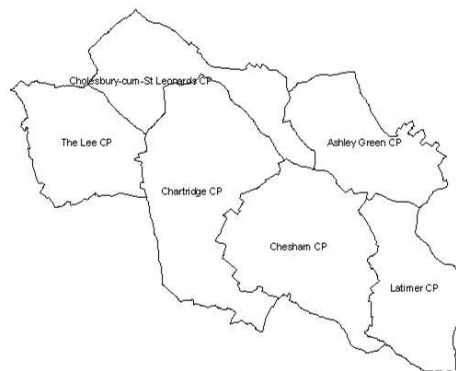


## CHESHAM AND CHILTERN VILLAGES LOCAL AREA FORUM



<b>DATE:</b>	23 January 2013
<b>TIME:</b>	7.30 pm
<b>LOCATION:</b>	Lowndes Room, Chesham Town Hall, Chesham

### TRANSPORTATION DROP-IN SESSION WITH THE LOCAL AREA TECHNICIAN FROM 7PM

## AGENDA

Item		Time	Page No
1	<b>Apologies for absence / changes in membership</b>	<b>7:30pm</b>	
2	<b>Declarations of interest</b>		
3	<b>Action Notes</b> To confirm the notes of the meeting held on 10 October 2012		<b>1 - 6</b>
4	<b>Question time</b> There will be a 20 minute period for public questions. Members of the public are encouraged to submit their questions in advance of the meeting to receive a full answer on the day of the meeting. Questions sent in advance will be dealt with first, followed by verbal questions. Please contact Helen Wailing on 01296 383614 or <a href="mailto:hwailing@buckscc.gov.uk">hwailing@buckscc.gov.uk</a> to submit your question.	<b>7:40pm</b>	
5	<b>Petitions</b>  <b>Petition re: Chesham Traffic Regulation Orders – 317 Signatures</b> Petition for the Council to review Traffic Regulation Orders in Chesham and remove Bank Holiday anomalies <i>Response attached</i>  <b>Hivings Hill Petition – 131 Signatures</b> Petition for the Council to take action over cars speeding up and down Hivings Hill, as a result of which a number of serious accidents have been recorded in recent years. <i>Response attached with appendices</i>	<b>8pm</b>	<b>7 - 44</b>
6	<b>Transport Update</b> Ann-Marie Davies, Transport Localities Team Leader	<b>8:10pm</b>	<b>45 - 48</b>

<b>7</b>	<b>Town / Parish Council Updates</b> Up to 5 minutes each	<b>8:15pm</b>	
<b>8</b>	<b>Information Slot (Guest speakers)</b> 10 minutes each plus discussion <ul style="list-style-type: none"> <li>• Chesham Wellbeing Project Update - Nigel Sims, Senior Manager, Economic Development, Place Service, Buckinghamshire County Council</li> <li>• Local Nature Partnership – Mai Nielsen, Ecology Adviser, Buckinghamshire County Council</li> </ul>	<b>8:45pm</b>	
<b>9</b>	<b>Refocus of Local Priorities</b>	<b>9:05pm</b>	<b>49 - 50</b>
<b>10</b>	<b>Applications for funding from Local Priorities Budget</b>	<b>9:15pm</b>	<b>51 - 54</b>
<b>11</b>	<b>Local Priorities Update</b> <ul style="list-style-type: none"> <li>• Young People – more activities and facilities</li> <li>• Revitalisation of town centre and villages</li> <li>• Strengthening links with Asian communities</li> <li>• Older / vulnerable people</li> <li>• Highways</li> <li>• Protection of the Environment and green spaces</li> </ul>	<b>9:25pm</b>	
<b>12</b>	<b>Any other business</b> Chiltern District Council Young People's Award - David Gardner, Community Projects & Revitalisation Officer, Chiltern District Council	<b>9:30pm</b>	
<b>13</b>	<b>Date of next meeting</b> 10 April 2013, 7:30pm, venue tbc		

Democratic Services Contact: Helen Wailling, Tel 01296 383614, Email [hwailling@buckscc.gov.uk](mailto:hwailling@buckscc.gov.uk)

If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

Agencies: Buckinghamshire County Council, Chiltern District Council, Ashley Green Parish Council, Chartridge Parish Council, Chesham Town Council, Cholesbury cum St Leonards Parish Council, Latimer Parish Council, The Lee Parish Council

**ACTION NOTES**

<b>MEETING:</b>	<b>Chesham and Chiltern Villages Local Area Forum</b>
<b>DATE:</b>	<b>10 October 2012 7.30 pm to 9.09 pm</b>
<b>LOCATION</b>	<b>St Leonards Parish Hall, Jenkins Lane, St Leonards, Tring, HP23 6NW</b>

<b>Present:</b>	John Axon (Ashley Green Parish Council), Mohammad Bhatti MBE (Buckinghamshire County Council), Patricia Birchley (Buckinghamshire County Council), Chris Brown (Cholesbury-cum-St Leonards Parish Council), Noel Brown (Buckinghamshire County Council) (Chairman), Peter Hudson (Chiltern District Council - St Mary's & Waterside), Joan Lherbier (Chartridge Parish Council), Mark Shaw (Chesham Town Council), Elizabeth Stacey (The Lee Parish Council), Roger Watts (Ashley Green Parish Council) and Fred Wilson (Chiltern District Council - Hilltop and Townsend)
<b>In Attendance:</b>	Ann-Marie Davies, Jonathan Dickens, Zoe Dixon, Christine Gardner and Helen Wailling
<b>Apologies:</b>	Michael Brand, Andrew Garth, Martin Parkes and Keith Platt

<b>Item</b>	<b>ISSUES RAISED</b>
<b>1</b>	<b>APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP</b>  See above for apologies.
<b>2</b>	<b>DECLARATIONS OF INTEREST</b>  There were no declarations of interest.
<b>3</b>	<b>ACTION NOTES</b>  The Minutes of the meeting held on 11 July 2012 were agreed and signed as a correct record.  <b>Matters arising</b> <i>Page 3, Item 9 – Local Priorities Budget</i> – Chris Brown asked if funding could be carried over into the next financial year. Christine Gardner said that a decision had been made not to allow this, due to the financial regulations. The Locality Services Manager had advised that the decision could be challenged. Members said that they did not agree with the current financial convention of not carrying forward delegated budgets from one year to the next. Zoe Dixon said that she would take this back – <b>Action: ZD</b> .  <i>Page 5, Item 11, 2<sup>nd</sup> paragraph</i> – members discussed the phrase ‘Buckinghamshire has a very healthy population.’ A member said that although Buckinghamshire had a healthy population overall, it was not very healthy. Another member noted that Buckinghamshire’s population was healthier than the national average, and that Buckinghamshire had been

	allocated the lowest funding per head for public health.
4	<p><b>QUESTION TIME</b></p> <p>There were no questions.</p>
5	<p><b>PETITIONS</b></p> <p><b>Petition re: Northchurch Lane, Ashley Green</b>  Members noted the response to the Petition and agreed the recommendations:</p> <ul style="list-style-type: none"> <li>• Local Area Technician to drive the length of Northchurch Lane during September 2012 to ensure the repair work undertaken in August 2012 is sound.</li> <li>• Continue with Scheduled Inspection on or before 28 December 2012 and 6 monthly thereafter in accordance with Buckinghamshire County Council Highway Safety Inspection Policy.</li> </ul> <p>A member noted that Northchurch Lane was on the border with Hertfordshire.</p> <p><b>Petition to review Traffic Regulation Orders in Chesham and remove Bank Holiday anomalies</b>  This petition was presented at the meeting. Patricia Birchley said that she had made the Cabinet Member for Planning and Transportation aware of this.  A member noted that the problem was spread across Chesham.</p>
6	<p><b>TRANSPORT UPDATE</b></p> <p>The Local Area Forum received the Report of Ann-Marie Davies, Transport Localities Team Leader.</p> <p>Ann-Marie Davies told members the following:</p> <ul style="list-style-type: none"> <li>• Works in Red Lion Street, Waterside and The Broadway were now complete, after initial delays.</li> <li>• An agreement was now in place with Chartridge Parish Council for them to use their own contractor for clearing grips.</li> <li>• A meeting would be held on 23 October 2012 to keep residents of Germain Street informed about developments. Proposals for improving the works had been requested from Jacobs. An update would be provided at the next meeting. Incidents of pedestrians being brushed by cars had been reported. These should be reported to the Police so that they could be logged.</li> <li>• Following the last meeting, and the decision to fund two grit bins, bins had been delivered to Cholesbury and to Chartridge.</li> <li>• Four Local priorities schemes were outstanding, and Jonathan Dickens, Local Area Technician, was working hard on these.</li> </ul> <p>Chris Brown (Cholesbury-cum-St Leonards Parish Council) said that schemes worked well when a project manager was appointed, and when the Local Area Technician made a site visit with a representative from the Parish Council.</p> <p>The Chairman said that work on the culvert in Chesham Market Square would be taken forward as a priority for Buckinghamshire, and half of the funding had been made available from national funding. Work could start as soon as April 2013. There was currently a one</p>

in thirty year chance of flooding in Chesham.

The Chairman also referred to the scheme by Virgin Media to provide superfast fibre-optic broadband. There had been a delay caused by Transport for Buckinghamshire, but Ann-Marie Davies said that this was no longer the case. Kevin Allen (Team Leader for Street Lighting) had spoken to Chiltern District Council that day and a meeting would be held on the following Monday to discuss the finer details. The scheme was supported by the Leader of the County Council and by the Cabinet Member for Planning and Transportation. Zoe Dixon said that she would take this forward – **Action: ZD**

Elizabeth Stacey said that she was concerned that this scheme would cost more because Chesham was in a valley. The Chairman said that the Scheme was based on small antennae being fitted to lamp posts.

Fred Wilson (Chiltern District Council) said that the Local Enterprise Partnership was getting very positive support from the Government, and had a slogan of 'We are open for business.' It was important that a good broadband system was installed to support this.

The Chairman said that the Leader of the Council had been in touch with Chris Rawson, Economic Development Officer.

A member noted that rural broadband was needed too.

A member referred to an email from Ann-Marie Davies, which said that Parish and Town Councils needed to have obtained agreement from their electorate before submitting bids for the Local Priorities budget. Ann-Marie Davies said that the email had been sent because there had been instances in which a scheme was being implemented but residents in the local area did not know it was going ahead. A common-sense approach was needed.

A member said that some Parish Councils did not have the budget to contact all parishioners, but it was noted that electronic newsletters could be used.

The Chairman referred to Stony Lane and said that there had been two serious accidents there in a two-week period. Residents in Latimer Road had asked for a stop-line where Stony Lane joined Latimer Road, as it was not clearly marked that vehicles needed to stop there. Jonathan Dickens (Local Area Technician) said that he would be contacting the Parish Council regarding the Vehicle Activated Sign (VAS), and that alternative traffic-calming features could be considered.

Members noted that stones in the road on Stony Lane meant that brakes were not always effective, and that the speed limit should ideally be 40mph. The Chairman said that part of Latimer Road had recently been given a speed limit of 40mph.

Peter Hudson (Chiltern District Council) referred to Red Lion Street and Waterside, and said that although these roads had been re-surfaced, the drains had been blocked with tar. Jonathan Dickens said that some of these drains had now been cleared. A few could not be cleared, and the operatives would be returning to re-do these.

