

Dear Consultees,

Good Morning

PLANNING
E 6 SEP 2018

Item 11
Appendix 6
Refers.

On behalf of Herefordshire Council and Balfour Beatty, we have been instructed to review the current speed limits on the A417 Parkway with the view to reduce the speed limit if appropriate.

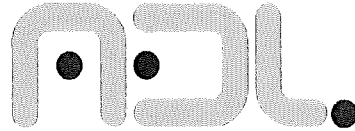
We have undertaken our study and please see attached our Briefing Note which provides our findings and the recommendations. We would welcome your views and comments to this Briefing Note. The deadline for the receipt of your comments is 15th September 2018.

If you intend to consult with parishioners regarding this matter you should make them aware of what the data will be used for, as per the data protection requirements note below. If you intend to use personal details that could be used to identify an individual as part of your consultation response, you must obtain their written permission to do so.

We will keep the data for up to 7 years. Your information may be shared with other Balfour Beatty teams within Herefordshire and Herefordshire Council in order to provide you with the service.

Individuals have a number of rights under data protection law, including the right to request their information. You also have a right to make a complaint about our handling of your personal data to the Information Commissioner's Office <https://ico.org.uk/>

Kind regards



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BRIEFING NOTE

A417 PARKWAY

(ADL REF: 3409/54/25A)

Background:

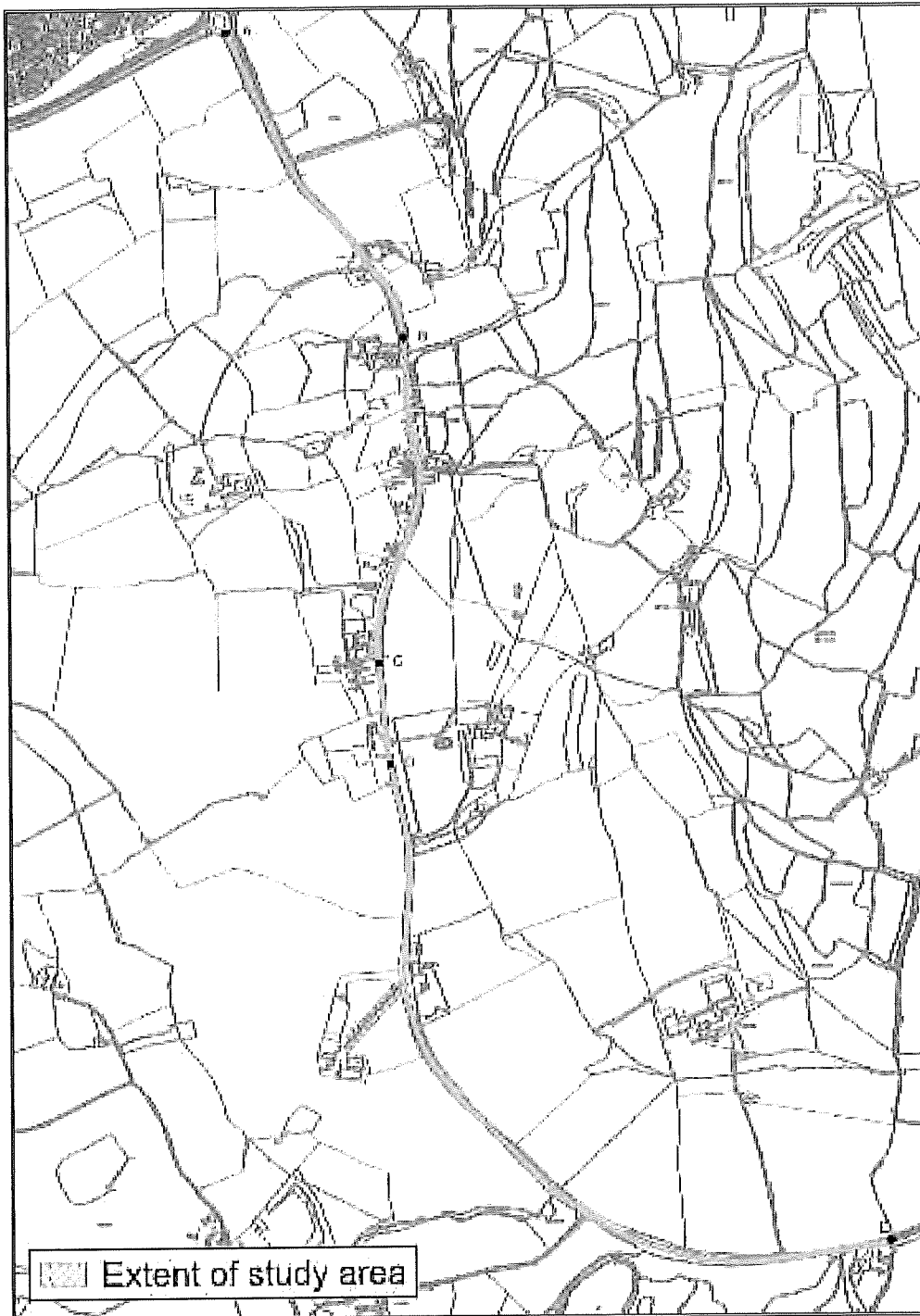
A request was made by the Local Member in March 2017 to review the current speed limits along the stretch of the A417 through Parkway between Ledbury and the Gloucestershire County Boundary with a view to consider extending the existing 50 mph speed limit at the eastern end of Parkway further east and reducing the existing 40 mph speed limit through Parkway to 30 mph. The extent of the study is shown in the plan on next page.

