



Report to Cabinet Member for Transportation

Decision to be taken on or after 13 September 2006

Decision can normally be implemented at least 3 working days after decision has been signed.

Cabinet Member Report No. T03.05

Title: Countywide Speed Limit Review: Area 4 speed limits changes

Date: 2 September 2005

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Electoral Divisions Affected: Great Missenden
Hazlemere
Beaconsfield
Bowerdean, Micklefield & Totteridge
Ryemead, Tylers Green & Loudwater
Terriers and Amersham Hill
Amersham
Greater Hughenden
Penn, Coleshill & Holmer Green
Chess Valley

Relevant Overview and Scrutiny Committee: Community and Environmental Services

Summary

This Report recommends implementation of changes to the existing speed limits to be implemented within Area 4 of the Countywide Speed Limit Review. It describes the process by which these changes were determined, including details of consultation. It also describes how the effectiveness of these speed limits will be influenced and measured.

Recommendation

The Cabinet Member is invited to: -

1. **APPROVE** that new speed limits within Area 4 of the Countywide Speed Limit Review be implemented as recommended by the Area 4 Speed Limit Review Working Group at its meeting of 27th April 2005. These proposed speed limits are shown in Plan (Appendix A) entitled 'Area 4 final Recommendations for speed limits' (Drawing No. G/AS/03/4/FR). It is planned to implement these speed limits by October 2005.
2. **NOTE** that monitoring will take place, within 12 months of implementation, to assess the effectiveness of new speed limits. This will include speed measurements at selected locations and public perception questionnaires.
3. **NOTE** that the Area 4 Working group will consider the outcome from monitoring to consider whether further speed limit changes are necessary within Area 4.

EXECUTIVE SUMMARY

1. This report recommends implementation of changes to existing speed limits within Area 4 of the Countywide Speed Limit Review. It describes the process by which these changes were determined, including details of consultation. It also describes how the effectiveness of these speed limits will be influenced and measured.
2. The Countywide Speed Limit Review (SLR) commenced in March 2003. Its aim is to provide appropriate and consistent speed limits throughout Buckinghamshire. The County is divided into 14 areas for the review, prioritised according to the casualty rates on roads within them. Work on Area 4 commenced in 2003.
3. The general extent of Area 4 is from Prestwood/Great Missenden in the northwest, Amersham /Chesham in the northeast, High Wycombe in the southwest and Beaconsfield in the southeast.
4. The **guidelines for setting speed limits as used in the review** took a more flexible approach than the current national guidance (Circular Roads 1/93). The emphasis is more on community needs and less on technical justification, although a wide range of other factors is taken into account. The Buckinghamshire Speed Limit Guidelines are, however, in line with current national trends and are broadly in accord with the proposed new national guidelines published by The Department for Transport in its consultation paper in November 2004. New (January 2004) national guidance already exists which states that all villages should be considered for a 30mph speed limit and this has been applied as part of the review.