Peter Hudson also asked if grit bins could be moved once they had been sited. Ann-Marie Davies said that bins could be moved, as long as residents agreed.

A member asked why the grit bins were bright yellow. Jonathan Dickens said that green

bins were put in conservation areas and yellow bins in urban areas.

## 7 **TAKING FORWARD LOCAL PRIORITIES**

Christine Gardner (Localities and Communities Manager) said that this item had come from discussions at previous meetings regarding the local priorities and the delegated funding, and how these were approached.

Chris Brown (Cholesbury-cum-St Leonards Parish Council) had asked for the Overview and Scrutiny Review recommendations to be used as a back-drop, especially the second recommendation (“That Cabinet agrees a new LAF Terms of Reference refocusing LAFs around their role of ‘influencing, enabling and taking action to address local issues’”). The Review Report would be going to Cabinet at Buckinghamshire County Council on 22 October 2012.

Fred Wilson, Chris Brown, the Chairman and Christine Gardner had held a pre-meeting to discuss this further.

Christine Gardner asked for permission to table two documents which had been prepared following the pre-meeting. Members agreed this.

Christine Gardner recommended a change to the agenda format (attached) to make it more inclusive, and an opportunity for Parish Councils to voice their priorities.

A member said that Local Area Forum members had previously been captive to presentations, which were sometimes not very interesting or relevant. The focus of meetings should be the priorities which the Local Area Forum had identified.

Patricia Birchley (Buckinghamshire County Council) said that the Missendens Community Partnership had very strict agenda timings, and that the new template might lengthen meetings due to the new item for Town / Parish updates.

The Chairman suggested that if someone wanted to come and speak to the Local Area Forum (LAF), they would need to show how the LAF could make a difference. Members said that they did not want to be ‘talked at.’

A member said that the new agenda format came nearer to what was required.

Christine Gardner also circulated a matrix showing projects which had been funded by the LAF, separated into priorities. Most projects which had been funded had come about through an ‘ad hoc’ approach (with the exception of the Cholesbury Building Community Capacity project).

For the future, members might want to discuss how funding was allocated, and whether they wanted to be more proactive in meeting objectives and targets.

A member said that a strategic way of working would be excellent, but expressed concern that the LAF meetings were not very well-attended and that those in attendance were not knowledgeable in all areas.

A member said that the LAF would need to decide whether they wanted to fund one or two large projects or many smaller projects. Zoe Dixon said that the advantage of bigger projects was that they gave the opportunity for match funding. Zoe Dixon said that she

	<p>would provide a list of match funding available – <b>Action: ZD</b></p> <p>The Chairman noted that the LAF had to find a balance between the needs of Chesham town and the needs of the villages.</p> <p>Members agreed that they would like to take a more proactive approach, but cautioned that this should be flexible. It was noted that there might be an issue in an area which was a small issue but which was very important to local residents.</p> <p>Christine Gardner suggested that she meet with a representative from the Town Council and from the Parish Councils to discuss areas the Local Area Forum wanted to focus on. The following members volunteered:</p> <ul style="list-style-type: none"> <li>• John Axon</li> <li>• Fred Wilson</li> <li>• Chris Brown</li> <li>• Noel Brown</li> </ul>
<p><b>8</b></p>	<p><b>LOCAL PRIORITIES BUDGET 2012-13: UPDATE AND FURTHER APPLICATIONS</b></p> <p>Members received the Report of the Head of Localities and Safer Communities.</p> <p>Christine Gardner (Localities and Communities Manager) told members that £5380 of funding was still available for allocation for 2012-13. This funding could not be carried over to the next financial year, as members had requested, for the resurfacing of the bridleway that led alongside Old Sax Lane. The scheme in Old Sax Lane would be made a priority for the next financial year.</p> <p>Christine Gardner recommended that £5000 be given to Chiltern District Council towards a marked crossing point across Chesham Town Centre car park. The remaining £380 of funding could be given to Chesham Town Council towards a grit bin.</p> <p>Members agreed the recommendations in the report, but said that rather than a crossing point across the car park in Chesham, there should be a dropped crossing followed by a separate walkway. A member said that although the crossing was for Chesham Town, all members could benefit from using it. A member said that the street furniture around Chesham car park needed to be tidied.</p> <p>Members also said that the location of the grit bin should be chosen, and agreed that it should go in Pheasant Rise, Chesham.</p> <p>A member said that they were very surprised that bids had been made for funding for grit bins, as grit bins were part of the basic furniture of the roads. The member said that these should be funded centrally, and that Local Area Forum funding should be used for projects more important to local residents. The Chairman said that he agreed with this. Ann-Marie Davies said that it had been identified that some bids which were submitted to Local Area Forums were not appropriate</p> <p>Patricia Birchley (Buckinghamshire County Council) asked if the Lee Parish Council could obtain funding for a building community capacity project. Chris Brown said that they could ask for funding from the main Building Community Capacity project (contacts were Maggi McKerron or David Gardner).</p>

**Members of the Chesham and Chiltern Villages Local Area Forum agreed that funding from the Local Priorities budget be allocated to the projects listed below.**

<b>Transportation Schemes</b>	<b>Amount requested</b>	<b>Amount recommended</b>
CDC. Marked crossing point across Chesham Town Centre car park (Star Yard) (a dropped crossing followed by a separate walkway). Contribution to £14,000 project.	5000	5000
Chesham Town Council – Chesham grit bin (in Pheasant Rise, Chesham)	4500	380
<b>Total</b>		<b>5380</b>

**9 FOSTERING AND ADOPTION - FOR INFORMATION ONLY**

Members noted the information. Leaflets on fostering and adoption would be circulated electronically – **Action: HW**

**10 DATE OF NEXT MEETING**

23 January 2013, 7:30pm, venue tbc  
 10 April 2013, 7:30pm  
 10 July 2013, 7:30pm  
 9 October 2013, 7:30pm

**Any other business**

A member said that they had received a leaflet about a proposed sewer under the River Thames, and suggested that this could lead to higher water charges.

The Chairman reminded members that elections would be held on 15 November 2012 for Police and Crime Commissioners.

All the candidates would be speaking at a meeting on 29 October, 4:30pm, in the Oculus, Aylesbury.

Buckinghamshire County Council was currently consulting on the priorities for its budget and strategic plan 2013-14. The consultation was available online:

[http://www.buckscc.gov.uk/bcc/about\\_your\\_council/budget\\_consultation.page](http://www.buckscc.gov.uk/bcc/about_your_council/budget_consultation.page)



# Chesham and Chiltern Villages LAF

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**Title:** Review of Traffic Regulation Orders on Bank Holiday Parking Restrictions in Chesham  
**Date:** 07 Jan 2013  
**Author:** Anne James  
**Contact officer:** Anne James 01296 387125  
**Electoral divisions affected:** Chesham

## Summary

A petition was presented to Transport for Buckinghamshire requesting a review of the Traffic Regulation Orders in Chesham. The petition stated that:

*“Off street parking in Chesham is very limited, especially in some residential areas and many residents find it hard to find somewhere to legally park their vehicles near their home. It is understood that in weekdays some parking restrictions are necessary to help with safety, however exemptions should be put in place doe areas with restrictions (such as no parking Mon – Fr 8am to 6pm) to prevent residents being ticketed for parking whilst at home on public holidays, including bank holidays such as Christmas and Boxing day etc”*

## Recommendation

That the current review of the restrictions is completed and outcome reported back to the LAF

## Supporting information to include the following if a decision is being requested:

While it has been confirmed that it is possible to draft TROs that permit Bank Holiday exemptions there is still some uncertainty whether this applies to all TROs.

Research of similar TROs in other local Authorities has shown that most only allow Bank Holiday Exemptions on TROs where there is permissive parking such as P&D in residential areas, Residents Bays

Officers are currently investigating whether it is possible to make exemptions for Prohibitive restrictions covered by yellow lines

If legal advice confirms that exemptions can be made to TROs covering Single Yellow Lines then options for changes to those, which normally permit Sunday or Weekend parking in residential areas in Chesham, will be pursued.

Where there are double yellow lines these are provided for safety reasons and it is not proposed to consider any exemptions to these. It is also not proposed to consider any changes to Bus Stop restrictions

### **Resource implications**

The scheme feasibility is currently being progressed within the Parking Team's Business Plan for 2012/13. Funding will need to be found to implement any agreed changes to the TROs

The Town Council has approached the Local Area Forum for funding towards the scheme

### **Legal implications**

If amendments to the TROs are required these will need to be drawn up by legal and the order sealed before the new waiting restrictions can be enacted

### **Other implications/issues**

Even where amendments to the TROs are agreed and changed it will not be possible to add a bank holiday exemption to any on street signs. Information will be made available on the Council's website to inform residents of when the restrictions are enforceable.

Until TROs are changed; and if the contractor receives a call from a local resident, Police Officer or other party for enforcement in the area during the contractor's hours of operation; it will not be possible to stop enforcement being carried out. If enforcement is directly requested then the contract requires the contractor to respond within set timescales.

The review of the bank holiday exemption could be linked to a wider review of Yellow lines which could be taking place later in the year. This would produce a cost saving by combining the TRO changes into one order however this will need to be closely monitored to ensure that there is no risk to the delivery of the bank holiday review.

### **Feedback from consultation and Local Member views (if relevant)**

Local Member Noel Brown has been working with the County Council to pursue changes to the TROs in Chesham to enable parking to occur on some restrictions on Bank Holidays

Following Member discussions the parking enforcement in Chesham on Bank Holidays is being focused on the main roads and traffic sensitive streets

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### **Background Papers**

None

# The Chesham and Chiltern Villages Local Area Forum

**Title:** Petition regarding the speed of vehicles on Hivings Hill, Chesham.

**Date:** 8 January 2013

**Author:** Jon Collett

**Contact officer:** Sue Brown. Casualty Reduction Team Leader. Transport for Buckinghamshire. 01296-387197.

**Electoral divisions affected:** Chesham North West, Chesham East and Chess Valley.

## Summary

Hivings Hill Residents Association is petitioning the County Council to take action over speeding traffic in Hivings Hill Chesham.

Residents are requesting installation of:

- permanent speed cameras
- speed limit repeater signs
- speed indicator devices.

The residents also request patrols by Thames Valley Police Roads policing department.

## Response and recommendations:

### Request for permanent speed cameras:

The current Government administration is not supportive of any new fixed safety cameras being installed, as a result and in the current financial climate Buckinghamshire County Council do not have funds allocated for the installation of new fixed cameras.

Additionally guidelines issued by the Department for Transport stress that fixed cameras may only be considered for use if; there are a specific number of injury collisions that have already occurred along a set length of road within a three-year time period and only as a last resort where all other alternatives have failed to reduce injury crash rates.



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The injury collisions referred to are those that have been reported to Police. I have checked the reported injury collision record for Hivings Hill over the last 5 years (01/11/2007 to 31/10/2012). In this period there were 4 reported collisions resulting in 2 serious and 5 slight injuries. 2 of these collisions were shown to have speed related contributory factors. 2 of these collisions occurred in 2008 and the other 2 in 2009. There have been no reported injury collisions on Hivings Hill since 2009.