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ADL Traffic and Highways Engineering Ltd on behalf of Herefordshire Council and Balfour Beatty Living Places have been instructed to assess the suitability of reducing the existing speed limits on the A417 between Ledbury and the Gloucestershire County boundary.

Relevant Factors and Considerations:

Department for Transport Circular 01/2013 Setting Local Speed Limits (DfT Circular 01/2013) advocates for single carriageway rural roads:

At point 122 *“In most instances consideration of collision history, road function, mix of road user including presence of vulnerable road users, road geometry, engineering and environment and actual traffic speed should enable authorities to determine the appropriate speed limit on single carriageway rural roads”*

At point 123 *“Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through function, while environmental and community benefits are likely to be of greater importance for the local access roads”*

At point 126 *“The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway”*

At point 127 *“Table 2 sets out where speed limits should apply on rural single carriageway roads with a predominant motor traffic flow function given certain prevailing characteristics.”* However, this does not necessarily mean that speed limits should be automatically reduced.

TABLE 2	SPEED LIMITS FOR SINGLE CARRIAGEWAY ROADS WITH A PREDOMINANT MOTOR TRAFFIC FLOW FUNCTION. EXCLUDING VILLAGES
Speed Limit – (mph)	Where limit should apply
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered on lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

At point 131 *“Fear of traffic can affect people’s quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. Therefore, it is Government Policy that a 30 mph speed limit should be the norm through villages”*

At point 133 it makes reference to Traffic Advisory Leaflet 01/2004 (DfT 2004) which suggests that *“reasonable minimum criteria for the definition of what constitutes a village for*

the purpose of applying a village speed limit of 30 mph would be that there were 20 or more houses (on one or both sides of the road) and a minimum length of 600 metres"

Engineering and Environment:

The extent of the A417 which is under review, between Ledbury (Point A) and the Gloucestershire County boundary (Point E) is approximately 3.6 km in length and is subject to varying speed limits.

The A417 is a single carriageway with a width of approximately 6 metres throughout.

Between Points A and B

Travelling southwards from Point A-B, the A417 is approximately 800 metres in length and is subject to the National Speed Limit for the first 500 metres. This section of the A417 is relatively straight with a slight left-hand bend for approximately 90 metres with a parking lay-by on the northbound side of the road which is approximately 73 metres in length and approximately 6 metres wide at its widest point. There is access to a field and a private lane leading to a dwelling. There is a footway on the east side of the carriageway which continues for approximately 500 metres.

Past the parking lay-by the speed limit reduces to 50 mph for 300 metres and runs through a settlement called Parkway. This section provides access to two dwellings and associated fields. This section of the A417 is characterised by double solid white lines in the middle of the carriageway, followed by a short section of continuous line to the right of the broken line and then followed by double solid white line which runs into the next 40 mph section to the south.

Between Points B and C

Point B-C is approximately 800 metres in length and is subject to a 40 mph speed limit. This section of the A417 contains a relatively straight road for approximately 285 metres with a right-hand bend for approximately 186 metres with a downhill slope, followed by a straight road for approximately 175 metres, which continues downhill. This is then followed by a left-hand bend for approximately 164 metres with an uphill slope.