Consultation and the decision making process

5. Lengths of road where a change in speed limit could be appropriate were identified This took place after site visits, analysis of data on vehicle speeds, flows and collisions, and consideration of requests received from local councils and the general public.
6. Individual meetings were held with Parish/Town Councils to explain the process and purpose of the review during Summer and Autumn 2003 and to discuss these initial proposals.
7. The Area 4 Working Group discussed and revised these initial proposals. This group comprised a Transportation Policy Advisory Group Member, 3 other local County Councillors, the relevant Thames Valley Police Traffic Management Officer, Buckinghamshire County Council (B.C.C.) Traffic Management Officers and B.C.C. Area Manager/Area Co-ordinators.
8. The revised proposals were then submitted for **Formal Consultation** to more than 80 consultees. This took place in December 2003. Responses were received from 27 consultees, of which 11 respondents had no objections to the proposals.
9. The Working Group met on 9th December 2004 to discuss feedback from this consultation and to revise the speed limit proposals, where appropriate, in the light of comments received.
10. The modified proposals were then advertised for **Public Consultation** in the Public Notices sections of the Buckinghamshire Examiner and Bucks Free Press on 10th and 11th February 2005 respectively. The closing date for representations from the public was 11th March 2005.
11. The proposals consisted of 106 30mph speed limits, 27 40mph speed limits, and 9 50mph speed limits. (About 30 of the 30mph speed limits were for roads that were already subject to 30mph speed limits, but the existing Orders were to be consolidated or clarified to assist future enforcement)
12. Responses were received from 8 organisations. 62 letters were received from members of the public plus 4 additional multi-signatory letters
13. 34 members of the public made objections to one or more proposals. The majority were objections to a single proposal. However, 4 individuals expressed objections to 5 or more proposals. Supportive comments were received from 5 organisations and from 32 individual letters
14. Of the 64 proposed new limits, 23 attracted support or no comments and 41 received objections from one or more consultees.
15. The Working group met on 27th April 2005 to discuss the responses to Public Consultation and to determine whether further revisions to the proposals should be made. Its recommendation is to proceed with the majority of the

proposals as advertised in February 2005. However, the Working Group did recommend changes, in response to consultation feedback, for the following 3 proposals: -

- A355 Beaconsfield (between the junction with the A40 and Whipass Hill)
- Stony Lane (private road in Little Kingshill)
- Hammersley Lane, Chepping Wycombe

16. The new speed limits for the approval of the Cabinet Member are shown on the attached plan 'Countywide Speed Limit Review Area 4 Final Recommendations' (Dwg No G/AS/03/4/FR)

Implementation, compliance and monitoring

17. The new speed limits should be in place by the end of October 2005.
18. Drivers need to be encouraged to keep within speed limits. The Police have limited resources to carry out enforcement countywide and there are strict restrictions on the use of safety cameras.
19. To raise drivers' awareness of all speed limits within Area 4, speed limit 'roundel' markings will be provided on the road surface at each point where a driver passes from a higher limit to a lower speed limit. In addition, Speed Indicating Devices (SIDs) will be used to remind drivers of their speed within speed limits and alert those who are unintentionally exceeding the posted limit. The 'Make the Commitment' campaign operated by the Road Safety team is already underway, to encourage drivers to make a conscious commitment to keep within all speed limits.
20. The effectiveness of changes to speed limits will be assessed by: -
- quantitative monitoring: through comparison of 'before' and 'after' speeds at sample sites
 - qualitative monitoring: by questionnaires to establish whether communities and the general public perceive that the speed limit review has been effective.

Funding

21. It is anticipated that a cost in the region of £127,000 will be necessary to complete the review for Area 4. The budget is included within the 2005/06 Capital programme. This cost is inclusive of: -
- Providing the required signing to give lawful effect to the speed limits
 - Providing roundel markings at the speed limit entry points
 - Additional signing to remedy anomalies in existing signing
 - Recording 'after' speeds at 30 sample sites within Area.