As a result the installation of fixed camera housing is not an option

### **Community Concern scheme**

Whilst a fixed safety camera is not possible Thames Valley Police operate a Community Concern scheme where requests from the public about speeding are considered for enforcement, either by Police presence/speed checks or mobile camera enforcement through a "dealing with speeding traffic" scheme.

Further requests for the Police to Patrol Chesham and Hivings Hill in particular can be made through this route.

A request for this enforcement can be made by contacting the Thames Valley Police either by email at: [SpeedSolutions@thamesvalley.pnn.police.uk](mailto:SpeedSolutions@thamesvalley.pnn.police.uk)

Or by post to:

Speed Solutions  
Thames Valley Police  
Roads Policing Three Mile Cross  
270 Whitley Wood Road  
Reading  
Berkshire  
RG28FT

### **Request for 30 mph repeater signs:**

Hivings Hill has a 30 mph speed limit due to the presence of a system of street lights. This is therefore classified as a restricted road. The traffic signs regulations do not permit 30 mph repeater signs to be erected in such a restricted road

However, Transport for Buckinghamshire may be able to erect temporary "30 for a reason" posters on street lighting columns for a period of time to remind drivers of the posted speed limit.

Alternatively, the Community may wish to develop their own posters to be displayed appropriately. I have attached a copy of the Roadside Poster Policy for information.

### **Request for Speed Indicator Devices/Vehicle Activated Signs:**

There is a policy in place to enable Parish/Town councils to provide signs which 'flash up' a message to drivers who exceed a predetermined speed. Also a Temporary Speed Indicating Device (TSID) is available at each area office. These devices can be booked by Parish or Town councils or by county councillors at a cost £100 for two weeks. If this is desirable please contact [skhan@buckscc.gov.uk](mailto:skhan@buckscc.gov.uk) or the Local Area Technician.

The police also own their own portable Speed Indicator Devices. PCSO Michael Shepherd plans to use this device on Hivings Hill on 18 January 2013 For more information on using this device in the future please contact [Michael.shepherd2@thamesvalley.pnn.police.uk](mailto:Michael.shepherd2@thamesvalley.pnn.police.uk)

## **Educational Campaigns**

There are educational options which could be progressed to raise awareness of the dangers of inappropriate or excessive speeding. The Residents Association may wish to consider implementing a 'Make the Commitment' initiative or utilise 'Community Speedwatch' as follows:

### **Make the Commitment (MTC)**

If the majority of road users are local residents it may be that the 'Make the Commitment' scheme is suitable. The scheme asks drivers to sign a pledge that they will try to keep to the speed limits at all times. The idea behind this is that it will focus a driver's attention on the speed at which they travel and help them maintain a lower speed. This initiative is most effective when the majority of users are local residents who travel the road regularly and therefore leaflets regarding this scheme could be distributed within the local area alongside further publicity.

### **Community Speedwatch**

A scheme where a speed detection device is used at the roadside and registration numbers of vehicles that have been seen speeding are noted down. The information is fed into a Thames Valley Police database and a warning letter is issued to the registered vehicle owner. Should the vehicle be identified speeding on a subsequent occasion, a further letter will be sent to the owner informing them that the information has been passed to Roads Policing (RP) for possible future action.

### **Driver Assessments**

TfB have developed and offer a suite of courses aimed at all road users types to encourage all safe driving. These are available for young novice drivers, business drivers and older mature drivers.

The above courses and campaigns are offered by the TfB Casualty Reduction Team and are available to be used by residents. Further information can be found about these and other Road Safety initiatives on the BCC web pages at:

[http://www.buckscc.gov.uk/bcc/transport/road\\_safety.page](http://www.buckscc.gov.uk/bcc/transport/road_safety.page)

### **20 mph speed limits**

Recently there have been an increasing number of requests for 20mph speed limits/zones. Transport for Buckinghamshire is currently developing a 20mph policy to ensure that it will have a fair, consistent and constructive response to demands for 20mph limits in the future. This policy will be directly affected by emerging National developments relating to speed limit policy, legislation and signing, which are expected to be finalised during the early part of 2013.

The **Department for Transport published its Strategic Framework for Road Safety in May 2011**. This states that speed limits can have impacts on the economy, the environment and communities and that in residential streets and town centres, where there is likely to be a conflict between vehicles and pedestrians, carefully implemented 20mph zones can contribute to an improvement in road safety.

It confirmed (para3.26) that **local authorities may introduce 20mph speed limit zones**

a) on major streets, where business on foot is more important than slowing down road traffic and

b) on lesser residential roads in cities, towns and villages, particularly where this would be

- reasonable for the road environment,
- there is community support and
- streets are being used by pedestrians and cyclists.

An update from the D.f.T., due in early 2013, of Traffic Advisory Leaflet 9/99 “20mph speed limits and zones”, will provide more clarity on where and how 20mph schemes should be installed

Because various changes at a National level will directly affect the County Council’s new 20mph policy, Transport for Buckinghamshire will not be finalising its new 20mph policy until the National policy and legislation details have been clarified.

It is not anticipated that there will be any change in the current National Policy that all 20mph limits should be self-enforcing and therefore not require any enforcement by the Police.

The County Council has completed a review of the speed limit on every one of its roads. As a result and due to competing demands on resources the County Council is no longer able to fund requests for speed limit changes. However, a new process is being developed, and subject to Key Decision by TfB, to enable communities to request and fund a change in a speed limit. This will include requests for 20 mph limits. Any changes proposed will need to be in accordance with National Guidance on setting speed limits.

For information a draft outline of the current process and cost of installing a new speed limit is attached. The basic cost is currently estimated to be around £7,000. This sum covers the costs involved with preparatory work, legal requirements and installation of a speed limit. This cost will vary dependent on the extent of the limit and if any additional features are required. This cost could be higher for a 20mph zone, where some additional measures, other than signs/markings may be required to achieve speeds around 20mph.

### **Feedback from Members:**

Cllr Brand is supportive of measures to educate drivers on the dangers of speeding in Chesham. A copy of his response to this petition is attached.

### **Appendices:**

#### **Background Papers**

1. Advice on dealing with speeding traffic.
2. Roadside Poster Policy.
3. DfT camera guidelines.
4. Extract from the VAS policy.
5. ‘The cost of speed limit change’ document.
6. Response from Cllr Michael Brand.









## **DEALING WITH SPEEDING TRAFFIC**

Before beginning any activity it is important to establish exactly what the problem is, as very often concerns are based on perception rather than fact.

One initial action which could be taken would be to use Thames Valley Police' (TVP) Speed Detection Radar (SDR) equipment (this is normally used for a Community Speedwatch campaign- see page 3), this can be used by volunteers to carry out a vehicle speed data gathering exercise. To find out the availability of this radar equipment please contact your local neighbourhood police team via the non- emergency police number 0845 8505505. (there is no charge for using this equipment.)

An alternative would be to request a speed survey from the Traffic Information Team Leader at Transport for Buckinghamshire .The cost would be £310 for a 7 day survey. Requests can be made by email to [T-RCRAWFORD@buckscc.org](mailto:T-RCRAWFORD@buckscc.org). (Telephone enquiries can be made on 0845 230 2882)

***If the data gathering exercise or speed survey shows no speeding then no further action may need to be taken.***

### **(A). If a small number of speeding motorists is detected:**

Community Speedwatch ( see page 3 ) would be recommended either in association with local neighbourhood police team or a community can operate the scheme with volunteers, either purchasing their own equipment (this can be purchased from Traffic Technology on 01280 847711 for £2,300),or in partnership with Neighbourhood officers from the police. For more information about availability of this equipment please contact your local neighbourhood police team via the non- emergency police number 0845 8505505. There is no charge for using this equipment.

**(B).If Community Speedwatch shows that the majority of speeding vehicles are local residents,** (this information can be gained from the Community Speedwatch database), it is recommended that the community works with Buckinghamshire's County Council Road Safety Team on an educational programme called Make the Commitment.( see page 3)

**(C).If there is evidence of considerable numbers of speeding motorists:** Thames Valley Police are responsible for all matters concerning enforcement of traffic laws. Thames Valley Police runs a 'Community Concern' scheme where requests from the public about speeding are considered for enforcement, either by Police presence/speed checks or mobile camera enforcement through a "dealing with speeding traffic" scheme.

**A request for this enforcement can be made by contacting the Thames Valley Police**

- either by email at: [SpeedSolutions@thamesvalley.pnn.police.uk](mailto:SpeedSolutions@thamesvalley.pnn.police.uk)
- or by post to:  
Speed Solutions  
Thames Valley Police  
Roads Policing Three Mile Cross  
270 Whitley Wood Road  
Reading  
Berkshire  
RG28FT

Following a request a decision on the required action would be taken by the Police, who will then contact you.

(At this stage Traffic Management (both TVP & Bucks CC) may be involved to see whether work is underway to review the road layout, or if not, whether this would be an option.)

**A speed check can also be requested via a Police Neighbourhood Action Group (NAG)** if there is one in your area. For further details on NAGS please see:

<http://www.thamesvalley.police.uk/yournh/yournh-nag>

Neighbourhood Policing deal with reported speeding in various ways, depending on the nature of the problem (i.e. the number of speeding motorists and the number/type of collisions on the road length).

**(D) f there is evidence of considerable numbers of speeding motorists , plus a road casualty history:**

Thames Valley Police' Roads Policing section would consider creating a target package. This is a speed package for Roads Policing bases to use for priority enforcement & casualty reduction.

(This would be a natural progression from a community concern request and a resultant demonstrable speeding problem.)

**(E) If there is evidence of fatal or serious injury collisions during the past three years together with a demonstrable speeding problem:**

Thames Valley Police will consider the site for mobile or fixed camera enforcement following a site survey. Transport for Buckinghamshire may consider the site suitable for remedial safety measures.

**( SEE NEXT PAGE FOR COMMUNITY SPEEDWATCH, MAKE THE COMMITMENT AND INFORMATION ON VEHICLE ACTIVATED SIGNS)**

## **Community Speedwatch**

A scheme where a Speed Detection Radar is used at the roadside and registration numbers of vehicles that have been seen speeding are noted down. The information is fed into a police database and a warning letter is issued to the vehicle owner. Should the vehicle be identified speeding on subsequent occasions, a further letter will be sent to the owner informing them that the information has been passed to Roads Policing (RP) for appropriate action. The speed detection may either take place in association with the local neighbourhood police team, or a community can operate the scheme with local volunteers, (either purchasing their own equipment or in partnership with neighbourhood officers from the police.)

Further information on this scheme can be found at:

<http://www.buckscc.gov.uk/bcc/transport/speedwatch.page>

## **Make the Commitment (MTC)**

This scheme asks drivers to sign a pledge that they will try to keep to the speed limits at all times. The idea behind this is that it will focus a driver's attention on the speed at which they travel and help them maintain a lower speed. This initiative is most effective when the majority of users are local residents who travel the road regularly and therefore if leaflets regarding this scheme could be distributed within the local area alongside further publicity on concerns it could help to reduce the speed of the majority of the road's users. Further information on Make the Commitment can be found at:

[www.buckscc.gov.uk/mtc](http://www.buckscc.gov.uk/mtc)

If you think this scheme would be suitable for your area, please contact the Road Safety Team at Buckinghamshire County Council on 0845 2302882

## **Vehicle Activated Signs**

**Transport for Buckinghamshire (TfB)** is supporting Parishes with speed control through their villages by enabling them to apply for a range of **permanent or temporary electronic sign options**.