This segment is characterised by a long section with double solid white lines in the middle of the carriageway, followed by a short section with centre lines along the straight section,

followed by the continuous line to the right of the broken line and then followed by the double solid white lines which run into the 50 mph section.

This section provides access to about 23 dwellings, a petrol filling station and associated shop and warehouses. There is also a connection to an adopted road U67000 Little Woolpits Lane via a simple priority junction and to two footpaths (Footpaths 5 and 6). There is a footway on the eastside of the carriageway for approximately 90 metres. The footway then continues on the westside of the carriageway for 142 metres. There is a short section of approximately 54 metres where there are footways on both sides of the road, and then the footway continues on the eastside of the carriageway for approximately 353 metres. There are no footways for approximately 186 metres up to point C.

Between Points C and D

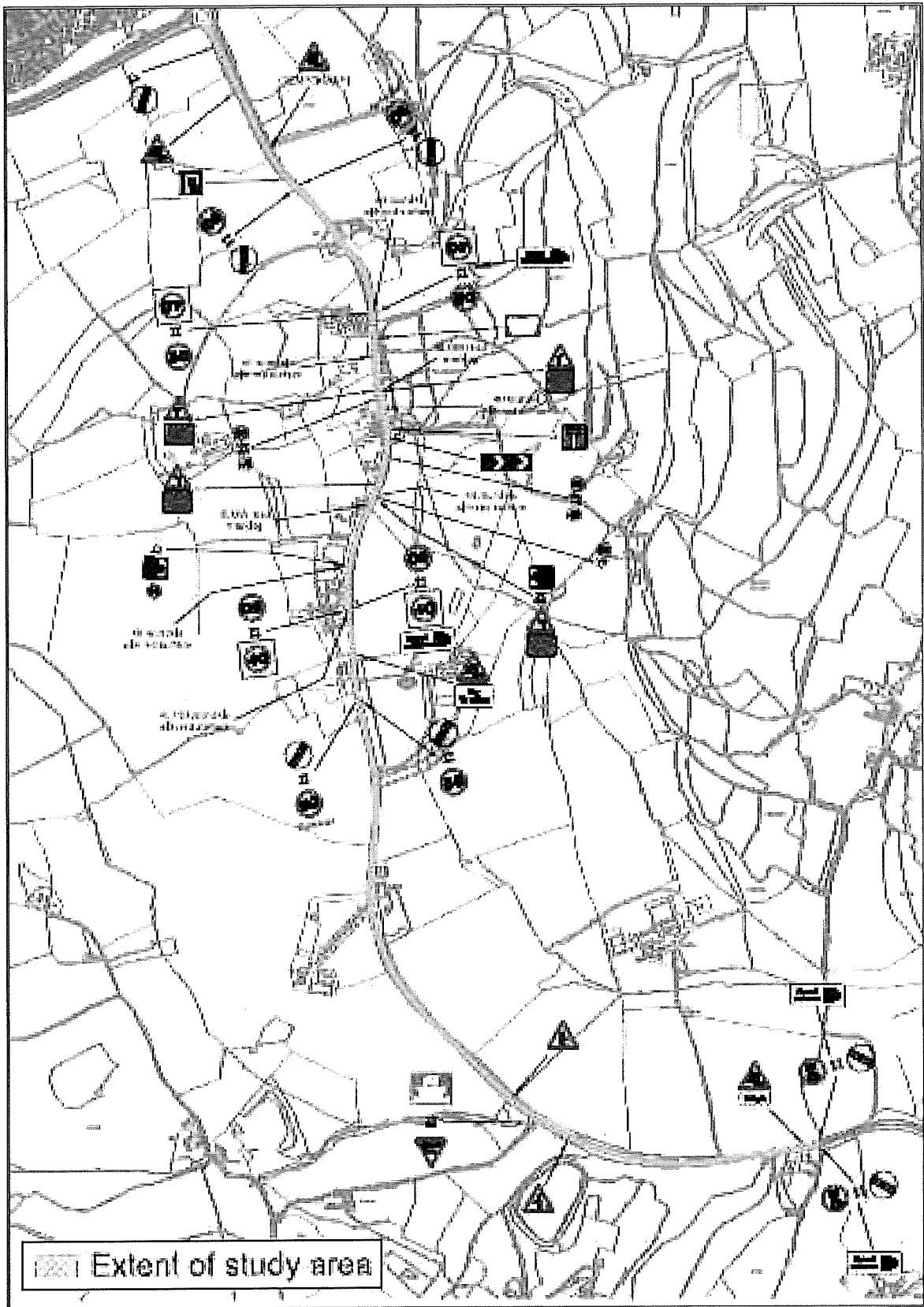
Point C-D is approximately 290 metres in length and is subject to a 50 mph speed limit. This section of the A417 is straight with a slight uphill slope. This section provides access to two dwellings and a field. There are no footways for the length of road between point C and D. Point D marks the end of the settlement of Parkway. Most of this section is characterised by double white lines in the middle of the carriageway.