A. Narrative setting out the reasons for the decision

Background

22. The County Council Cabinet approved the Speed Management Strategy in December 2002. The Countywide Speed Limit Review (SLR) commenced in March 2003, with the aim of completion by March 2006 and this report is concerned with Area 4 of the review - separate reports will be written for other areas within the review as and when public consultation has been carried out.
23. A set of Buckinghamshire County Council speed limit guidelines (See *Background paper 1*) were drawn up, based on the national guidance set out in Circular Roads 1/93, but offering a more flexible approach to setting speed limits than was previously applied in Buckinghamshire. Pioneering developments in counties such as Oxfordshire and Suffolk were considered in formulating these guidelines, together with national trends in the setting of local speed limits. Department for Transport approval was gained for the countywide speed limit review guidelines.
24. In the latter stages of the Area 4 review, revised national guidelines for village speed limits were published by the Department for Transport. (see *Background Paper 2*). These were incorporated within the countywide speed limit review guidelines and were applied within Area 4. The key feature of this guidance is that all villages should be considered for a 30mph speed limit. A village is defined as a community with 20 or more houses, with a minimum density of 3 dwellings per 100 metres and along a minimum length of 600metres of road. This meant that a 30mph speed limit could be considered appropriate for communities that previously would not meet the national guidance set out in Circular Roads 1/93.
25. The Buckinghamshire speed limit review guidelines took into account emerging national trends so that, as far as possible, any new speed limits introduced through the review would still be applicable for many years in the future. The Department for Transport published a consultation paper on proposed new national guidance in November 2004. The Buckinghamshire speed limit guidelines are broadly in accord with these proposed draft guidelines. The final version of the new national guidance (Circular Roads X/05) is due in Summer 2005.
26. A key criterion of the review is that as far as practicable, speed limits resulting from the review would not only be appropriate for each individual road length but also be consistent countywide.
27. The County was divided into 14 areas for the review, prioritised according to the casualty rates on roads within them. Work on Area 4 commenced in 2003.
28. The general extent of Area 4 is from Prestwood/Great Missenden in the northwest, Amersham /Chesham in the northeast, High Wycombe in the southwest and Beaconsfield in the southeast. (*Appendix A shows the boundary of the Area*)

29. Parish, Town and District Councils were contacted on 31st March 2003 to inform them that the review of Area 4 had commenced and to ask if there were particular lengths of road where they would like a change of speed limit to be considered.
30. Existing data was collated for the most recent preceding 3-year period, identifying existing speeds, vehicle flows and collisions. Additional data was then obtained where necessary.
31. Initial proposals for changes to speed limits were drawn up by officers in Traffic Management, (Ken Moloughney & Pat Francis), following site visits during Summer 2003 to identify lengths of road where a change in speed limit could be appropriate.
32. Individual meetings were held with Parish Councils to explain the process and purpose of the review during Summer and Autumn 2003 and to discuss these initial proposals.

Area Working Group

33. For each SLR Area the speed limit proposals are decided through Area Working Groups. Each Group comprises a Transportation Policy Advisory Group Member, several County Councillors whose Divisions are within the SLR Area, a Thames Valley Police Traffic Management Officer, Buckinghamshire County Council (B.C.C.) Traffic Management Officers and B.C.C. Area Managers/Area Co-ordinators.
34. In April 2003 local County Councillors were invited to become Members of the Area 4 Working Group. Although a larger number of Members expressed an interest in taking part, the number was restricted to 4 people, including a Policy Advisory Group member, in order to prevent the Group being too unwieldy. Those local Members who were chosen represented divisions covering the majority of the Area.
35. The Area 4 Working Group consisted of County Councillors Mike Colston, Peter Lawrence, David Meacock (Policy Advisory Group member), and Francis Robinson. Thames Valley Police Traffic Management (represented initially by Alan Baverstock and later by Darren Humphries) was also part of the group, to advise on enforcement issues arising from revised speed limits and to give the Police view as to whether the speed limits proposed were appropriate. These individuals voted on decisions taken by the Group.
36. Non-voting members of the Working Group included officers from Traffic Management, the Area Manager and the Area Coordinator whose roles were to make recommendations and to provide technical advice and background information.
37. The Area Working Group's role is to recommend speed limits that are appropriate for each road length whilst ensuring Area and countywide

consistency. The Working Group met as necessary at stages within the review period to: -

- be aware of the SLR review process and principles,
 - decide initial speed limit proposals for Formal Consultation,
 - review responses from Formal Consultation and decide Public Consultation proposals
 - review responses from public advertisement, (Public Consultation), and make final recommendations for speed limits. (These final recommendations form the basis of this Key Decision Report)
38. The first Working Group meeting was on September 15th 2003. This introduced the Group members to the process of the review and explained the concepts of appropriate and consistent speed limits, including the use of the Countywide Speed Limit Guidelines. The importance was stressed of maintaining area-wide and countywide overviews.