For more information and how to apply for a vehicle activated sign please visit:

[http://www.buckscc.gov.uk/sites/bcc/transport/vehicle\\_activated\\_signs.page](http://www.buckscc.gov.uk/sites/bcc/transport/vehicle_activated_signs.page)

where factsheets about each of the three options are available as well as details of cost and an application form.

**Thames Valley Police** still have their own versions of these signs which other organisations or community groups can borrow or hire. Please contact your local Police Community Support Officer (PCSO) or local neighbourhood police office for further information. This can be done through the police non-emergency number 0845 8 505505.



Appendix 2

## **Transport for Buckinghamshire Roadside Poster policy**

### **Introduction**

Posters may be used at specific locations or as part of a localized campaign. They may contain words and images and may be moved around sites to provide a county wide topical road safety, or sustainable travel message.

Posters are usually treated as an interim measure whilst more long-term road safety solutions are found or, as a supplement to other long-term solutions. For example, posters are sometimes erected along routes where there has been a history of motorcycle crashes.

A poster campaign is more effective when other publicity is undertaken, such as articles in the media, or school based initiatives.

Unauthorised or commercial signs/posters often become an eyesore and can reduce the effectiveness of necessary road signing. (The County Council has powers under section 132 of the Highways Act 1980 to remove these signs).

By adhering to this policy, the County Council expects to contribute to achieving safer roads and reducing casualties.

### **Uses**

As posters are not governed by traffic sign regulations (see Legal Issues below) there are a number of ways in which images and text can be used to get messages across to road users.

## **Legal Issues**

As posters installed on the public highway are not traffic signs, they are not governed by signing regulations. Posters are classed as advertisements, which are governed by the Town and County Planning (Control of Advertisements) (England) Regulations 2007. Local authorities have the power to erect posters on the public highway under Schedule 2 and 3 of these regulations:

### **Schedule 2**

- 1.** No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
- 2.** No advertisement shall be sited or displayed so as to —
  - (a)** endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

## Appendix 2

(b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or

(c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

3. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

5. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

(a) See the definition in regulation 2(1).

### **Schedule 3**

#### **Class 1**

Functional advertisements of government departments and their agencies, local authorities, public transport undertakers, statutory undertakers and Transport for London.

- 1A. An advertisement displayed wholly for the purpose of announcement or direction in relation to any of the functions of a government department, an agency of a government department, a local authority or Transport for London, or to the operation of a statutory undertaking or a public transport undertaking, which –
- (a) Is reasonably required to be displayed for the safe or efficient performance of those functions, or operation of that undertaking, and
  - (b) Cannot be displayed by virtue of any other specified class.
- 1A (1) Illumination is not permitted unless reasonably required for the purpose of the advertisement.
- (2) No advertisement may exceed 1.55 square metres in area. (Legal maximum)

### **When to Use Posters**

There are no laid down criteria for when posters should be used. As an example, the 'Think Bike' posters were erected along roads/routes where collisions involving motorcycles have occurred.

Posters may be displayed on any road maintained by Buckinghamshire CC.

### **Duration**

Posters are more effective in the first week that they are displayed, this is when they are at their cleanest and drivers are not familiar with them. It's for this reason that posters should be moved to other sites after a few weeks and that any faded or water damaged posters are replaced.

## Appendix 2

The maximum period that a poster would be authorised to stay at one location is 16 weeks.

### **Size**

All measurements are in millimetres unless stated otherwise.

The maximum acceptable size for a poster is 750mm x 750mm. The maximum size for a lighting column is 600cm x 600cm.

The larger the poster the more prominent it will be on the public highway and the easier it will be for road users to read especially on high speed roads (40mph +). However, the larger the poster the more difficult it will be to find suitable street posts to erect the poster.

### **Message**

- All messages should be kept clear and simple to avoid any possible misinterpretation (short and sharp).
- Messages should contain ideally no more than 4 words.
- Messages should be an instruction or a statement rather than a suggestion or thought.
- Posters containing images should be large enough for the image to be clearly recognised and understood by passing vehicles.
- Detailed and clustered imagery should be avoided.
- Text should mainly be in bold, capital letters.

### **Poster Types and Fittings**

For durability it is recommended that posters be made from corrugated plastic or other composite type material.

Corrugated plastic posters should be fitted with plastic cable ties in the centre of the poster in order to take the majority of any wind pressure. In addition, extra plastic cable ties may be required for the top and bottom of the poster.

Composite material posters may come with a channel backing for fixing with clips.

### **Logos/Sponsorship**

It is not recommended that logos are used as they may distract from the main message.

### **Posters Designed by Local Schools or Communities**

Some posters will include pictures and messages drawn by local school children as part of a competition where the winning design is used. This is a good way of promoting road safety in schools but it is important that the images and messages drawn are clearly recognizable and understood by road users. Some designs can be made clearer by enhancing the outline of the text and image and increasing the size of the poster.

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### **Good Practice**

Posters must not contain or replicate any traffic sign shown in the Traffic Signs Regulations and General Directions Manual i.e. a 30mph sign with red border may not be used.

Posters should not contain any advertising material.

Posters should be fitted on private land wherever possible. Posters must not be fixed to any other traffic sign/post or telegraph poles

The minimum mounting height for signs located on pedestrian routes or footways is 2.1m and 2.3m on a cycleway. In verges it should be mounted at approximately 1.5m – 1.8m above ground level.

There should be a minimum of 500mm lateral clearance between the edge of carriageway and edge of poster frame.

Ensure that the tail of a cable tie does not point out towards the footway as this can cause issues, especially when at child or eye level of pedestrians or cyclists.

Posters should not obscure junction or bend sight lines or other road signs/ signals nor should they distract road users at potentially hazardous locations.

Posters should be secured so that they cannot be easily twisted around or moved in any way.

Posters should be inspected by local community representatives on an ad hoc basis to ensure that they have not become damaged or have moved.

Care should be taken to ensure that posters are not erected in locations that could be seen to intrude upon properties or homes.

Wherever possible, posters should be installed back to back.

The Parish Council and local community representatives should be advised that posters are to be erected

### **Health and Safety**

In order to minimise the risk to the County Council for each proposed sign location a suitable and sufficient risk assessment is to be carried out to identify the significant hazards and to determine the required control measures. Further details and an example risk assessment can be found on the HSE website

<http://www.hse.gov.uk/risk/>)

The applicant will be asked to confirm their understanding and agree to carry out and adhere to a risk assessment.



## Appendix 2

Due to the risk of striking underground utilities (gas, water, electricity etc) no person may dig into the highway (verge or footway) to install a post for the purpose of fitting a poster unless properly approved by the Highway Authority.

If there is a need for a dedicated post location it may be possible for a ground screw to be installed by the Highway Authority. A removable post may then be fitted at that location as and when required. The local community will be required to bear the cost of this.

Any person or organisation installing a poster should ensure that they have £5m public liability insurance cover.

If, in the opinion of the Highway Authority, a poster is erected where it presents a hazard to the travelling public, the Highway Authority reserves the right to remove the poster, or instruct the applicant to remove the poster.

### **Consultation**

Consultation between the Parish Council and interested parties, e.g. local residents and the Areas of Outstanding Natural Beauty Office. Consideration should be given to informing local press and putting articles in local newsletters as a way of advertising the campaign.

### **General**

The posters must be mounted and maintained in accordance with the standards detailed in this policy.



## DEPARTMENT FOR TRANSPORT

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*DfT Circular 01/2007*

*Department for Transport*

*Great Minster House, 76 Marsham Street, London SW1P 4DR*

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31 January 2007

## USE OF SPEED AND RED-LIGHT CAMERAS FOR TRAFFIC ENFORCEMENT: GUIDANCE ON DEPLOYMENT, VISIBILITY AND SIGNING

### **INTRODUCTION**

1. The Department's joint statement with the Association of Chief Police Officers (ACPO) and the Home Office (DfT, ACPO and HO, 2005) recognises speeding as one of the four most significant dimensions of unlawful, disorderly and dangerous road vehicle use. It therefore provides a joint commitment to tackle this activity.
2. Safety cameras provide a valuable and cost-effective method of preventing, detecting and enforcing speed and traffic light offences. They encourage changed driver behaviour and are also proven to make a significant contribution to improving road safety for all road users. Safety cameras therefore play an important role in an integrated road safety strategy.
3. On 15 December 2005 the Secretary of State for Transport announced (Hansard, 2005, Column 178WS) the ending of the National Safety Camera Programme and netting-off funding arrangement for cameras in England and Wales. Camera funding, activities and partnerships are being integrated into the wider road safety delivery process from 1 April 2007.
4. The move gives local authorities, the police and other local partners greater freedom and flexibility to pursue whichever locally agreed mix of road safety measures they see fit in order to reduce road casualties in their area. With this also comes greater local accountability for the future deployment and operation of cameras.
5. The fundamental objective underlying the National Safety Camera Programme has been to reduce speeding, collisions and casualties at locations where excessive speed represents a road safety problem, and to achieve this result through camera locations being publicised, signed and visible to road users. Whilst recognising greater local

flexibility, it is the Department's intention that road safety partnerships continue to follow this approach in respect of safety camera enforcement at specific sites as part of their local road safety strategies.

6. This Circular provides guidance and best practice advice on the deployment of speed and red-light cameras in these circumstances after 1 April 2007. The guidance does not restrict or fetter the police's discretion to enforce covertly anywhere, at any time.
7. This Circular supersedes Circular Roads 01/92 (Use of Technology for Traffic Enforcement: Guidance on Deployment), Circular Roads 01/95 (Traffic Signal and Speed Camera Signing) and the Handbook of Rules and Guidance for the National Safety Camera Programme for England and Wales 2006/07, which are now cancelled.

## **BACKGROUND**

8. Safety cameras are those that enforce speeding and/or traffic-light offences. A number of independent research studies, including of the National Safety Camera Programme, have shown that cameras are an extremely effective mechanism for reducing vehicle speeds and road casualties at camera sites. These include:
  - Cost-benefit analysis of traffic light and speed cameras (August 1996)
  - A cost recovery system for speed and red-light cameras – two-year pilot evaluation (February 2003)
  - The National Safety Camera Programme – three-year evaluation report (June 2004)
  - The National Safety Camera Programme – four-year evaluation report (December 2005)
9. These reports can be found on the Department for Transport web site at [www.dft.gov.uk/safetycameras](http://www.dft.gov.uk/safetycameras).
10. The independent four-year evaluation report of the National Safety Camera Programme, covering over 4100 camera sites operating in some 38 safety camera partnership areas, was published on 15 December 2005. It recorded a 42 per cent reduction in death and serious injury and a 22 per cent reduction in personal injury collisions at camera sites.
11. The four-year evaluation also considered the effect of 'regression-to-mean' – the effect arising because the number of collisions in the period before the installation of a camera may be higher than the long-term average for that location. It concluded that, even after allowing for this phenomenon, safety cameras still achieve substantial and valuable reductions in collisions and casualties.
12. In August 2006, the Department published new guidance (DfT, 2006b) to traffic authorities on setting local speed limits. Traffic authorities have been asked to review and implement any necessary changes to the speed limits on all their A and B roads by 2011 in accordance with the new guidance. They, and other local delivery partners, will also wish to monitor and reassess enforcement needs alongside these reviews.

