

# **Pixley and District Parish Council**

## **Approach to Road Safety and Speed Management**

**Presentation by**

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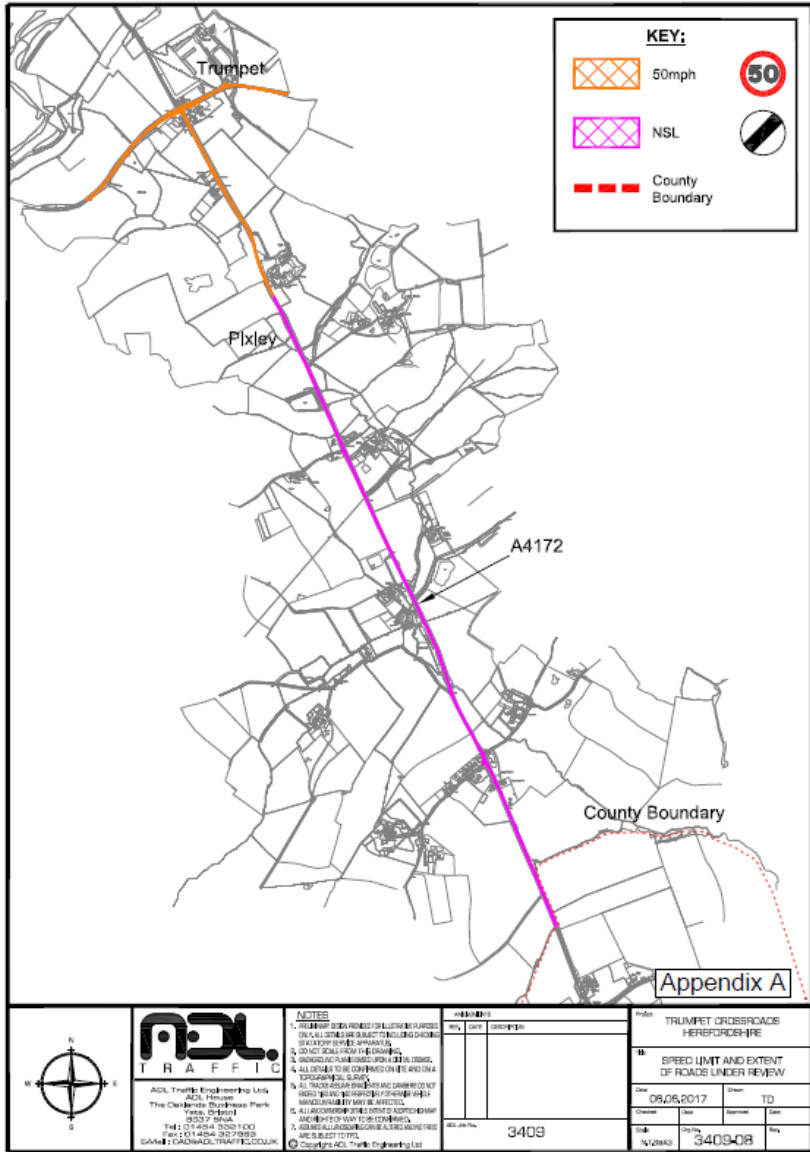
**28 January 2018**

# The A4172 – Description - 1

- 50 mph limit south from Trumpet crossroads for a distance of approximately 1 km
- The section between the end of the 50 mph limit at Pixley and the Herefordshire / Gloucestershire boundary, a distance of approximately 3.5 km, is subject to a national speed limit
- The section subject to national speed limit is a largely straight road and the immediate roadside environment is rural with limited frontage access. The A4172 is characterised by long vertical curves
- The only settlement on this route is Little Marcle and this village has a church but very few dwellings fronting directly onto the A4172. There is no street lighting or footway on this road. There is one bridleway and two public footpaths that connect to the A4172

# The A4172 – Description - 2

- The national speed limit continues to the south into Gloucestershire to the Preston Cross roundabout
- Within the length of the national speed limit there are two priority junctions with C class roads and two priority junctions with U class roads, 13 private accesses to farms and/or private dwellings and 12 accesses to fields. Some of the field / farm accesses are shared arrangements
- There is also a tourist attraction at Newbridge Farm which is open during the summer from April to October. Also, St Michael & All Angels Church and Oasis Lodge, a holiday park comprising of lodges and supporting facilities, all of which also have access off the A4172
- The A4172 is primarily a through traffic route as it connects to the A417 and the A438 to the north and the A449 and the B4215 to the south. Vehicle mobility is its primary function