Formal Consultation

39. On 17th November 2003, the Working group agreed the speed limit proposals that would go out for Formal Consultation.
40. Plans showing the Area-wide proposals, together with information about the existing speeds and collisions relating to the road lengths, were sent to over 80 consultees. Those consulted included Parish, Town and District Councils, County Councillors, the emergency services, representatives of road users such as pedestrians, cyclists, horse riders, people with disabilities, A. A., R.A.C., Freight Transport Association, Road Haulage Association; plus other bodies such as the Chilterns Conservation Board, Council for the Protection of Rural England and The Chiltern Society. Consultation also took place with various teams within Buckinghamshire County Council.
41. Formal Consultation took place in December 2003. Responses were received from 27 of the 80 consultees, of which 11 respondents had no objections to the proposals. *Details of the responses* are given in *Background paper 3*.
42. The Working Group met on 9th December 2004 to discuss feedback from this consultation and to revise the speed limit proposals, where appropriate, in the light of comments received. (See *Background paper 4*)

Public Consultation

43. Public Consultation on these revised proposals took place in February 2005.
44. The proposals advertised consisted of 106, 30mph speed limits, 27, 40mph speed limits, and 9, 50mph speed limits. (see *Appendix B*) About 30 of the 30mph speed limits were for roads that were already subject to 30mph speed limits, but where a number of existing Orders were to be consolidated or clarified to assist future enforcement

45. The proposals were advertised in the Public Notices sections of the Buckinghamshire Examiner and Bucks Free Press on 10th and 11th February 2005 respectively. The details of the proposals were also made available for public inspection at County Hall, Aylesbury and at the libraries in Amersham, Beaconsfield, Chesham, Great Missenden, Hazlemere and High Wycombe. The closing date for representations from the public was 11th March 2005.

Response received from Public Consultation

46. Responses were received from 8 organisations. 62 letters were received from members of the public plus 4 additional multi-signatory letters
47. The proposals as a whole did not attract a large number of objections – 34 members of the public registering objections to one or more proposals. The majority of the public each objected to just a single proposal. However, 4 individuals expressed objections to 5 or more proposals. Supportive comments were received from 5 organisations and from 32 individual letters. A late objection to proposal reference 64a was received after the Working Group met, and is included in an addendum to Appendix D (*see Appendices C & D*)
48. The responses were collated by speed limit proposal reference number. This indicated the extent of support for and objection to, each individual proposal. Of the 64 proposed new limits, 23 attracted support or no comments and 41 received objections. (*See Appendix D*)
49. The Working group met on 27th April 2005 to discuss the responses to Public Consultation and to determine whether further revisions to the proposals should be made. Each Member of the Working group was provided, in advance of the meeting, with a detailed summary of the content of each response (*See Appendix D*)
50. To assist the Working group in their deliberations a further summary was prepared, which listed the number of persons supporting or objecting to each proposal. Traffic Management officers' comments and recommendations were also listed for those proposals where feedback had been received. (*See Appendix E*)
51. Councillor Mike Colston, Councillor Francis Robinson and Darren Humphries (Thames Valley Police) attended the meeting on 27th April 2005 as voting members of the Working Group. Councillors Peter Lawrence and David Meacock were unable to attend. Cllr Lawrence's responses to the feedback on specific proposals were however made available to the meeting in advance.
52. The Working Group's recommendation, following discussion of the feedback from Public Consultation, is to proceed with the majority of the proposals as advertised in February 2005. Although objections were received to several of the proposals, the Working group decided on balance that the majority of the

advertised proposals were appropriate and should be implemented. (*Details of the comments received and officer recommendations are given in Appendices C, D & E. The lengths of road concerned are shown on the accompanying maps Background Paper 5 and Appendix A and can be identified by their proposal reference numbers.*)