## **THE LEGAL FRAMEWORK**

13. The Road Traffic Offenders Act 1988 and The Road Traffic Act 1988 require speed enforcement devices to be type-approved by the Home Secretary before evidence from them can be used in court proceedings.
14. The Home Office type approval process provides a public assurance of any equipment's accuracy and reliability. Type approval is granted only to devices that have a high degree of accuracy and reliability to satisfy rigorous testing by the Home Office Scientific Development Branch (HOSDB) and the police in the field. Testing ensures that all devices are robust, reliable and can produce accurate readings or images under a variety of extreme conditions. Type approval is granted to a particular kind of device, with each individual device required to be manufactured to the same high standard.
15. Documentation setting out the rigorous standards with which type-approved equipment is required to comply, in both design and operation, can be found on the Home Office Scientific Development Branch area of the Home Office web site at <http://scienceandresearch.homeoffice.gov.uk/hosdb/>.
16. The Road Traffic Act 1991 makes various provisions relating to the use of automatic devices for the detection of speeding and traffic-light offences. This includes, by virtue of section 95A of the Highways Act 1980 (as inserted by section 40 of the Road Traffic Act 1991), providing highways authorities with the power to install and maintain, on or near a highway, structures and equipment for the detection of traffic offences.
17. The installation of traffic and speed cameras is not development as defined in the Town and Country Planning Act 1990, so neither planning permission nor permitted development rights are required for their installation.
18. Part VI of The Road Traffic Regulation Act 1984 requires that, unless a road has been designated special road status (i.e. a motorway), speed limits are implemented either by virtue of the provision of a system of street lights (restricted road status) or through Traffic Regulation Order. Traffic authorities are required to ensure that all speed limit signing complies with the statutory requirements prescribed in The Traffic Signs Regulations and General Directions 2002 (TSRGD) as amended, or have been specially authorised by the Department or the Government Office for the regions.

## **IDENTIFYING THE APPROPRIATE SOLUTION (AT SPECIFIC LOCATIONS)**

19. As part of the 15 December 2005 announcement, the Department is encouraging the establishment of wider road safety partnerships to facilitate better 'meshing' between safety cameras and wider operations of traffic management, road safety, policing, and other local functions.
20. Within this wider road safety approach, local authorities, the police and the other local partners are encouraged to work closely together to identify the top priorities for improving road safety in the area of the partnership, including enforcement activity, and to agree a joint strategy and their respective roles within that strategy.

21. Safety cameras are one of a wide range of measures that are effective at reducing vehicle speeds and casualties when used correctly and in the appropriate circumstances. The local partners should therefore work together to decide the most suitable approach to safety problems at specific locations depending upon the evidence and local needs and considerations. This should include investigation of the nature of the problem, including current vehicle speeds, the proportion of vehicles exceeding the speed limit in free-flowing conditions, the proportion of different collision types and the causes of those collisions. It is recommended that, before a decision is made to use camera enforcement, traffic authorities confirm that the speed limit at each proposed site is appropriate.
22. For selecting potential camera sites, it is recommended that analysis of collision data should be undertaken over a minimum period (e.g. most recent 3 years, or preferably 5 years) to determine whether a camera is an appropriate solution to reduce speeds and/or collisions at that site. Average (mean) and 85th percentile speeds should also be collected so that the data is not more than 12 months old. This will help to demonstrate the level of non compliance with the speed limit, which itself should also have been constant over the same minimum period.
23. The local partnership is fully accountable for these decisions and should be proactive in communicating information on the deployment of cameras through the usual channels, including the Local Transport Plan process and local Speed Management Strategies.
24. Vehicle Activated Signs (VAS) that are TSRGD compliant have been shown to be effective at reducing speeds and collisions when used instead of or in conjunction with safety cameras and may be considered as part of an overall casualty reduction strategy. Reference should be made to TAL 01/03 Vehicle Activated Signs (DoT, 2003) and TRL Report 548 (Winnett and Wheeler, 2003) when considering the use of VAS.
25. Speed Indicator Devices (SID) are not prescribed as traffic signs in TSRGD, but the Department recognises that these are widely used to help raise awareness of speeding, particularly at community concern sites. SID should not be used as an alternative to prescribed speed-limit signing. Care should also be taken to ensure that the use of SID does not mislead or confuse road users as to the posted speed limit on a road, or affect the legality of any enforcement undertaken.

## **DEPLOYMENT**

26. The primary objective for camera deployment is to reduce deaths and injuries on roads by reducing the level and severity of speeding and red-light running. The aim is to do this by preventing, detecting and enforcing speed and red-light offences, which includes encouraging changed driver behaviour by the use of safety camera activity.
27. All camera activities have the potential to deal with large numbers of alleged offenders. It is therefore essential that, from the earliest stages when the use of cameras is being considered, discussions take place with all agencies at a local level and an agreement is reached on detailed plans for implementation. The police are responsible for operating and maintaining the cameras and for initiating follow-up procedures to deal with offences detected, while Her Majesty's Court Service (HMCS) is responsible for collecting fines or fixed penalties and endorsing licences. Their full co-operation and agreement for new or continued camera use is therefore essential and should be secured at an early stage.

28. In view of local decision making and accountability, the Department does not want to be prescriptive about the conditions to be met for the use of safety cameras. However, evidence from the evaluation reports for the National Safety Camera Programme for England and Wales (2000–04) has continuously shown that the use of cameras has been effective when deployment was based upon locations where a specific level of Killed or Seriously Injured (KSI) collisions and excessive speed had occurred.
29. Included at Annex A are the site selection criteria that applied at the end of the National Safety Camera Programme. Traffic authorities and road safety partnerships may wish to consider using these, as they have developed with the extended roll-out of the National Safety Camera Programme. These previous site selection criteria have been shown to reduce speeds and casualties at camera sites and are now generally recognised, as they have been made publicly available. It is recommended that locally agreed deployment criteria are developed under which traffic authorities and road safety partnerships have a systematic approach to site selection that can be demonstrated locally.
30. Whilst the primary objective for camera deployment is to reduce KSIs at known collision locations, cameras can also be beneficial where there is community concern – i.e. the local community requests enforcement at a particular site because traffic speed is causing concern for road safety, or where there are engineering factors that cannot be implemented in the short term and enforcement is being used as an interim measure.
31. The Department believes that ensuring compliance with temporary speed limits at road works is extremely important to protect both the travelling public and the workforce undertaking the road works. The use of temporary cameras, to enforce temporary lower speed limits, should be seriously considered at all major road works to reduce the likelihood of collisions occurring and to ensure road-worker safety. The Highways Agency has produced guidance for camera use at roadworks on trunk roads and this is commended to all traffic authorities.  
[http://www.highways.gov.uk/aboutus/documents/crs\\_temp\\_speed\\_nettingoff.pdf](http://www.highways.gov.uk/aboutus/documents/crs_temp_speed_nettingoff.pdf)
32. As mentioned in paragraph 13 above, all enforcement devices must be type-approved, and there are many devices that have received type approval. The appropriate device(s) will depend on local agreement. There are four main types of equipment, and circumstances in which these may be appropriate are indicated below:
  - Fixed speed camera sites – used at sites where collisions are clustered around a particular point or location.
  - Mobile speed camera sites – used at sites where collisions are scattered along a length of road or where enforcement is needed at specific times of the day or year. This type of enforcement can also be used to complement fixed enforcement.
  - Average speed camera sites (fixed) – this type of enforcement has the effect of calming the speed over a longer distance and can be used at sites where a significant number of collisions are scattered along a length of road and for major road works enforcement.
  - Red-light camera sites – used at traffic-light junctions where collisions are recorded because of vehicles failing to comply with a red traffic light.

33. All of the four camera types above may be used as part of wider route treatments.
34. Road safety partnerships will have the flexibility to use type-approved equipment to enforce 20 mph speed limits from 1 April 2007. However, the Department remains of the view that 20 mph zones should continue to be self-enforcing, where appropriate through suitable traffic calming measures.

## **PRE-ENFORCEMENT CHECKS**

**Non-compliance with the Traffic Regulation Order requirements or speed limit signing requirements may mean that the speed limit is unenforceable.**

35. Whatever locally agreed deployment strategy is adopted, there are a number of pre-enforcement checks that are recommended before camera enforcement commences:
  - Ensure that the speed limit is appropriate – the Department published guidance on setting local speed limits in August 2006 (see paragraph 12).
  - Ensure that the Traffic Regulation Order (where applicable) is legal and correct – unless a road has been designated special road status (i.e. a motorway), speed limits are implemented either by virtue of the provision of a system of street lights (restricted road status) or through Traffic Regulation Order. If a Traffic Regulation Order is required, this should be reviewed to ensure that it is still appropriate and lawful.
  - Ensure signing is lawful and correct – traffic authorities are required to ensure that speed limit and camera signing complies with the statutory requirements prescribed in TSRGD, or as specially authorised.
36. These checks should be undertaken each time prior to a period of enforcement taking place and, for those areas where enforcement is not regularly undertaken, checks should be undertaken on a regular (at least six-monthly) basis. In all cases, camera and speed limit signs must not be obscured: they must be positioned so that they are clearly visible at all times.
37. When it has been confirmed that a site is suitable for camera enforcement, the enforcement is undertaken in accordance with the ACPO Code of Practice for Operational Use of Road Policing Enforcement Technology (ACPO, 2004).

## **SIGNING, VISIBILITY AND CONSPICUITY**

38. The following signing guidance is aimed at safety cameras, whereas the visibility and conspicuity guidance is aimed at speed cameras rather than red-light cameras, as in all cases a red traffic signal will clearly indicate that a driver is required to stop.
39. As part of the National Safety Camera Programme, signing, visibility and conspicuity rules were mandatory to enable costs to be netted off from fine income, and this has helped to highlight to motorists where enforcement is being undertaken and, combined with the communications activities undertaken as part of the programme, why enforcement is being undertaken. The Department's intention is that this high-visibility approach should be retained. In view of the importance of consistency on this



fundamental point and to avoid confusion, the Department expects that enforcement by any road safety partnership, or representative of a road safety partnership, should follow the guidelines that are in this section.

## **Signing**

40. A speed limit is made lawful by the presence of street lights and/or a Traffic Regulation Order and the provision of prescribed speed limit signs appropriately located that comply with the TSRGD.
41. The Department has published an aide-memoire (DfT, 2006a) that provides guidance on speed limit and safety camera signing and is designed to ensure correct and consistent signing across the country. It does not replace or update the legal requirements of TSRGD but should be considered as best practice. In summary:
  - Camera signs should continue to be co-located with speed limit signs where permitted and practicable.
  - For fixed speed enforcement, co-located camera and speed limit reminder signs should continue to be placed to allow the signs and speed camera to be visible to the driver in the same view. A camera sign may also be placed not more than 1 km from the first camera housing in the direction being enforced (including or excluding side roads at the discretion of the road safety partnership).
  - For mobile enforcement, co-located camera and speed limit reminder signs should continue to be placed in advance of the point of entry to the site or route (including or excluding side roads at the discretion of the road safety partnership) in the direction being enforced. Camera signs should also continue to be placed thereafter at intervals of around 1 km throughout the length being enforced.
42. Reference should be made to TAL 01/95 Speed limit signs – a guide to good practice (DoT, 1995) when reviewing speed limit signing. On dual carriageway roads and motorways, wherever possible an additional camera warning sign should be placed on the central reserve.
43. In all cases, camera and speed limit signs must not be obscured but be positioned to be clearly visible at all times.
44. On every occasion before commencing enforcement at a camera site, the enforcement officer should be satisfied that the relevant speed limit and safety camera signing is present and correct.