Between Points D and E

Point D-E is approximately 1.9 km in length and is subject to the National Speed Limit. This section of the A417 is relatively straight for approximately 500 metres with a left-hand bend and uphill gradient for approximately 1.3 km with a relatively straight section with downhill gradient for 600 metres.

This stretch of road has a gradual slope for the whole length. This section provides access to three dwellings, six fields, a private road that leads to a hotel and a private road to a cake shop 'Special Ice'. It also provides connection to an adopted road C1310 and to a footpath (Footpath 4). There are no footways for the length of road between point D and E.

The current signage along the A417 is shown in the plan on the next page.



The 40 mph speed signs are coupled with red surfacing with the speed limit in white writing.

The Reduce Speed Now signs are coupled with 'SLOW' road markings with red surfacing. There are sharp deviation of route to the right (chevron) sign on one bend.

There is a "no through road" sign for the U67000 Little Woolpits Lane junction.

There are Junction on Bend sign for both directions of travel in the section between point B and C.

In sections B to C and C to D there are speed camera signs associated with the speed limit signs.

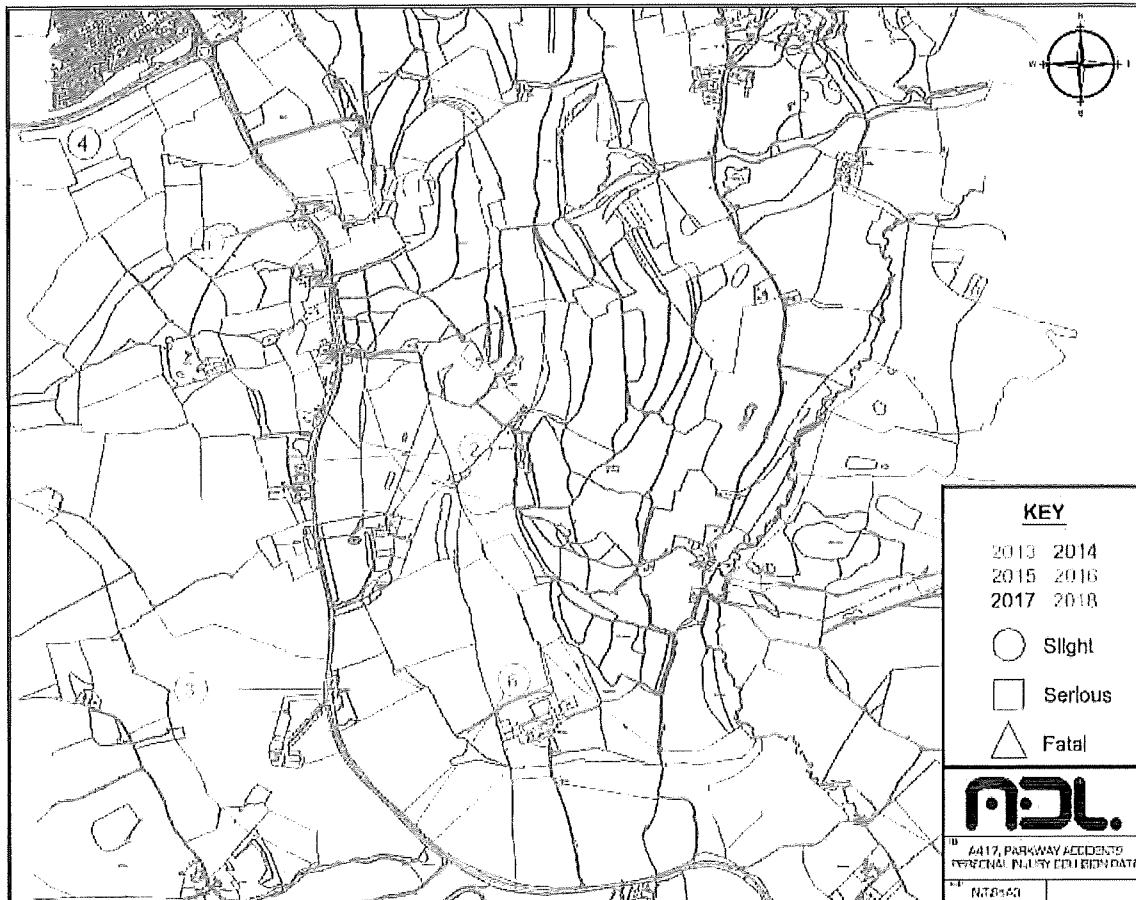
In section C to D there is a sign for slippery road for 1 miles as well as in section A to B.