53. However, the Working Group did recommend changes, in the light of consultation feedback, to 3 of the advertised proposals. These are described in the following paragraphs. (*Details of the comments received and officer recommendations are given in Appendices, C, D & E). The lengths of road concerned are shown on the accompanying maps in Background Paper 5 and Appendix A and can be identified by their proposal reference numbers.*)
54. **Public Consultation Proposal reference 3.** The proposal had been to change most of the existing 30mph limit on the A355 between A40 London Rd and Ronald Rd to a 40 mph speed limit, together with part of the adjacent 50mph speed limit. However, there was considerable opposition to the proposed increase from a 30mph to a 40 mph limit. Numerous objections to this proposal were received from local residents.
55. The Working Group considered the reasons given by those opposing the proposal and decided that in the light of the evidence and comments provided it would recommend that the existing 30mph speed limit be retained.
56. The Working Group also decided, in the light of public feedback and officer recommendation, that the extent of the current 50mph speed limit on the A355 (which currently extends between Ronald Road and the Beaconsfield 'gateway' on Whipass Hill) should be reduced to 40mph. (*The revised proposal ref 3 is shown on the plan, Appendix A).*)
57. **Public consultation proposal reference 31 (part of).** Stony Lane is a private side road in Little Kingshill that was included as part of a 30mph proposed limit for the main road through Little Kingshill village. This proposal had proved unpopular with several residents of Stony Lane who felt that this limit was too high for Stony Lane and that a lower limit should be imposed. 20mph limits or less are beyond the accepted scope of the speed limit review. Because the road is a private road, the residents could impose their own speed limits for the road length, although these would not, of course, be subject to police enforcement. The Working Group decided that the proposed 30mph speed limit for Stony Lane, Little Kingshill should, therefore, not be implemented.
58. A further change to the advertised proposals refers to **Hammersley Lane, Chepping Wycombe, speed limit ref no.35.** A mistake was made in the advertised Orders with the description of the road length over which a proposed 40 mph limit should apply. The northern end of the proposed 40 mph limit was described as terminating 130 metres north of Sandpits Lane, instead of 620 metres south of Sandpits Lane. This will be rectified when the Traffic Regulation Orders are published for the new speed limits.

Final proposals

59. As a result of the thorough consultation process the proposed changes to speed limits in Area 4 were finalised and these are shown on Plan G/AS/03/4/FR (Appendix A) It is these speed limit changes that the Cabinet Member is asked to approve.
60. It is important that once new speed limits are in place drivers are encouraged to keep within them.
61. The Police have limited resources to carry out enforcement countywide and there are strict restrictions on the use of safety cameras. Therefore, measures to raise public awareness of speed limits and speed related issues are of vital importance. Compliance with speed limits through 'encouragement', rather than relying on enforcement, must not be underestimated.
62. To raise drivers' awareness of all speed limits within Area 4, speed limit 'roundel' markings will be provided on the road surface at each point where a driver passes from a higher limit to a lower speed limit
63. Speed Indicating Devices (SIDs) will be used to remind drivers of their speed within speed limits and alert those who are unintentionally exceeding the posted limit. The County Council already has 5 of these devices. SIDs are currently available for local communities to borrow and operate themselves after completion of a site inspection and risk assessment. This use of SIDs helps to raise awareness of actual speeds for both passing drivers and the local community. The use of the SIDs is co-ordinated by the Road Safety team within Casualty Reduction.
64. From the inception of the speed limit review it had been intended to employ a new member of staff to ensure effective use of existing and additional SIDs once new speed limits were in place within each review Area. This person would both operate SIDs himself or herself and would also co-ordinate volunteer users to ensure that structured Area wide SID usage takes place for both new and existing speed limits. It was envisaged that Safety Camera Partnership funds could pay for this resource. However, changes to the Handbook of Rules and Guidance for the National Safety Camera Programme for England & Wales for 2005/06 means that this is no longer possible.
65. In the absence of additional funding being made available, a co-ordinated programme will, therefore, need to be developed using existing staff, to take place in conjunction with their existing work. However, it is intended to lobby the Treasury via the Thames Valley Safer Roads Partnership for funds from speeding fines to be utilised for use of SIDs in future, and not just for activities relating to formal enforcement by safety cameras of excessive speed.
66. Use of permanently sited Vehicle Activated Signs has been considered to encourage drivers to keep within posted speed limits. These signs are triggered when approaching vehicles exceed a pre-set threshold speed and a display indicates the speed limit. When not activated by a vehicle the sign