## **Visibility**

45. Depending upon the enforcement method used, speed camera housings (including tripod-mounted cameras) or the camera operator or the mobile enforcement vehicle should be clearly visible from the driver's viewpoint at the following minimum visibility distances:
  - 60 metres where the speed limit is 40 mph or less;
  - 100 metres at all other speed limits.

46. On every occasion before commencing enforcement at a camera site, the enforcement officer should check that the visibility guidance is met.

### **Conspicuity**

47. Fixed speed camera housings located within an area of street or highway lighting should be coloured yellow either by painting both the front and back of the housing or covering both the front and back of the housing with retro-reflective sheeting. In an area not covered by street or highway lighting, the speed camera housing should be treated with yellow retro-reflective sheeting. The recommended paint colour is No.363 Bold Yellow of BS381C:1996. The retro-reflective sheeting should meet the requirements of BS EN 12899-1:2001 or a suitable microprismatic sheeting conforming to BS 8408 or an equivalent Standard of a European Economic Area State.
48. Vehicles from which enforcement may take place should be liveried and clearly identifiable as an enforcement vehicle. Visibility of the livery should be maintained during enforcement, e.g. where it is necessary for the doors to be open, markings or livery should be apparent to approaching traffic in the direction of enforcement. If the enforcement officer is undertaking enforcement away from the vehicle, the enforcement officer should be conspicuous by wearing high-visibility clothing.
49. On every occasion before commencing enforcement at a camera site, the enforcement officer should check that the conspicuity guidance is met.

**This camera signing, visibility and conspicuity guidance has no bearing on the enforcement of offences. Non-compliance with this guidance does not provide any mitigation of, or defence for, an alleged offence committed under current UK law.**

### **COMMUNICATIONS AND PUBLICITY**

50. The Department recommends that partnerships continue to proactively provide information about safety cameras, including their deployment, and the benefits they bring, but do so as part of a wider approach to road safety-related communications.
51. That wider approach should aim to raise public awareness of the behaviours that can cause casualties on the roads, the partnership's approach to dealing with these behaviours, and the steps the public can take to ensure they and others drive safely.
52. When partnerships are communicating information on safety cameras, we recommend the following be considered a priority:
- the location of camera sites;
  - the criteria for the location of camera sites;
  - types of cameras, how they work, and why they are deployed;
  - the justification for the use of camera sites;
  - local casualty reduction figures;

- the effect that cameras have had on casualty figures in the local area;
  - that cameras are now funded in the same way as other road safety measures;
  - contact details for the partnership.
53. Every effort should be made to publicise the use of cameras in an area. The opportunity should be taken to emphasise the road safety objectives of camera enforcement, as well as to enhance the deterrent effect through this publicity to improve compliance.
54. Local publicity campaigns should complement the Department's THINK! road safety campaign. More information on this can be found at: [www.thinkroadsafety.gov.uk](http://www.thinkroadsafety.gov.uk).

## **MONITORING EFFECTIVENESS**

55. As with all other road safety or casualty reduction interventions, data should be collected to monitor effectiveness of safety camera use. It is recommended that, as a minimum, speed data and collision data are routinely collected at camera sites. Additionally, other data such as public opinion and the contribution that cameras make to the overall casualty reduction picture should be continued.
56. Road safety partnerships are encouraged to, at least annually, review all their existing camera sites and other collision hotspots (i.e. roads where there appear to be a comparatively high number of collisions) within their area. This review should ensure that all sites have been identified where casualties could be reduced by the use of safety cameras or other road safety interventions. It should also help to inform the enforcement strategy to ensure that camera resources continue to be deployed to best effect in reducing collisions and casualties.
57. This should be an ongoing process to identify those sites where camera enforcement is judged to be a continuing or appropriate solution and should take into account views put forward by both local communities and road users.
58. In particular, the review should identify sites where a good safety record has been achieved and therefore make an assessment on whether safety camera enforcement needs to be retained to maintain effective compliance. Or the review may identify sites where there appears to be a continuing problem of high numbers of collisions notwithstanding the use of cameras, and this will enable the assessment of whether further complementary or different action should be taken.
59. Any monitoring undertaken should consider the effect of 'regression-to-mean'. This may be particularly relevant if a camera site is selected when the collision record is at its worst, i.e. the number of collisions in the period before the installation of a camera may be higher than the long-term average for that location.
60. Whilst the Department will not be collecting or requiring camera data to be submitted (as existed under the National Safety Camera Programme), it will wish to monitor the effectiveness of the freedom and flexibilities being made available from 1 April 2007. Road safety partnerships are therefore encouraged to continue to collect and publicise data showing effectiveness of safety cameras within their road safety strategies.

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## CONTACT FOR FURTHER INFORMATION

Speed Management Branch  
Department for Transport  
Zone 2/13, Great Minster House  
76 Marsham Street  
London SW1P 4DR

Tel: 020 7944 2466 / 8818  
Fax: 020 7944 9618  
E-mail: [road.safety@dft.gsi.gov.uk](mailto:road.safety@dft.gsi.gov.uk)  
Web: [www.dft.gov.uk](http://www.dft.gov.uk)

# ANNEX

## Site selection criteria that applied at the end of the National Safety Camera Programme

Rule		Fixed speed camera sites		Mobile speed camera sites		Routes		Red-light or combined red-light speed
1	Site or route length requirements	Between 0.4 km and 1.5 km		Between 0.4 km and 5km		Between 5 km and 20 km		From stop line to stop line in direction of travel
2	Number of KSI (killed or seriously injured) collisions	At least 3 KSI collisions per km in the baseline period.*		At least 1 KSI collision per km (average) in the baseline period.*		A minimum of 3 existing core sites within the length. (There are no further requirements.) OR Has at least 1 KSI collision per km (average) in the baseline period* and meets the PIC total value below.		At least 1 KSI collision within the junction in the baseline period.* Selection must be based upon a collision history of red-light running.
		*The baseline period is the most recent 36-month period available when proposal is submitted, where the end date is within 12 months of the date of submission.						
3	Total value required	Built-up 22/km	Non-built-up 18/km	Built-up 11/km	Non-built-up 9/km	Built up 8/km	Non built up 6/km	10
		For sites up to 1 km, the above value is required. For sites longer that 1 km, the value is per km.						
4	85th percentile speed at proposed sites	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold in built-up areas and 5 mph over maximum speed limit in non-built-up areas. This can apply to all vehicles or a vehicle class but must be compared consistently.						Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading of camera can take place safely.		Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.		The location of collisions in the baseline period will determine the length of route.		Loading and unloading the camera can take place safely.
6	Suitability of site for camera enforcement	The highway authority must undertake a site survey, demonstrating the following: (a) the speed limit has been reviewed, confirming that camera enforcement is the right solution; (b) there is no other cost-effective engineering solution that is more appropriate; (c) that the Traffic Regulation Order (where applicable) and signing are lawful and correct.						
<p>New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions. The combined level of collisions will be expressed as a numerical scale (see below) and assessed relative to the road classification for the site – whether it is either a ‘built-up’ or ‘non-built-up’ area and according to the type of site, i.e. route, fixed, mobile or red-light.</p> <p>Fatal or serious injury collision = 5 (i.e. 2 serious collisions = 10) Slight injury collision = 1 (i.e. 5 slight collisions = 5)</p> <p>‘Built-up area’ is defined as a road with a speed limit of 40 mph or less. ‘Non-built-up area’ is defined as a road with a speed limit of 50 mph or more.</p>								

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*Printed in Great Britain on paper containing at least 75% recycled fibre.*

ISBN-13 978-0-11-552834-7

**£6.00**



**[www.tso.co.uk](http://www.tso.co.uk)**

ISBN 978-0-11-552834-7



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## Appendix 4

### Extract from the VAS Policy.

5. The three sign types are as follows:

a. Temporary Speed Indicator Devices (TSID) – is a smaller portable sign that can be post-mounted onto an existing post, displaying the speed limit of the road, when activated by a vehicle exceeding a set limit.

TSID's are temporary devices that can be hired by the local community to raise awareness and to highlight those areas where excess of inappropriate speed is considered to be a concern.

The sign will be located and maintained by TfB Local Area Technicians.

b. Vehicle Activated Signs (VAS) – is a permanent post-mounted sign that can display the speed limit of the road or warn of a hazard ahead (subject to compliance with the Traffic Signs Regulations and General Directions 2002).

Applications for the use of this sign can be made by the Town or Parish Councils. An assessment will be made to determine whether the agreed criteria is met, which includes collating traffic speed and casualty collision data.

The cost to provide the supply and installation of a sign, along with all future maintenance costs can vary greatly and has to be calculated on an individual basis.

c. Locally Managed Moveable Vehicle Activated Signs (MVAS) – Trials carried out in the Central Chilterns area demonstrated that VAS units are effective at reducing speeds and raising the awareness of speed limits when deployed at sites for a short time.

The MVAS initiative has been piloted in 2 parishes, where the community arranged to procure, manage and deploy the signs themselves, subject to a project report being submitted and agreed by TfB.

The signs are moved around the village at pre-agreed locations, which can either be co-located onto existing posts (where appropriate) or fixed onto moveable posts secured by ground anchors.

Although more affordable than a VAS, this initiative does require a capable group of volunteers able to relocate the sign.





## **Speed limit change: budget estimate**

### **1. Speed Limits and TROs.**

Speed limits are made by Traffic Regulation Orders (TROs) and governed by the Road Traffic Regulation Act 1984 (Part VI). There is a legal process to be followed to ensure they are set up correctly and can be enforced by the police:

- All relevant parties must be consulted. This includes parish, town and district councils, road user groups, the emergency services and bus operators.
- Adverts must be placed in local newspapers stating the proposed speed limits for the specific road lengths and other important information. Adverts will also be placed on site. ( Large roadside notices are available to ensure non-local drivers have an opportunity to respond)
- Details must also be made available for public inspection, usually in libraries and on the internet.
- It is good practice to provide the opportunity for the public to respond via an online survey.
- An advert is needed when the TROs for the speed limits are confirmed.
- The police Area TM officer to be notified when new speed limit is in place, so they can confirm that it is legally enforceable and advise that enforcement can proceed.

When speed limits are changed or lengthened this same process must be undertaken.