There is a Caution Concealed Entrance in the section between point B and C warning the southbound motorists, but there is not a sign for the northbound motorists.

Personal Injury Collision Information:

The table below depicts personal injury collisions that have occurred in five years between 1 February 2013 and 31 January 2018 inclusive - this being the latest validated data as at June 2018.

Plan Location	Date	Brief Description
1	22/06/2013	Two cars were involved in this collision which resulted in total of five casualties (four passengers and one driver). The collision was classed as slight injury. Poor turn or manoeuvre was stated as a contributory factor to the collision.
2	10/10/2013	A car and a goods van were involved in this collision which resulted in two casualties (drivers of both the vehicles). The collision was classed as slight injury and failure to look properly or failure to judge other person's path/speed were stated as the very likely contributory factors to the collision.
3	08/12/2013	Two cars were involved in this collision which resulted in two casualties (a driver and passenger of one car). The collision was classed as slight injury and failure to look properly or failure to judge other person's path/speed were stated as the very likely contributory factors to the collision.
4	30/03/2014	A motorcycle was involved in this collision which resulted in the motorcyclist being seriously injured. Loss of control and poor turn or manoeuvre were stated as the very likely contributory factors to the collision.
5	15/02/2016	A car was involved in this collision which resulted in the driver of that car being seriously injured. Loss of control and being impaired by alcohol were stated as the very likely contributory factors to the collision.
6	02/06/2016	The contributory factors report that a car travelling too fast for conditions entered an area of roadworks with loose chippings which lead to the car losing control and causing a slight injury to the driver of that vehicle.



Existing Speed Survey Data:

Most road engineering and speed limit design refers to the 85th percentile speed. This is the speed that 85 percent of vehicles do not exceed when measured in free-flowing conditions at any single point on the highway.

One aim of a speed limit is to encourage more drivers to travel at about the same speed which has shown to reduce the likelihood of collisions. However, to be successful speed limits have to be evidence led and not set unrealistically low as this can quickly lead to an erosion of respect for speed limits.

Speed limits on their own are very unlikely to reduce vehicle speeds if they are set significantly lower than a prudent driver would choose to travel if there were no limit and such a course of action can lead to a worsening safety record.