face is blank. The County Council's current policy on permanently located Vehicle Activated Signs (VAS) is in accordance with Department for Transport's Traffic Advisory Leaflet 1/03 (Vehicle Activated Signs). The policy is that these should only be installed to reduce casualties at sites where traditional traffic signs have been used but have not achieved the desired level of casualty reduction.

67. However, if this policy is relaxed in the future, following further evaluation, it could be possible to allow Parish Councils and other bodies to fund the provision and maintenance of such signs. This would be well received by Parish Councils but would need to be conditional upon County Council approval of the type/installation and other relevant details. This could contribute to the effectiveness of the speed limits at relatively little cost to the County Council by providing an additional method of alerting drivers who exceed the posted speed limit, especially those doing so unintentionally.
68. The Road Safety team have been involved in a range of activities to increase the general public's awareness of speed related issues. The 'Make the Commitment' campaign is already underway, to encourage drivers to make a conscious commitment to keep within speed limits. It is intended that this will be more extensively promoted within Area 4 to co-ordinate with the introduction of the new speed limits. Work to support the speed limit review is very much part of other on-going activities carried out by the Road Safety team.
69. It is intended to use the County Council's public web site to promote, explain and consult more widely on the speed limit review. It is envisaged that the GIS/ Technical Admin assistant, appointed in April 2005 to the Traffic Management, Systems and Parking Group, will carry out this work. A comprehensive speed limit review site needs to be developed, which will make available information on the location of new speed limits within Area 4 and countywide.

Monitoring

70. The effectiveness of changes to speed limits after implementation needs to be assessed. Further data collection will need to be undertaken to enable quantitative monitoring, so that 'before' and 'after' speeds can be compared. This is particularly important in Area 4, which is the first major speed limit review Area to be implemented. The speeds observed within the new speed limits in this Area will be used to determine the potential effectiveness of changed speed limits in the later speed limit review Areas and may result in modified proposals for these later areas, or highlight the need for further measures to deal with inappropriate speed. The measurement of 'after' speeds will also confirm or reject perceptions that may be held about the effectiveness of the new speed limits.
71. Qualitative monitoring, by means of questionnaires sent to Parish, Town and District Councils will also take place, to establish whether communities and the general public perceive that the speed limits have been effective. There

will also be evaluation of the way in which the review took place. These and other issues will influence how the speed limit review progresses in the later review areas.

Other options available, and their pros and cons

72. Area 4 is being promoted as an integral part of the Countywide Speed Limit Review. Consistency of approach within each area is important and therefore in this context consideration of other options for speed management and review in Area 4, beyond those already referred to elsewhere in this report, is not applicable.

C. Resource implications

73. Funding for implementation of the Area 4 speed limit changes is committed within this year's Capital Programme. This funding covers the expenditure described in paragraphs 74 to 78 and paragraph 83.
74. It is anticipated that a cost in the region of £20,000 will be necessary to process the required Area 4 Traffic Regulation Orders to completion. This cost includes advertisement in the press. Revenue funding within the Service Level Agreement currently pays for Legal Services costs.
75. Providing the required signing to give lawful effect to the speed limits is estimated at £90,000.
76. Providing roundel markings at the entry points to new and existing lower speed limits is estimated at £10,000.
77. Additional signing to remedy anomalies in existing signing, identified as part of the review, is estimated at £1,000.
78. Provision of Automatic Traffic Counts at 30 sample sites within Area 4, in order to monitor the effectiveness of changed speed limits, will cost £5,250.
79. There will be longer-term sign maintenance costs arising from the additional speed limits being provided, and road marking costs for the renewal of carriageway roundel markings. Sign renewal may be required after 10 years. Road markings renewal is flow dependent but may be needed after 2 years. This needs to be taken into account with reference to future ongoing revenue costs. It is anticipated that this cost will be met by future signing & liming budgets for the Area Traffic Teams (North & South), within Maintenance budgets.
80. Additional expenditure may also need to be incurred for provision of staff resources to carry out a structured programme of SID use within Area 4, as an awareness raising and encouragement initiative in support of speed limits.

