



Record of operational decision

Decision title:	Decision to maintain the current 40mph speed limit at Bartestree in Herefordshire
Date of decision:	11 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:	Hagley
Consultation:	An investigation process was undertaken from 29 th April 2024 to 17 th October 2024, whereby the feasibility for reducing the speed limit from the current 40mph 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 on this stretch through Bartestree 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>Based on the guidelines outlined in the Department for Transport (DfT) Circular 01/13 on setting local speed limits, the decision has been made to retain the current 40 mph speed limit in Bartestree, Herefordshire. This decision is informed by the following key considerations:</p> <p>Despite recent development, the overall roadside environment in Bartestree remains generally sparse, which is a significant factor in determining appropriate speed limits as per DfT Circular 01/13. The guidance suggests that speed limits should be suitable for the road's character and environment, and the existing 40 mph limit reflects these conditions accurately. It is a common and understandable thought that lowering a speed limit can only be a move for the better but speed limits that are set at inappropriate levels and / or over inappropriate lengths do have drawbacks such as increased incidents of overtaking, tailgating etc. Bartestree benefits from good pedestrian routes that provide safe access to local amenities within the village. This infrastructure supports pedestrian safety without the need to lower the speed limit, as the current arrangements already facilitate safe movement for non-vehicular traffic.</p> <p>Speed data collected on the 6th July for 7-days indicate that the 85th percentile speeds—those at or below which 85% of vehicles travel—are consistent with the 40 mph limit. This suggests that the current speed limit is generally well-observed and respected by drivers, demonstrating that it is appropriate for the road conditions. The existing 40 mph speed limit effectively balances safety with traffic flow, minimising potential risks associated with setting speed limits too low, such as driver frustration, non-compliance, and unsafe driving behaviours. Maintaining the 40 mph limit ensures that traffic moves efficiently while still prioritising safety. It is also believed that reducing the current 40 mph limit could negatively impact the existing 30 mph limit terminal point into Bartestree because setting speed limits too low over inappropriate lengths could negatively impact driver compliance and respect for the current 30 mph village gateway.</p>

	<table><tr><td></td><td>Northbound</td><td>Southbound</td></tr><tr><td>ATC 1</td><td>37.3</td><td>43.6</td></tr><tr><td>ATC 2</td><td>40.8</td><td>44.6</td></tr><tr><td>ATC 3</td><td>46.3</td><td>43.1</td></tr><tr><td>ATC 4</td><td>44.8</td><td>43.8</td></tr></table> <p>A review of the collision history for this stretch of road under review shows two recorded collisions in the past five years which resulted in personal injury but the causative factors behind these incidents are not attributed to excessive vehicle speeds. Furthermore, these incidents are unlikely to have been prevented by the implementation of a lower speed limit suggesting that the existing 40 mph speed limit does not present a significant safety concern requiring intervention. This data indicates that the current speed limit and associated traffic management measures are sufficient for maintaining road safety.</p> <p>In conclusion, the decision to maintain the 40 mph speed limit in Bartestree is supported by the sparse roadside environment, collision history, and speed data that confirms the limit is suitable and effective. This approach ensures that the speed limit remains credible, safe, and aligned with national guidance.</p> <div><div> Appendix A..pdf</div><div> Appendix B.pdf</div></div>		Northbound	Southbound	ATC 1	37.3	43.6	ATC 2	40.8	44.6	ATC 3	46.3	43.1	ATC 4	44.8	43.8
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Highlight any associated risks/finance/legal/equality considerations:	<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> <div><div>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;</div><div>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</div><div>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</div></div> <p>See Appendix B 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 There are no legal implications as a result of not making a Traffic Regulation Order.</p> <p>Risk management There are no associated risks with not progressing this scheme.</p>
Details of any alternative options considered and rejected:	To implement a reduction to the current 40mph speed limit to a 30mph speed limit at Bartestree – This is not recommended for a number of reasons outlined in detail in the ‘reasons for decision’ section of this report.
Details of any declarations of interest made:	None