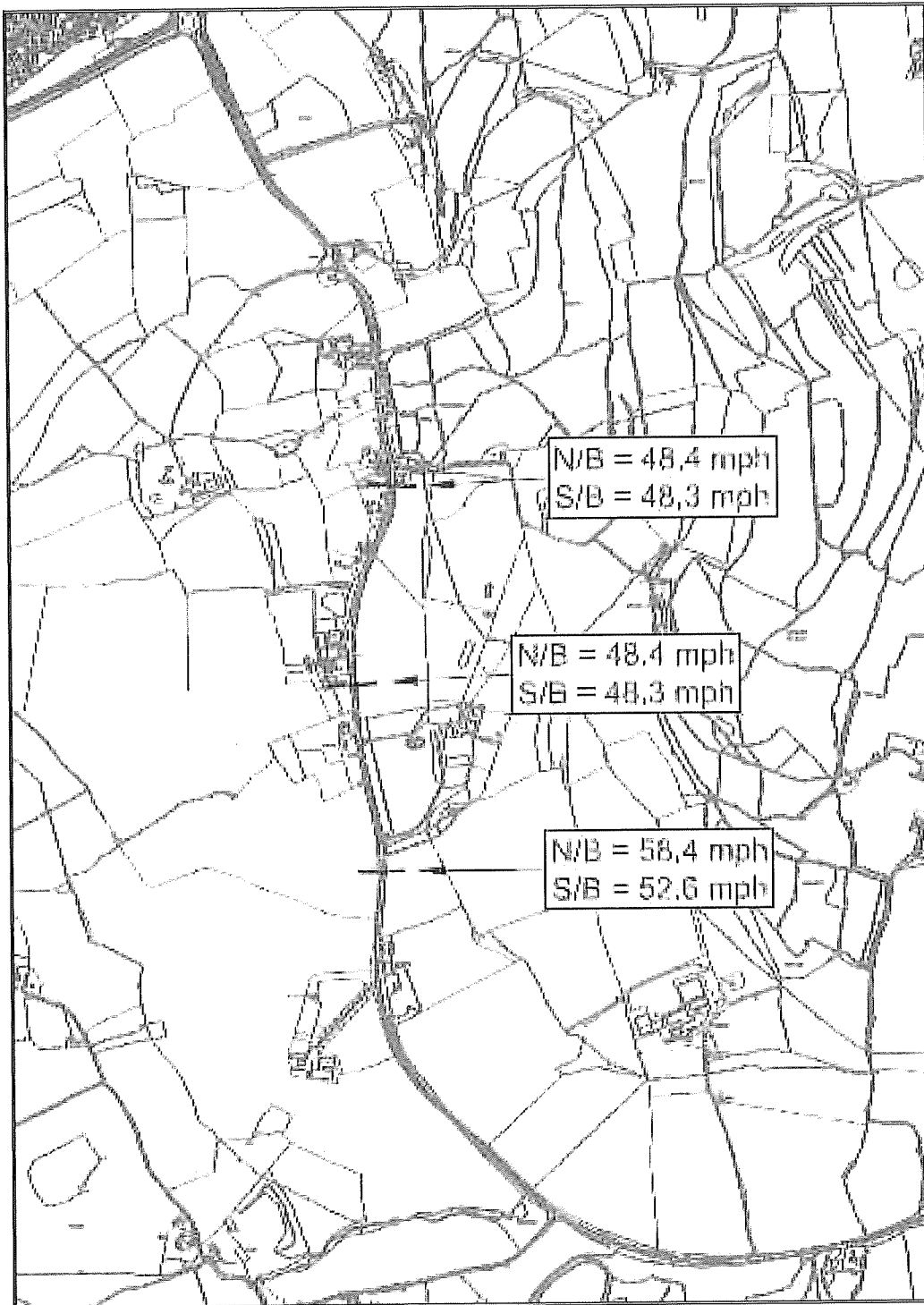
Research has shown that the safest and most responsible group of drivers travel at or below the 85th to 90th percentile speed and this leads to recommendations that speed limits should normally be set at or around the 85th percentile speed recorded under good conditions.

It's important to remember that a speed limit does not imply that it is a safe speed to travel at under all conditions. On all journeys on all types of road it is necessary to trust drivers to adopt lower speeds than the posted speed limit as conditions dictate and setting speed limits cannot be expected to replace this decision making process.

Whilst the 85th percentile speed is an important and influential factor in deciding an appropriate speed limit other factors are also taken into account alongside the 85th percentile speed and may influence the recommendation. These are discussed in the review section below.

The speed surveys were undertaken at three locations at the A417. The table below depicts the average 85th percentile speeds recorded over a seven-day period commencing on 20th June 2018 at these locations.

	Northbound	Southbound
Location 1 (south of Woolpits Lane junction) – 40 mph section	48.4mph	48.3mph
Location 2 (to the north of Dingwood Farm) – 50 mph section	48.4mph	48.3mph
Location 3 (To the south of Dingwood Farm) – NSL section	58.4mph	52.6mph



With reference to information contained in the sections above:

The recorded 85th percentile speeds at the three locations on the A417 through Parkway; (1) indicate no compliance to the 40 mph speed limit; (2) a good level of compliance to the 50 mph speed limit; and (3) a good level of compliance to the National Speed Limit.

Looking at the recorded 85th percentile speeds, an inference could be drawn that the northbound motorists are driving close to 60 mph within the National Speed Limit section and when they enter the 50 mph speed limit section, they slow down; while the southbound motorists are driving close to 50 mph within the 50 mph speed limit section and when they enter the National Speed Limit section, they speed up.