D. Legal implications

81. The Head of Legal Services will be required to arrange for the relevant Traffic Regulation Orders to be sealed and brought into operation.
82. Those persons who have made representations against the implementation of some of these speed limits will need to be informed of the outcome of the Public Consultation and will be informed of the decision taken from this Report.
83. The opportunity has also been taken during the Area 4 review to check existing signs and Traffic Regulation Orders for all existing speed limits (where changes are not proposed), to ensure that all are legally enforceable. The DfT has issued an instruction to all highway authorities to confirm that action is to be taken on this matter. Any anomalies will thus be dealt with as part of the review- if carried out in isolation this work would be a significant project in its own right with resource implications, especially for staff/consultant time. A sum of £1000 has been estimated to cover signage required to remedy anomalies.
84. Consideration will be given, in consultation with relevant Parish Councils and other bodies to reviewing the signing required for speed limits within Areas of Outstanding Natural Beauty. If deemed appropriate, authorisation will be sought from the Department for Transport for selected roads in rural areas to be provided with repeater signs in the form of roundel markings on the road surface, rather than by means of upright signs. (Such authorisation has been granted within certain road lengths within the AONB in the Central Chilterns Traffic Management Project (CCTMP), which corresponds to Area 2 of the SLR)

E. Property implications

85. No known implications

F. Other implications/issues

86. The speed limit review process for Area 4 has followed the policy laid down in the Executive Summary of the Buckinghamshire Speed Management Strategy approved by Cabinet in December 2002, which stated that the County Council will, among other activities: -
 - Undertake a countywide review of speed limits, to address speed limit anomalies and to improve consistency of speed limits across the County, to be completed by March 2006;
 - Promote and implement lower speed limits where there is a casualty accident reduction potential;

- Promote and implement lower speed limits, with a presumption that 30mph or 40mph will be the norm in built up areas and identifiable communities;
 - Arrange and promote local activities and events to raise awareness of the dangers of speeding and inappropriate speed;
 - Promote and develop the 'Traffic Calming by Example' (now 'Make the Commitment') publicity campaign;
 - Promote and develop the use of Speed Indicator Devices (SIDs) and other speed dynamic signs to address concerns raised by local communities.
87. The issues relating to the budget and timetable for the SLR have already been reported to the Environment Overview and Scrutiny Committee at its meeting on 23rd March 2005. The Committee's Views were expressed in a letter to the Cabinet Member for Planning and Transportation dated 29th March 2005.
88. If implemented, it is anticipated that the proposed speed limits will have the effect of reducing vehicle speeds, which in turn reduces the risk of collisions and their severity. Reduced speed limits may encourage vulnerable road users to walk; cycle and horse ride for local journeys and leisure. This could assist with activities such as promotion of walking or cycling to school and could make a contribution to congestion reduction.
89. The quality of life should be improved for those in communities that currently are subject to the National Speed Limit. The effectiveness of many of the speed limits will, however, be directly related to on-going activities undertaken by the Road Safety team in relation to speed awareness, as well as activities such as use of Speed Indicating Devices.
90. Potential Quiet Lanes were identified as part of the Area 4 SLR. Implementation of these is subject to a satisfactory outcome to their introduction as a pilot project within the CCTMP. There is no firm date set for the Area 4 Quiet Lanes to be in place. Their implementation will need to be a separate project.

G. Feedback from consultation and Local Member views

91. Details of the consultation process are given in earlier paragraphs.
92. A key element of the review has been the extent of involvement with Parish Councils, Local Members and the public. Indeed, the pace of the review has been much slower than anticipated, largely because of the amount of interaction that has taken place both formal and through unsolicited emails, letters and phone calls from councillors and members of the public.