# The A4172 - The Cause of Concern

Concerns about the safety of the A4172, particularly as it passes through the parish of Pixley:

- Speeding
- Safe access to and from, and across this road
- Road noise

# The A4172 - How to find a real solution

To find real solutions and address concerns about the safety we seek to:

- Understand what is really happening – data led
- Find patterns in behaviour
- Design treatments that have a positive influence
- Implement Engineering; Education; or Enforcement (or in combination)
- Review performance

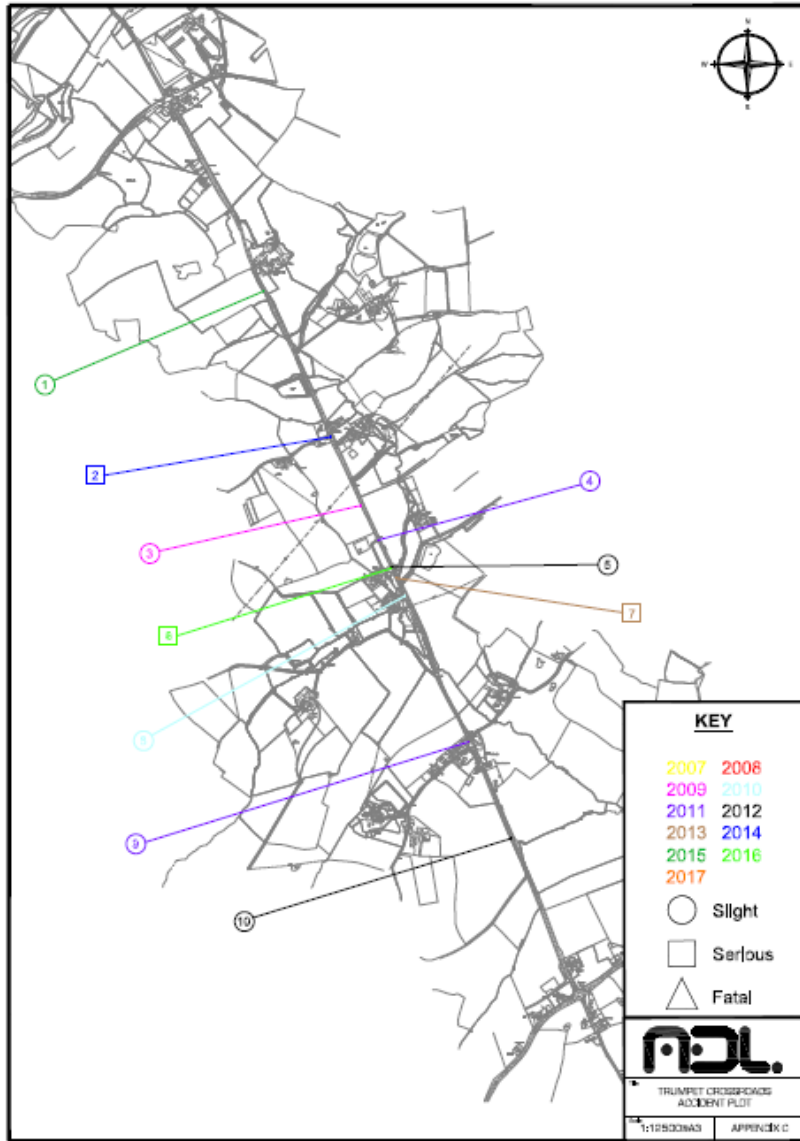
# The A4172 – What the data tells us – RTCs 1

- 10 years of personal injury collision data for the period up to March 2017.
- Analysis of the period between March 2017 and October 2017 (when our detailed analysis started) records no further personal injury collisions.
- We do not hold data for damage only collisions.
- 10 collisions occurred within the 3.5km section of a national speed limit on the section of the A4172
- 7 of the collisions were classed as slight and the remaining 3 were classed as serious

# The A4172 – What the data tells us – RTCs 2

- One collision (on 06/10/2012, #5) has 'exceeding the speed limit' recorded as one of the contributory factors, this occurred on the A449 approach
- Three collisions have occurred as a direct or indirect result of overtaking slow agricultural vehicles
- 4 out of 10 collisions were a result of vehicles overtaking inappropriately
- There have been 2 collisions, 1 at each at the junction with Little Marcle Court Road and the junction with the C1303 (Aylton junction), poor driving is considered to be the main contributory factor