The 40 mph speed limit section on A417

The speed survey results clearly demonstrate that on the 40 mph speed limit section on the A417, the motorists drive at speeds identical to those on the 50 mph section to the south. This is despite some substantial signage that is currently implemented on this section. ADL have been informed by the Police that they carry out enforcement on this section as a result of driver non-compliance and this is corroborated by the speed survey results.

The likely reason for the recorded 85th percentile speeds on this section being higher than the posted 40 mph speed limit by 8.3 mph could be that the drivers perceive the posted 40 mph as an unreasonably low speed limit for the road condition and thereby may not comply. So, any further reduction in speed limit on this section (without substantial engineering measures to complement the reduced speed limit) is likely to be met with the situation whereby many drivers continue to travel at unacceptable speeds, increasing the risk of collisions and injuries and significant and more frequent enforcement activity. Hence there is no technical justification for reducing the speed limit to 30 mph without substantial engineering measures.

The A417 predominantly serves motor traffic flow function and therefore current 40 mph on this section which has visible developed frontage with a number of bends and accesses is considered to be an appropriate speed limit.

The 50 mph section on A417

The Association of Chief Police Officers (ACPO) guidelines for the speed enforcement intervention level for a speed limit of 30 mph is 35 mph (i.e. 30 mph + 10% + 2 mph) and for 40 mph is 46 mph (i.e. 40 mph + 10% + 2 mph). Given that the 85th percentile speeds on the 50 mph section (48.4 mph Northbound and 48.3 mph southbound) are already above the acceptable level for 30 mph and 40 mph speed limits, it is considered that many drivers would see a 30 mph or 40 mph as an unreasonably low speed limits.

The recorded 85th percentile speeds on this section show that the responsible drivers consider posted 50 mph to be appropriate speed limit for this section of the A417. As such,

the roadside environment and the frequency and type of collisions recorded during latest five-year period on this section do not lead to critically question the appropriateness of the current 50 mph speed limit.

A reduction in speed limit to an unreasonably low level could typically result in drivers overtaking and other dangerous manoeuvres. Although, most of the 50 mph section on the A417 (Point C – D) is characterised by double solid white lines which would prevent such overtaking, reduction in speed limit on this section could still give rise to tailgating, inattention etc. due to drive frustration which is just as severe as dangerous overtaking. A reduction in the speed limit on this section to a lower speed limit is therefore not recommendable.

The National Speed Limit sections on A417

The roadside environment along the A417 on the National Speed Limit section is rural in nature with limited developed frontage. Although there are some noticeable bends and changes in gradients, the recorded 85th percentile speeds and the frequency and type of collisions recorded during latest five-year period do not lead to critically question the appropriateness of the current National Speed Limit. As such, the recorded 85th percentile speeds on this section show that the responsible drivers consider National Speed Limit to be appropriate for this section of the A417 and hence reducing the speed limit to 50 mph is not recommendable.

Speed Limit Recommendations:

Having considered all the above factors, the recommendation is to:

1. Not reduce the speed limit on the 40 mph section of the A417 to 30 mph without substantial traffic engineering measures in place.
2. Not reduce the speed limit on the 50 mph section of the A417 to 40 mph or 30 mph
3. Not reduce the speed limit on the National Speed Limit section of the A417 to 50 mph

Signs/Lines Recommendations:

It is considered that the existing signage and lines along the A417 are appropriate and no further changes are required.

Jill Jupp

From: LTC Admin <admin@ledburytowncouncil.gov.uk>
Sent: 21 August 2018 16:02
To: 'Jill Jupp'
Subject: EDP FW: SPEED LIMIT REVIEW - A417 PARKWAY
Attachments: 3409 Briefing Note A417 Parkway (August 2018).pdf

Importance: High

Hi, Another item for EDP agenda

Kind regards,

Tracey Smith
Clerical Officer
Ledbury Town Council

Tel: 01531 632306
e:mail: admin@ledburytowncouncil.gov.uk

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From: Amol Pisal [<mailto:Amol@adltraffic.co.uk>]
Sent: 15 August 2018 09:32
To: 'emma.holton@herefordshire.gov.uk'; 'admin@ledburytowncouncil.gov.uk'; eastnordonningtonpc@hotmail.co.uk; Connolly,Ian
Subject: SPEED LIMIT REVIEW - A417 PARKWAY

Dear Consultees,

Good Morning

On behalf of Herefordshire Council and Balfour Beatty, we have been instructed to review the current speed limits on the A417 Parkway with the view to reduce the speed limit if appropriate.

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