93. Four Local Members were directly involved in the decision making process, in their capacity as voting members on the Area Working group. Other local Members, together with Parish, Town and District Councils were consulted at Formal Consultation as well as having the opportunity to comment at Public Consultation.
94. Parish Councils were asked, at the start of the review, for their initial requests for speed limit changes. Meetings were held with Parishes to discuss and explain initial processes in the context of the aims of the review and the national and local speed limit guidance. Updates on the SLR were also given to Local Committees.
95. The comments received at formal and public consultation are detailed in the Background Paper 3 and *Appendices C& D*).

H. Communication issues

96. A letter will be sent to each person who responded to the Public Consultation to inform them of the decision of the Cabinet Member with reference to implementation of the advertised speed limits. A copy of this Report will be made available on the County Council's public website.
97. Local Members, Parish, Town and District Councils also are informed by a standard letter of the outcome of this Report and a progress update will be issued to the appropriate Local Committees.

I. Progress Monitoring

98. Measurements will be taken of the speeds and collisions in the Area of the review following implementation and compared with data obtained prior to the new speed limits being in place.
99. The Environment Overview and Scrutiny Committee has requested an update on the speed limit review by the end of 2006 to assess the impact of speed limit changes on accident figures.
100. The 'TranStat' Transportation monthly monitoring performance management process will quantify progress in meeting Key Performance Indicators. Those which currently apply are:-
 - LPP2e and LTP Target 8: The number of communities without a speed limit;
 - Average vehicle speeds from 12 traffic count sites countywide and
 - the number of speed limit review milestones achieved (general progress targets for the SLR).

Appendices

- A - Plan (Dwg no. G/AS/03/4/FR) showing Final Area 4 speed limits recommended for implementation by the Area 4 Working Group (large scale map – please contact Democratic Services if you wish to view a copy – 01296 383610)
 - B - Speed limit proposals as advertised for Public Consultation Feb/March 2005.
 - C - Public Consultation Feb/March 2005: List of respondents with summarised responses (large document with a limited circulation only – please contact Democratic Services if you wish to view a copy – 01296 383610)
 - D - Public Consultation Feb/March 2005: Detailed responses collated (large document with a limited circulation only – please contact Democratic Services if you wish to view a copy – 01296 383610)
 - E - Working Group Decision 27th April 2005 following feedback from Public Consultation. (Includes officer recommendations in response to feedback).
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Background Papers

1. Countywide Speed Limit Review guidelines.
 2. Department for Transport Traffic Advisory Leaflet 1/04 Village Speed Limits).
 3. Responses to Area 4 Formal Consultation.
 4. Outcome of Area 4 Working Group meeting 9 December 2004 (to discuss Formal Consultation responses and agree proposals for Public Consultation).
 5. Plan showing Public Consultation proposals - January 2005.
 6. Speed Limit Review Update: Environment Overview and Scrutiny Committee Views 29 March 2005.
 7. Department for Transport Public Consultation - Update of Circular Roads 1/93, Setting Local Speed Limits
[\[http://www.gov.uk/stellent/groups/dft_rdsafety/documents/divisionhomepage/032869.hcsp\]](http://www.gov.uk/stellent/groups/dft_rdsafety/documents/divisionhomepage/032869.hcsp)
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Your questions and views

If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.

If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on 12 September 2005. This can be done by telephone (to 01296 383610), Fax (to 01296 382538), or e-mail to cabinet@buckscc.gov.uk

CABINET MEMBER REPORT NO.

DECISION TAKEN:

I have taken into account any representations received concerning the contents of this report.

Signed: _____

Date: _____

DECISION NOT TAKEN:

Signed: _____

Date: _____

Reason: _____

For Reference

Professional advice supporting the decision was provided by the following Officers:

| Name | Signed | Date |
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