bend, no footway along the road, poor visibility entering the village from a northern direction.

3. *Bishopstone and District group Parish Council commented, "The main thrust of the comments raised by the residents is that they want a 30mph speed limit through the village but not where you proposed".*

A site visit with the local parish representative, Anne Midwinter was organised to invite comments about the proposed speed limit from the local residents. The local residents requested for the speed limit to be extended 400 metres north of the village to accommodate four more residential properties. The area in between the four residential properties and the proposed speed limit consists of large fields and only a few access points onto the carriageway. The local residents raised concerns about the issue of speeding vehicles around the bend adjacent to the four properties. After discussions it was agreed to implement another speed survey around the area of the Paddocks. The parish also requested for the speed limit to be extended 200 metres to the south of the village to accommodate one more residential property.

We have analysed the speed data from the extended speed surveys at the north of the village as detailed in Appendix D. The data from the survey has shown that there is an average speed on 42 mph. To install a 30 mph speed limit on roads with speeds over 40 mph, without proper enforcement the area would only see a drop in the speeds by 1 or 2 mph. The driver's perception of the speed limit, if it were installed would be to slow down as they enter the speed limit and then seeing large fields and no houses would start to increase speed at the point where we would want them to slow down. After discussions at the site visit it was agreed not to extend the speed limit to the south of the village, as it would have the same driver perception as extending the speed limit at the northern end of the village.

Therefore, it is not proposing to extend the proposal for the speed limit in Mansell Gamage to the paddocks, but to address the issues raised by the local residents concerning the bend with improved signing.

The Parish Council were informed of the discussions with the Parish Representative and analysis of the requested extension, and are now happy with the recommendation that the Speed Limit should be introduced as per their original request.

## **Alternative Options**

### **Alternative Option 1**

That the 30 mph speed limit is not implemented

### **Alternative Option 2**

Whilst minor positional adjustments of a few metres could be made to the proposed location for the terminal signs, the location as set out in Appendix A is the optimum position to comply with the requirements of Herefordshire Councils Speed Limit Policy and to meet the considerations specific to this site as set out in point 4 above.

## **Risk Management**

If the recommendation to extend the speed limit is not approved for implementation this course of action will carry associated hazards. These hazards as set out below are assessed in accordance with the risk matrix in Appendix B.

### **1. Bend at the northern entrance to the village**

This may result in vehicles engaging in late and heavy braking in an attempt to negotiate the bend at the northern entrance to the village. The likelihood of this occurring is assessed to be “probable”. Late and heavy braking may result in loss of control particularly in wet conditions. Given that 60 mph is the permitted maximum speed limit on the approach to the proposed 30 mph limit, the potential consequence of loss of control is assessed as “major/severe”. Therefore the risk associated with this hazard is assessed as “high”.

If we do proceed with the proposals, the new positions of the terminal will be placed away from the bend. This will in turn allow vehicles to see the restriction earlier and react accordingly. The likelihood of this happening should reduce to “even” while the consequences should reduce to “medium”

### **2. No footway**

The lack of footway through out the village may result in collisions with pedestrians. The likelihood of such collisions occurring is assessed as “probable” and the consequences are assessed as “severe / major”. Therefore the associated risk is assessed as “high”.

With the recommendation implemented, the likelihood of a collision with pedestrians should be reduced to “even”. The consequence of the action should be reduced to “medium”. Therefore the associated risks should also reduce; the new risk rating is rated at “medium”

## **Consultees**

The Chief Constable of West Mercia Police, Bishopstone and District group Parish Council, Freight Transport Association, Road Haulage Association, Local member Cllr Blackshaw were asked to provide their views prior to 24 August 2007 advising that should no comments be received it would be considered that they would have no objections to the proposal.

*The Chief Constable commented, "I have no objections to the proposals"*

*The Hereford and Worcester Fire and Rescue Authority commented, "This Authority has no comment to make about the scheme"*

*Bishopstone and District group Parish Council commented, "The main thrust of the comments raised by the residents is that they want a 30mph speed limit through the village but not where you proposed"*

No comments have been received from the other consultees and it is therefore considered that they have no objections to these proposals.