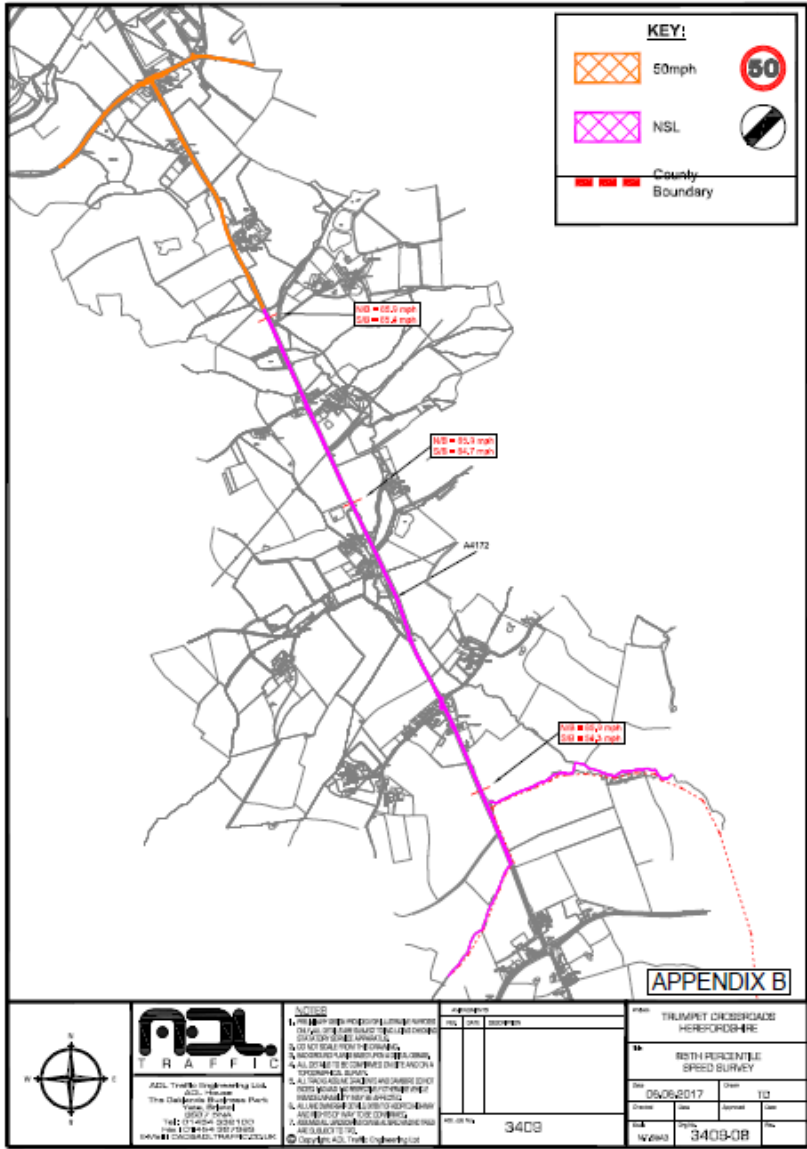
Plan Location	Date	Brief Description
1	04/11/2015	Object fell off a vehicle which caused driver of another vehicle behind it to swerve and lose control of the vehicle.
2	02/05/2014	Driver at the C1303 junction with the A4172 failed to give-way and collided with another vehicle on the main road. .
3	15/07/2009	Driver braked suddenly to avoid collision with an oncoming vehicle which was overtaking a tractor, causing the driver to lose control over the vehicle.
4	28/07/2011	Overtaking another vehicle which had slowed down to turn into a side road causing collision
5	06/10/2012	Driver exceeded speed limit and tried to overtake another vehicle which had slowed down to turn into a side road to get to Oasis Lodge
6	06/06/2016	Overtaking another vehicle which was in turn overtaking a tractor with trailer causing collision
7	25/02/2013	Driver was distracted and drifted onto opposite side of the carriageway and collided with 2 vehicles driving in the opposite direction
8	16/12/2010	Driver distracted by a figure of a horse in the field and failed to look that the vehicle in front had slowed down and collided with that vehicle
9	14/05/2011	A vehicle pulls in and out of a junction without looking causing collision with the vehicle already on the main road
10	07/10/2012	Driver braked suddenly to avoid mud on the carriageway causing the driver to lose control over the vehicle

# The A4172 – What the data tells us – Actual Speed

- Department for Transport Circular 01/2013 – Setting Local Speed Limits, is the primary guidance document when assessing the suitability of the prevailing speed limits
- Seven-day volume and speed surveys were undertaken in September 2017