### **2. Scheme Appraisal**

Before deciding to change a speed limit the following factors will be considered:

- accident and casualty savings
- improvement to the environment
- improvement in conditions and facilities for vulnerable road user
- reduction in public anxiety
- increased journey times for motorised traffic
- costs of implementation
- costs of engineering measures and their maintenance
- negative environmental impact of engineering measures
- costs of enforcement
- **all speed limit changes should be in accordance with the principles of DfT Circular 01/2006 "Setting local speed limits" or subsequent documents . This is necessary to ensure we comply with national guidelines and to ensure a consistent approach countywide. It should be stated in the public consultation materials how the proposals fit with this guidance,( or reasons for exceptions from it )**

- **Key Decision Report**

For any speed limit changes a Key Decision Cabinet Member Report must be submitted. This outlines the proposals, responds to all consultation comments/objections and provides a recommendation.

**3. Concept Budget Estimates**

This year there have been a number of speed limit changes requested through the delegated budget funding, whereby the Local Area Forum can select highway improvements to be implemented within their allocated budget. As part of the delegated budget scheme appraisal process all proposals were assessed and a concept budget estimate prepared. This budget is created to provide a realistic and robust budget for schemes to be undertaken. The simpler the scheme the more predictable the costs are. Speed limit changes need to go through the above consultation process and therefore the cost of processing the work can vary. Obviously, through the course of the design and implementation opportunities for cost savings will be sought and the budget estimate is not there simply to be spent.

**Cost Breakdown**

Task	Budget Cost
Transport for Buckinghamshire Fees – this allows for: <ul style="list-style-type: none"> <li>- Assessment of speed limit change.</li> <li>- Design of change.</li> <li>- Drafting TRO.</li> <li>- Reviewing Consultation Feedback</li> <li>- Preparing Key Decision Report</li> <li>- Project Management</li> <li>- Procurement</li> <li>- Produce stats plans</li> <li>- Road space booking</li> <li>- Site Supervision</li> </ul>	£2000
Legal Services Fees/Costs – these include for: <ul style="list-style-type: none"> <li>- Preparing the legal articles and definitions.</li> <li>- Two Public Notices in local newspapers.</li> <li>- Consultation.</li> <li>- Publish Order</li> <li>- Seal Order</li> <li>- Notify all consultation respondents of decision</li> </ul>	£3,000

Works Costs –(per single road length v500m ?) this allows for:	
<ul style="list-style-type: none"> <li>- Removal of existing signing and lining</li> <li>- Installation of new signs / Relocation of signs</li> <li>- Repeater signs if required</li> <li>- Line marking for speed limit roundels/centre lining</li> </ul>	£1,200
Subtotal	£6,200
Contingency of 20%	£1,240
<b>TOTAL</b>	<b>£7,440</b>

As stated above, the work involved in undertaking the TRO process and consultation can take considerably more time depending on the level of objection/support for a scheme. Also, additional work such as vegetation clearance may be required .

The costs for installation may be much higher if illuminated signs are involved or if extensive traffic management is required to safely remove/iinstall signs

The 20% contingency aims to provide for these unknown elements.

This estimate was compared with previous schemes delivered in 2010-11 (Wendover Safety Improvements, Butlers Cross and Sandhill Road, East Claydon). These schemes were each delivered for approximately £6,000.

A potential significant cost saving is to combine the advertising costs for a number of schemes together. This can be achieved when different schemes are located near to one another and are relevant to each other (i.e. both speed limit changes). Previously, as part of the speed limit review, these savings have been achieved, but as these schemes are proposed individually on the delegated budget it is unlikely that these saving can be made.

### **Other**

**Casualty Reduction should be sent a copy of the final TRO for adding to the speed limit TRO database ( & eventual inclusion in an online countywide speed limits map)**

**The speed limit change will be more effective if a VAS(s) is installed in the first few weeks of the new limit. (Casualty Reduction have 4 such signs available for use which can be installed by the Traffic Data team .(Suitable locations for these signs to be identified as part of original site assessment.)**



## 1. Overview on Speeding

1. I am highly sympathetic to the issue of speeding on Hivings Hill.

1.2 The fact that Chesham lies in a valley means that virtually every road leading into it is a steep hill. Whilst there is a fixed camera on Nashleigh Hill there are no other warnings to drivers to curtail their speed.

In my division Chartridge Lane is also subject to cars being driven at excessive speed.

3. Consequently whilst this petition relates to Hivings Hill there is an endemic problem with enforcement of existing limits : effectively there is none.

4. But at a time of huge pressure on resources I urge us to take a strategic approach across the whole of Chesham and draw up an action plan based on a number of elements:

**A. Drivers speed - not cars - and it a matter of educating them, warning them and using all possible ways to stop them as well as punishing.**

**B. A high proportion of speeding drivers are very local.**

**Speeding is primarily a community issue : what can a community do about speeding drivers?**

**C. It is not the County Council's primary responsibility to enforce speeding limits - only to set them after consultation.**

**However, there is a huge and welcome national drive towards implementing 20MPH limits and this is BCC policy. But there is not budget to match and it is estimated that each stretch of road would cost £7000 to lower the limit.**

**I understand that many local authorities are funding 20 MPH limits. Why isn't Bucks CC?**

To take these in turn perhaps we can consider the following:

## 2. Drivers speed - not cars - and it a matter of educating them, warning them and using all possible ways to stop them as well as punishing.

2.1 Is Bucks CC and the Police doing sufficient about educating drivers on the dangers of speeding? Are there leaflets available? Email shots? Does the community know enough about the initiatives? Do we target sections of the community eg younger drivers?

2.2 If BCC produces graphic, punchy and informative leaflets can the community distribute them ? Are we maximising the Road Safety partnerships particularly with Fire Authority and Police, especially at public events?

2.3 Why is there a charge for using a mobile SID device if the community will operate it?

2.4 Is it possible to use digital displays at hot spots highlighting the number of speeding offenders caught as in other authorities?

2.5 Is it possible to regularly publish names of offending drivers who are local?

**3. A high proportion of speeding drivers are very local.**

**Speeding is primarily a community issue : what can a community do about speeding drivers?**

3.1 Can we pilot a Chesham –wide response, enlisting the help of the Town Council to make Chesham safer? This is as much a matter of publicity as anything and empowering the local communities to bring about change. Market stall would be good.

3.2 Chesham has effective pressure groups for instance for Fair Trade, Impress the Chess, Lowndes Park, the Elgiva, Rail users etc. Effectively we need to sponsor and support a Chesham community- based pressure group to change driver behaviour

3.3 Consider signs at each entrance to Chesham eg:

“ Chesham – A Safe Town - does NOT welcome speeding Drivers” .. or similar

3.4 Perhaps local drivers could be encouraged to sign an “ I don’t speed “ pledge.

**4. It is not the County Council's primary responsibility to enforce speeding limits - only to set them after consultation.**

**However, there is a huge and welcome national drive towards implementing 20MPH limits and this is BCC policy. But there is not budget to match and it is estimated that each stretch of road would cost £7000 to lower the limit.**

**I understand that many local authorities are funding 20 MPH limits. Why isn't Bucks CC?**

4.1 BCC needs to be far more transparent on how communities can help themselves and provide relevant data capture equipment at no cost.

4.2 It needs to give a higher profile to the Road Safety partnerships.

4.3 However – I strongly advocate consulting on a series of 20MPH limits in Chesham and being prepared to fund them if communities want them. Can we have a Chesham – based pilot? My feeling is that there is strong support.

4.4 But at the same time this would provide a springboard for a publicity campaign with Town Council, Community groups and hopefully schools to radically improve local driver behaviour .

4.5 An approach led by KSI statistics simply will not do.

Cllr Michael Brand

**Chesham and Chiltern Villages  
Local Area Forum**

---

**Title:** Update report from Transport for Buckinghamshire

**Date:** 23 January 2013

**Author & Contact officer:** Ann Marie Davies  
Transport Localities Team Leader  
Aylesbury Vale, Missendens & Chesham and Chiltern Villages

**Electoral divisions affected:** Parishes within the LAF

**Summary**

1. From 2010 this standard report will be issued to each Local Area Forum (LAF) / Local Community Partnership (LCP) from Transport for Buckinghamshire.
2. It will aim to provide a comprehensive update on current and relevant Transportation issues which are tailored to each individual LAF / LCP.
3. Standard topics to be covered will be:
  - Dates of when Local Community Gangs will visit parishes
  - Major issues likely to affect parishes within the LAF / LCP
  - Update on ongoing local issues
  - Policy Development
  - Any other information
4. In addition, it will cover any emerging issues which could or will affect Local Area Forum / Local Community Partnership areas.

## AREA MAINTENANCE

### Community and Road Fixer Gangs

The community gangs will be continuing in your areas week commencing 14 January, with the Road fixer gangs due in the area in March. Any ideas for community gang type work, i.e. vegetation clearance, minor repairs etc should be sent to your area technician, Jon Dickens, in the first instance.

A full list of when work will be taking place is available on <http://www.transportforbucks.net/Roadworks-Centre.aspx>

### We're Working On It (Design & Construction/Area Maintenance)

As you will know the 'We're Working On It' capital works programme has been very successful in its bid to improve road condition across the County. The programme is set to continue into 2013/14.

The following explains the various types of treatment available and that could be used in your area.

Surfacing: Replacement of the existing road surface

Micro Surfacing (formally slurry seal): A form of surfacing that smoothes out minor imperfections and gives a clean road finish

Plane & Patch: This involves planing out sections of road and replacing with a new surface

Surface Dressing: Spraying the road with hot bitumen and then covering with stone chippings

Please note that the treatments noted above are weather dependant and whilst we have provided an anticipated start date these may change.

### Schemes for 2013/14

The process for selecting next year's capital resurfacing programme has commenced and I thought it would be helpful to outline what's happening now and what will be happening over the next month or so.

Fundamentally the process will be similar to last year.

### Locality Meetings and feedback

A meeting will be held for each Division in a repeat of the process from 2011. Generally these will be individual meetings but joint meetings for Divisions with two Members will be held wherever possible. Following brief presentations providing background information and a list of potential recommendations, the Members will be invited to discuss these recommendations, and introduce any new potential schemes for consideration. Prior to the meeting, the Local Area Technicians will be encouraged to assist Members in identifying any new schemes.

The outcome of the meeting would be an agreed prioritised list of schemes with indicative extents. The schemes would be ranked in order of preference for the top 5 and then a reserve list of 2 or 3 additional schemes indicating the next priority should



funding be available or if priority schemes prove impossible due to external factors (e.g. utility works). The list from the meeting will be investigated further and any significant issues identified. A feedback report will be provided to Members to confirm the discussions.

From the prioritised schemes further investigations will take place such that a programme will be drawn up to match the available budget, once the budget allocation is confirmed. The intention will be to distribute the proposed lists of schemes to form the 2013/14 programme as soon as possible after budgets are confirmed in February 2013. This will identify which schemes can be delivered in 2013/14 and which will have to wait for 2014/15 or beyond. Therefore **delivery of all of the selected schemes could take three years or more.**

The intention will be for each Division to have a two year rolling programme of schemes which will be refreshed each year allowing for:

- Changes to Members and Divisions in May 2013,
- Changing circumstances or priorities for 2014/15 schemes
- Identification of new priority schemes for 2015/16.

More information will be reported back to future LAF's as and when further information becomes available.