## **Appendices**

Appendix A – Risk Matrix

Appendix B - Access and Accident Rate Analysis

## **Background Papers**

Drawing Number. HD/T/A4111/1560/1/A4

Risk Matrix

CONSEQUENCES							
LIKELIHOOD			SEVERE	MAJOR	MEDIUM	MINOR	NEGLIGIBLE
			5	4	3	2	1
	CERTAIN	5	25	20	15	10	5
	PROBABLE	4	20	16	12	8	4
	EVEN CHANCE	3	15	12	9	6	3
	UNLIKELY	2	10	8	6	4	2
	IMPROBABLE	1	5	4	3	2	1

HIGH RISK	MEDIUM RISK	LOW RISK
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## Access and Accident Rate Analysis



**HEREFORDSHIRE COUNCIL  
SPEED LIMIT REQUESTS  
ACCESS AND ACCIDENT RATE ANALYSIS**

**Revised August 2006 - To accord with LPT2**

Location: <input style="width: 90%;" type="text" value="Mansell Gamage"/>	Road no: <input style="width: 80%;" type="text" value="B4230"/>	Date: <input style="width: 90%;" type="text" value="01/02/2007"/>																		
Level of speed limit requested: <input style="width: 100px;" type="text" value="30"/> mph	Tot. Length requested <input style="width: 100px;" type="text" value="0.610"/> Km																			
Dual Carriageway <input style="width: 100px;" type="text" value="N"/>																				
<b>ACCESS RATE</b>																				
Number of accesses: <input style="width: 100px;" type="text" value="15"/>	Length of road: 0.61 Km.																			
<b>Access rate:</b> <b>24.59</b> accesses per km																				
<b>ACCIDENT RATE</b>																				
Number of PI accidents in last three years (A): <input style="width: 100px;" type="text" value="0"/>	Length of road: 0.61 km																			
	Traffic flow over 12 hours: <input style="width: 100px;" type="text" value="227"/>																			
Month of count (ie. January = 1) : <input style="width: 100px;" type="text" value="7"/> (Number)																				
Road Type (E) <input style="width: 100px;" type="text" value="3"/>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="3" style="width: 10%; text-align: center;">Code:</td> <td style="width: 30%;">MAIN URBAN</td> <td style="width: 10%; text-align: center;">1</td> <td style="width: 10%;">RECREATIONAL/</td> <td style="width: 10%; text-align: center;">4</td> </tr> <tr> <td>INTER URBAN</td> <td style="text-align: center;">2</td> <td>INTER URBAN</td> <td></td> </tr> <tr> <td>LOCAL</td> <td style="text-align: center;">3</td> <td>RECREATIONAL/</td> <td style="text-align: center;">5</td> </tr> <tr> <td></td> <td></td> <td></td> <td>LOCAL</td> <td></td> </tr> </table>		Code:	MAIN URBAN	1	RECREATIONAL/	4	INTER URBAN	2	INTER URBAN		LOCAL	3	RECREATIONAL/	5				LOCAL	
Code:	MAIN URBAN	1		RECREATIONAL/	4															
	INTER URBAN	2		INTER URBAN																
	LOCAL	3	RECREATIONAL/	5																
			LOCAL																	
Annual traffic flow (F) =	12hr flow	E	M	=																
	227	1.19	368	=	99408															
<b>Accident rate =</b>	<b>0.00</b>																			
Formula:	$\frac{A \text{ by } 10^6}{3 \text{ by } F \text{ by } L}$ <p>A = number of PI accidents during last 3 year period  F = Annual traffic flow  L = length of road in kilometres  M = Monthly conversion factor  E = Road type factors</p>																			
<b>VEHICLE SPEEDS</b>																				
<input style="width: 100px;" type="text" value="WEST"/> Bound	<input style="width: 100px;" type="text" value="32"/> mph	<input style="width: 100px;" type="text" value="SOUTH"/> Bound	<input style="width: 100px;" type="text" value="33"/> mph																	
<b><u>Analysis</u></b>																				
Accesses	24.59per Km	Recommendation	30mph																	
Accident Rate	0.00per MVKm	Adjustment	30																	
Vehicle Speeds	33	<b>Result</b>	<b>Limit justified</b>																	