Location	Northbound 85 <sup>th</sup> percentile	Southbound 85 <sup>th</sup> percentile
ATC 1	65.9 mph	65.8 mph
ATC 2	65.9 mph	64.7 mph
ATC 3	65.9 mph	58.3 mph

- These surveys established the existing 85th percentile speed a key statistic
- Research has shown that the safest and the most responsible drivers travel at or below the 85th to 90th percentile speed and this leads to recommendations that speed limits in any given environment should normally be set out at or around the 85th percentile speed



# The A4172 – What opinion tells us

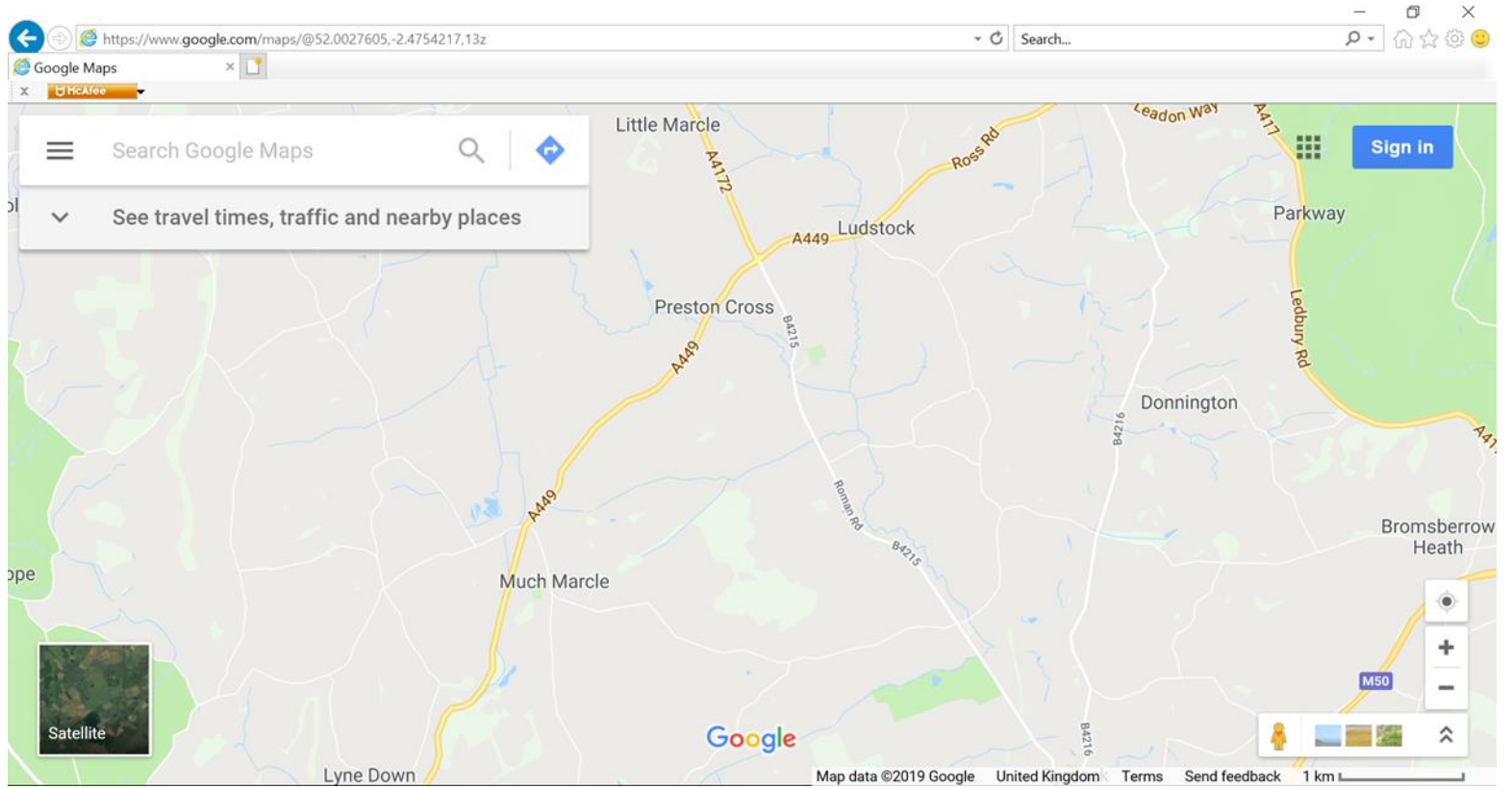
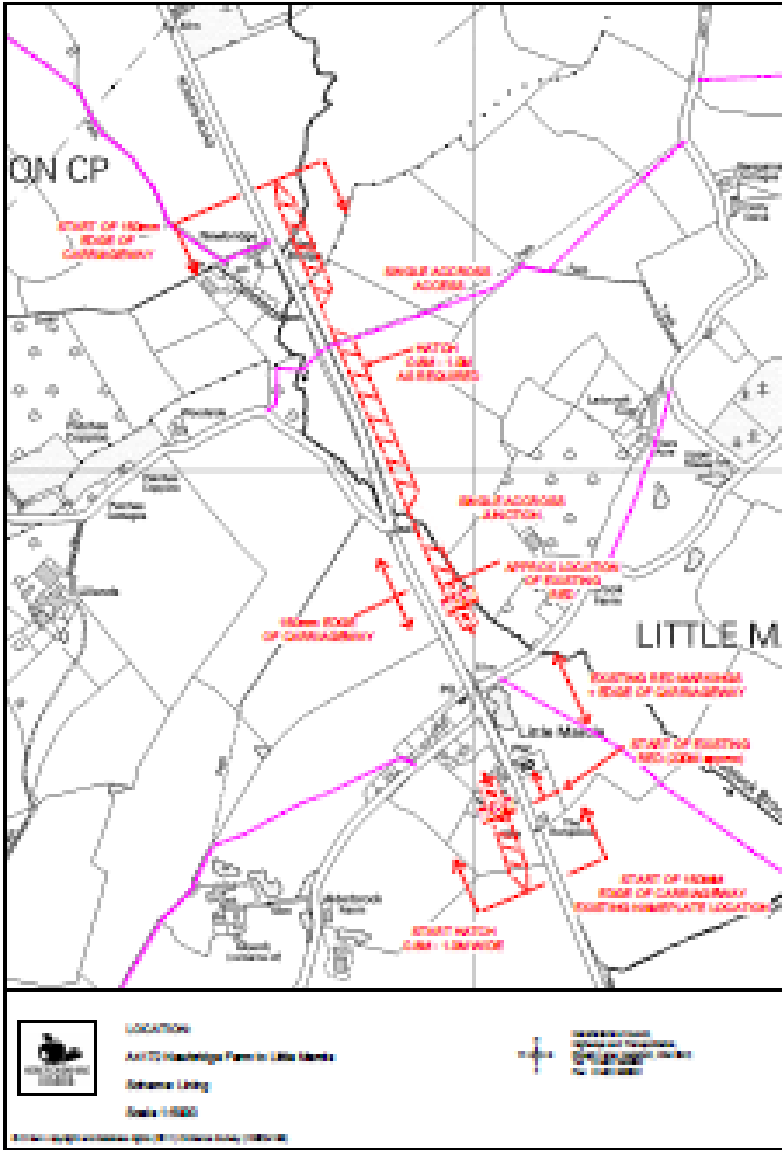
- Site Meeting – 15th November 2017
- The Police say not reduce the speed limit on the A4172 and consider that there are already sufficient engineering measures in place to assist with hazard identification
- The Parish Council suggested that the speed limit review of the A4172 should be undertaken in context of the B4215 in Gloucestershire road and it's 50 mph speed limit
- The visibility at the U67405 Little Marcle Court Road junction with the A4172 is a concern that the undulations on the A4172 near the junction with the Little Marcle Court Road results in obscuring the visibility of the driver of a vehicle waiting to get on to the A4172
- Speeding occurs too frequently on the A4172 and typical speeds are too high
- The combination of the above leads to opinion that the road is unsafe

# The A4172 – What is the solution in our eyes

- A reduction in speed limit with signing alone may lead to a worsening safety record
- Whilst there is adequate traffic engineering measures in the form of warning / directional signage and road markings in place to warn drivers of impending 'hazards', there is scope to enhance the signing and lining on the A4172 and provide drivers with further assistance
- The Police, GCC and ourselves have reviewed the B4215 and all confirmed that the B4215 is not of a similar topography as the A4172. The B4215 is characterised by a number of noticeable bends which reduce forward visibility and act as natural traffic calming features
- It is not considered appropriate to review the A4172 in context of the B4215 when deciding the speed limit of the A4172

# The A4172 – What is the solution in our eyes

- Engineering measures have been developed.
- Additional lining features should encourage drivers to comply with the national speed limit and will discourage them from overtaking when it is not safe to do so
- If these do actually reduce typical speeds to within the national speed limit, then it may become appropriate to reinforce that reduction (achieved as a consequence of changes to roadside environment) with the subsequent reduction in the national speed limit over all or part of the route



# Questions?



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