### **Traffic Management**

The Moveable VAS (MVAS) initiative has now been approved. Full details and an application form are available on the website. This initiative is a locally managed scheme where VAS can be purchased by the Parish/Town Council and moved around the village to pre-agreed locations, aimed to encourage safer driving speed and improve road safety. Contact details are also provided, in order that interested parties can speak directly with the sign/post/ground screw contractors to obtain a cost estimate for budgeting or bidding purposes. An application fee of £350 + vat, completed application form and insurance details must be submitted to TfB. This will be followed by a site meeting to discuss and agree locations, prior to the works being procured and installed. Further details can be obtained from the Local Area Technicians and/or Area TM staff.

### **Road Safety**

#### Preparation for Winter Driving

Winter driving workshops were held around the County in November. Also available Older/Mature Driver assessments to brush up on driving skills - countywide, assessment lasts approx one hour followed by a written report, car safety pack and certificate of completion all for £35. for further details please telephone 01296 382450

### **Street Lighting**

Nothing to report at this time

## Passenger Transport

### **CAROUSEL BUSES - CHANGES TO BUS TIMES FROM 27th JANUARY 2013**

Carousel Buses have announced timetable changes to many of their services from Sunday 27th January. These are revisions intended to improve the reliability of services, particularly at peak times, but routes do not change.

Timetables will change for the following services:

A30  
A40  
740  
336  
577, 581, 582  
580

Full details can be found at [www.carouselbuses.co.uk](http://www.carouselbuses.co.uk) or by calling Carousel at 01494 533436 or Traveline on 0871 200 22 33.

## Asset Management - Structures

### Structures

The Environment Agency are promoting a scheme to repair the damaged section of culvert running under Market Square in Chesham. Exact details are yet to be decided upon, but it is hope that the scheme will be implemented in 2013-14 financial year.

## Local Priorities Bids (Transport) 2012/13

<b>Chesham</b>	<b>30325</b>	
Chesham	4000	Culvert improvements
Chesham	15425	Fullers Close verge hardening – January 2013 for proposed works
Cholesbury	2500	Pound Lane/Stony Lane kerbing of grass triangle
Cholesbury	2500	Oak Lane/Jenkins Lane kerbing of grass triangle
Cholesbury	450	Salt bin – delivered
Chartridge	450	Salt bin – delivered
Chesham	5000	Car Park entrance improvements

**Sent:** 12 December 2012 16:40  
**Subject:** To members of the Chesham and Chiltern Villages LAF - Local Priorities and Project proposals  
**Importance:** High  
**Attachments:** LAF Funding Expression of Interest Form August 2012.doc; Community Wellbeing project proposal Cabinet 21 Sept12 v2 as at 14 9 12.doc

Dear LAF Members

The reason for this email is twofold: 1) to update you on the work of the Local Priorities sub-group and 2) explain the project proposal process for the next financial year.

### **Local Priorities Sub-group**

At the last LAF meeting, a sub-group was set up to discuss how the LAF could be more pro-active in allocating its delegated funding and how it could focus its budget on areas of priority rather than simply having a reactive and fragmented approach to funding applications. The group, consisting of Noel Brown, Chris Brown, Fred Wilson and John Axon, met on the 29th November. The group considered information for the Chesham and Chiltern Villages LAF area from the last "Residents Survey" conducted by Mori in December 2011, and then shared what each Councillor thought was the top priority for their area which could also be applicable across the LAF area. There was a useful discussion on deprivation, including rural deprivation, and the objectives of the Chesham Community Wellbeing Project (see attached). As a result of the discussion, the group proposes that funding from next year's budget should focus on projects which aim to:

- Reduce Anti Social Behaviour through initiatives which involve young people in sporting, recreational, performance or creative activities or programmes designed for 'crime diversion'
- Enhance a sense of community in a village or contribute to the sustainability of village life eg. facilities in a village hall, keeping open a local shop or pub.
- Support the local economy and employment by developing Chesham and the Villages as a centre for Performing Arts & Creative Industries; Conferences & Events; Hospitality/Local Foods/Gastropubs.
- Reduce the social isolation of the Asian Community in order to increase their capacity to improve the health and wellbeing of all members of their community.

- Contribute towards the priorities identified for the Chesham Community Wellbeing Project which aims to tackle deprivation and increase the wellbeing of the Chesham community.
- Develop community transport schemes to improve access to facilities and services for vulnerable or older age residents in rural areas.
- Improve highways and road safety - total project funding for this priority not to exceed 55% of the LAF's local priorities budget. This year this amounted to £29,909 of the £54,584 total budget.

Please contact me if you have any comments on the above priorities.

### **Project proposals and applications for funding**

If you have projects that require funding which meet any of the above priorities then please complete the attached form. We are trying to get next year's local priorities budget committed as early as possible so that projects do not overrun or do not happen at all because of the lack of implementation time.

Therefore, those projects likely to be implemented by TfB in financial year 13/14 should be submitted using the attached form by **January 31<sup>st</sup> 2013**. Please ignore the section that asks for costs unless you know them - these will be completed by TfB.

Any community project proposals should also be submitted as soon as possible using the same form but here we will need the costs section completed.

If there are any queries or you have ideas for projects that need to be worked up, then do not hesitate to contact me.



LAF Funding



Community

Expression of Inte...Wellbeing project pr..

Best wishes

Christine

Locality Manager – Chiltern  
01296 383645

## REPORT TO CHESHAM AND CHILTERN VILLAGES LOCAL AREA FORUM MEMBERS

**Title:** Applications for funding from the Local Priorities budget 2013 -14

**Date:** 23rd January 2013

**Author:** Phil Dart, Head of Localities and Safer Communities  
Tel: 01296 382398

**Contact officer:** Christine Gardner, Localities and Communities Manager  
(01296) 383645  
Ann-Marie Davies, Transportation Localities Team Leader (01296 382157)

**Electoral divisions affected:** Chess Valley, Chesham East, Chesham North West, Chiltern Ridges

### Summary

1. This report relates to two proposals for funding from the Chesham and Chiltern Villages LAF Local Priorities devolved budget for 2013/14 and is subject to the County Council agreeing that this budget of £54,584 should continue in 2013/14.
2. Applications received should be evaluated against the priorities agreed by the Local Area Forum (LAF) in it's Local Area Plan. This report seeks agreement to allocate funding from the LAF's Local Priorities budget to enable the projects in section four to be implemented.

### Recommendations

3. **Members of the Chesham and Chiltern Villages Local Area Forum are invited to agree that funding from the Local Priorities budget be allocated to the projects listed in section four below. I recommend that £5,000 is allocated to the U project because it meets the local priorities of reducing isolation for older people as well as activities for young people. In addition the project encourages volunteering and therefore increases community capacity. It also has matched funding from CDC of £5,000 and other sources are being pursued.**
4. **With reference to the Street Art Project, I recommend the full £500 is awarded because this project directly meets the "young people" local priority and the project has matched funding.**



INVESTOR IN PEOPLE



5. The projects and amounts involved are as follows:

<b>Project</b>	<b>Amount requested.</b>	<b>Amount recommended</b>
The U Project - Chesham	5000	5000
Waterside Urban Street Art Project	500	500
<b>Total</b>	<b>5500</b>	<b>5500</b>

## **Background**

### **The U Project - Chesham**

6.. The U Project is a process to revitalise neighbourliness and community spirit within communities. It does this by:

a) Delivering in the region of 27 sessions with an average of 10 people attending each session. The content of the sessions would meet local need and include First Aid, Defusing Conflict, Building your Network and Alcohol Awareness (aimed at 18-25s). A fifth subject is in development which covers caring for older people.

b) The total project cost of £25,000 would include the part-time employment of two young people as project workers. The project workers would receive three days training at the start, weekly one-to-ones, and access to coaching. In other projects, the project workers recruited included young unemployed people.

c) The project workers will recruit volunteer hosts, working with publicity and through existing networks. The volunteer hosts will run each session. At least 12 hosts will be needed.

d) Volunteer hosts will receive one day of training for 6 to 7 hours on a Saturday followed by two practice evening sessions and then a phone call after their first session. This will be provided twice within the project. The hosts' training will include skills including group management, public speaking and managing a room - essentially community leadership skills - along with enough understanding to deliver each topic. Along with the project workers, the hosts will help to recruit guests from their neighbourhood through marketing and publicity and work through existing partners.

e) Guests will also receive a "goody bag" which includes 1 carefully chosen piece of local information, usually a fridge magnet with key learning from the session and a pledge badge. The funding would also include room hire, refreshments and the final celebration event. There are no copyright arrangements and so there would be no difficulties with continued use of the training materials after the involvement from the U has ended.

7.. The project will have specific targets:

At least 12 local people trained to deliver sessions (Hosts)

At least 250 local people attending U sessions (Guests)

At least 70 people report an increased confidence and willingness to defuse a conflict/neighbour difficulty themselves

At least 70 people report an increased confidence and willingness to act in a medical emergency

At least 150 people commit to acting in a friendlier, more helpful way in their community

At least 60 people commit to getting involved in their local community

At least 20 people to undertake a new volunteering activity.

8.. The cost breakdown is:

Predelivery: planning, recruitment, partnerships	£ 1,200
Managing and supporting local staff	£ 7,070
Local marketing	£ 1,200
Host training and support	£ 2,600
Host and Guest resources	£ 1,410
Venue hire	£ 1,200
Final event	£ 700
Social impact data and reporting	£ 1,800
Administration	£ 1,600
Subtotal without local staffing costs	<b>£ 18,780</b>
Local project worker x 2 (2 x 16 week contracts, 3 days per week at 16650 pro rata)	£ 6,935
Total including local project workers	<b>£ 25,715</b>

9.. Matched funding of £5,000 has been agreed by CDC as well as an offer of accommodation for the two project workers in the CDC office in Amersham. Paradigm and Bucks Community Foundation are also being approached for funding. Once funding is agreed, work can take place with a range of partners to ensure both the course material and venues will enable a wide range of people in Chesham communities to participate in this project and also meet local needs and priorities. A stakeholder briefing meeting has already taken place with a very positive response, as well as endorsement of the project by CHAP.

10. This is expected to be an innovative and enjoyable project that will offer wide ranging benefits to local communities and can be adapted and taken forward by partner agencies and community groups.

### **Waterside Urban Street Art Project**

11. There is a growing problem of graffiti in Waterside, Chesham. The aim of this project is to discourage this sort of behaviour by training young people in street art. The project will take place during the Easter holidays with young people aged 13-19, working with the Youth Club, Christ Church, Moorstars, Gym & Swim, TVP and Paradigm Housing.

12. The sessions are aimed to be educational and prevent young people wishing to engage in illegal graffiti. They will cover two preparatory sessions on “Respecting other people’s property” and “Health and Safety”. These will be followed by ideas generation and practice art sessions in the youth club, leading up to painting on actual hoardings. Once completed, the hoardings will be displayed in the community - current ideas on display areas are either a shop in the High Street or at the Tube Station. The final pieces will give the young people

involved something to be proud of as well as offering diversionary activities during the Easter holidays.

13. Matched funding has been applied for as follows:

Chiltern District Council £1,000  
Paradigm Housing £500  
CHAP £500

14. In terms of meeting the local priorities, this project meets the following: "Reduce Anti Social Behaviour through initiatives which involve young people in sporting, recreational, performance or creative activities or programmes designed for 'crime diversion'".

- **Report ends** -