

### Record of operational decision

<b>Decision title:</b>	Decision to maintain the current National speed limit along C1103 Moreton Hill in Herefordshire
<b>Date of decision:</b>	11 <sup>th</sup> June 2025
<b>Decision maker:</b>	Head of Highways and Traffic
<b>Authority for delegated decision:</b>	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.
<b>Ward:</b>	Queenswood
<b>Consultation:</b>	An investigation process was undertaken from 29 <sup>th</sup> April 2024 to 9 <sup>th</sup> January 2025, whereby the feasibility for reducing the speed limit the current National speed limit following a request received from the Parish Council. ATC surveys were commissioned in July 2024 to obtain existing vehicle speeds along the C1103 between the A49 and Portway Crossroads which provides valuable data to assist the decision making for setting appropriate speed limits.
<b>Decision made:</b>	Following the investigation into a speed limit reduction, it is recommended that the current speed limit is not reduced, for the reasons as set out below.
<b>Reasons for decision:</b>	<p>An assessment has been carried out in line with the Department for Transport (DfT) Circular 01/13 on setting local speed limits, and it has been determined that the current national speed limit on the C1103 between the A49 and A4110 will remain unchanged. The key factors informing this decision are as follows:</p> <p>The environment along the C1103 between the A49 and A4110 is characterised by approximately 200 metres of development on the northern side of the carriageway at the eastern end, near the junction with the A49. Beyond this, the road predominantly traverses sparsely developed agricultural land. The limited extent of development near the A49 does not meet the criteria for a reduced speed limit, as per Department for Transport (DfT) Circular 01/13, which recommends a minimum length of 600 metres for a reduced speed limit. The road's geometry, particularly its single-track nature, naturally moderates vehicle speeds, especially in areas where development is more concentrated. This inherent speed regulation aligns with DfT Circular 01/13 guidance, which emphasises that speed limits should accurately reflect the road's character and surrounding conditions. While it is often assumed that lowering speed limits universally improves road safety, this is not always the case. Speed limits set at inappropriate levels or over inappropriate lengths can lead to unintended consequences, such as increased tailgating, or other forms of unsafe driver behaviour, potentially undermining overall road safety. This assessment underscores the importance of setting speed limits that are contextually appropriate to the road environment and consistent with established guidance.</p> <p>Speed data collected over a 7-day period in July 2024 indicates mean speeds of 24–30 mph and 85th percentile speeds of 29–37 mph at the western end of the C1103, with mean speeds of 25–26 mph and 85th percentile speeds of 30–31 mph at the eastern end. These results demonstrate that driver behaviour is already consistent with the road's conditions without the imposition of a formally reduced speed limit. While the introduction of a 50 mph or 40 mph limit was considered during this</p>

assessment, the speed survey results indicate that such measures would have little to no impact on vehicle speeds, particularly in areas with more prominent development. The data shows that vehicles are already traveling below these thresholds. Furthermore, implementing a speed limit higher than the natural speeds at which drivers currently travel could inadvertently signal to motorists that it is safe to increase their speed. This could lead to higher vehicle speeds and negatively impact road safety.

In cases like the C1103, where the road's geometry and environment naturally regulate vehicle speeds, it can be more effective to allow motorists to use their discretion to determine a safe travel speed. This approach aligns with the observed behaviour and ensures that road safety is not compromised by introducing unnecessary or counterproductive speed restrictions.

	Eastbound 85 <sup>th</sup> / mean	Westbound 85 <sup>th</sup> / mean
<b>ATC 1</b>	30.4 / 25.7	31.0 / 26.0
<b>ATC 2</b>	37.1 / 30.3	29.5 / 24.1

A review of the collision history for this stretch of road shows one recorded collisions in the past five years which resulted in personal injury but the causative factors were undetermined whether the collision was linked to excessive vehicle speeds. Furthermore, the collision would be unlikely to have been prevented by the implementation of a lower speed limit suggesting that the existing national speed limit does not present a significant safety concern requiring intervention at this time. It is important to note that whilst many rural country lanes adopt a national speed limit, this, like all speed limits, is not a target speed and motorist should use their own judgement to determine a safe speed of travel.

In conclusion, the existing national speed limit on the C1103 between the A49 and A4110 remains appropriate based on the road environment, driver behaviour, and safety record. Lowering the speed limit would not provide any substantial safety benefit and would be inconsistent with the principles set out in DfT Circular 01/13 and other speed limits across the County.



Appendix A..pdf



Appendix B.pdf

**Highlight any associated risks/finance/legal/equality considerations:**

**Equality duty**

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.

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>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"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul> <p>See Appendix C of this report for Equality Impacts and Needs Assessment (EINA).</p> <p><b>Resource implications</b> None, due to the scheme not being progressed.</p> <p><b>Legal implications</b> There are no legal implications as a result of not making a Traffic Regulation Order.</p> <p><b>Risk management</b> There are no risks associated with not progressing this scheme.</p>
<b>Details of any alternative options considered and rejected:</b>	<b>To implement a reduction to the current National speed limit on the C1103 between the A49 and Portway Crossroads (Moreton Hill) –</b> This is not recommended for a number of reasons outlined in detail in the ‘reasons for decision’ section of this report.
<b>Details of any declarations of interest made:</b>	None