



Community Boards

North West Chilterns Community Board agenda

Date: Thursday 7 September 2023

Time: 6.00 pm – please arrive 10 minutes earlier for registration

Venue: Via MS Teams - [Click here to join the meeting](#)

BC Councillors:

M Walsh (Chairman), C Etholen (Vice-Chairman), S Adoh, M Angell, S Broadbent, R Carington, D Carroll, G Hall, C Harriss, D Hayday, O Hayday, Maz Hussain, M Smith, A Turner and P Turner

Representatives of the following Town and Parish Councils:

Bledlow-cum-Saunderton, Bradenham, Downley, Ellesborough, Great and Little Hampden, Great and Little Kimble, Hughenden, Lacey Green, Longwick-cum-Ilmer, Piddington and Wheeler End, Princes Risborough, Radnage, Stokenchurch and West Wycombe

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.

This meeting will be recorded: The information that will be collected will be your name, an image of you and any comments you make. This is for the purpose of creating the meeting notes.

If you do not wish to take part, you may submit written representation of up to 500 words which can be read out on your behalf, or liaise with your Councillor. If you cannot do either of these, please advise us and we will consider if there is anything we can do to assist. Written representation must be submitted to Jackie Binning, community board manager – contact details below.

If you join the meeting you are consenting to Buckinghamshire Council processing and using your information for the purposes of this meeting. The recording will be destroyed after the meeting notes have been approved.

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For further information please contact: Jackie Binning as detailed below.

Questions for the Chairman

If you have any questions, please email Jackie Binning on jackie.binning@buckinghamshire.gov.uk or telephone 07816 118011 by Friday 1st September 2023. This will allow our Chairman, Matthew Walsh, time to prepare.

I look forward to seeing you at our Community Board meeting.

Item No	Item	Time	Page No
1	Chairman's Welcome/Purpose of the meeting	18:00	
2	Apologies for Absence	18:05	
3	Declarations of Interest		
4	Petition - Bledlow Ridge Traffic Calming Report to be presented by Neil O'Leary, Network Safety Team Leader, Buckinghamshire Highways (see report attached). Questions/Consider recommendations and agree next steps To be led by Cllr Matthew Walsh.		5 - 10
5	Petition - Speed Calming in Lacey Green Report to be presented by Neil O'Leary, Network Safety Team Leader, Buckinghamshire Highways (see report attached). Questions/Consider recommendations and agree next steps To be led by Cllr Matthew Walsh.	18:35	11 - 16
6	Petition - Radnage School Safety Report to be presented by Neil O'Leary, Network Safety Team Leader, Buckinghamshire Highways (see report attached). Questions/Consider recommendations and agree next steps To be led by Cllr Matthew Walsh.	19:05	17 - 22
7	Meeting Close	19:35	



Report to North West Chilterns Community Board

Date: 7th September 2023

Title: ePetition - Bledlow Ridge Traffic Calming

Relevant councillor(s): Councillor Shade Adoh, Councillor Robert Carington, Councillor Carl Etholen, Councillor Matthew Walsh.

Author and/or contact officer: Neil O'Leary

Ward(s) affected: Ridgeway West

Recommendations:

1. Commission a redesign of the 30mph terminal signage to improve conspicuity – this could include larger/more prominent signs, gates, supplementary road markings (e.g. Dragons Teeth). This design should also consider improvements to village nameplates and their treatment.
2. Analyse speed data collected in accordance with Bledlow-cum-Saunderton Neighbourhood plan 2017, section 6.10, to determine the effectiveness of the existing 30mph and 40mph speed limits on Chinnor Rd. This information could inform appropriate locations and/or traffic calming features or speed management (e.g. Community Speed Watch).
3. Engage with TVP, through the Local Neighbourhood Team, to better understand local mobile speed camera deployment.
4. Ensure the available visibility to and from the access is maximised ensuring there are no obstructions (temporary signs etc.) within the visibility splay.

1. Instruction to Community Board

- 1.1 Based on the North West Chilterns Community Board's agreed priorities consider the Recommendations presented in this report.
- 1.2 Where appropriate and subject to meeting agreed Community Board way of working and availability of funding, determine, with the support of the relevant Council Directorate(s) and appropriate parties e.g. Parish/Town Councils, the feasibility of progressing with any number of the Recommendations made.

2. Executive summary

- 2.1 The petitioners request the "Design and implement physical traffic calming / speed reduction measures (e.g. a chicane or priority system) on Chinnor Road, Bledlow Ridge at the commencement of the 30mph limit adjacent to the entrance to the Cricket Club and Playground."
- 2.2 The petition references Parish Council speed data.
- 2.3 The petition attracted 184 signatures.
- 2.4 Based on Buckinghamshire's Network Safety Policy, detailed in Section 6, the requests outlined in the ePetition cannot be funded from the capital Network Safety Budget.
- 2.5 This report has devised a number of outline recommendations which, subject to meeting the NWC CB priorities and with the appropriate support, could be developed into feasible measures.

3. Content of report

- 3.1 Chinnor Road, Bledlow Ridge is subject to a 40mph limit which changes to restricted (30mph) status approximately 30m from the access to the cricket club & playground.
- 3.2 The general environment, properties, low density development and agricultural buildings set back from Chinnor Road, presents as a low density rural settlement.
- 3.3 The section of Chinnor Road, approaching Bledlow Ridge from the southeast is predominately rural in nature with residential properties and low density development (primarily agriculture), fronted by hedgerows grass verge (on the south west side) and a lightly used footway adjacent to the carriageway on the northeast side.
- 3.4 The Buckinghamshire Council policy, section 6 below, outlines our process with its aim of reducing the number of injuries incurred by those using Buckinghamshire's road network.

- 3.5 Thames Valley Police have confirmed that the Parish Council raised a complaint about traffic speeds in 2020 (during a period of lockdown).
- 3.6 Chinnor Road is an active mobile speed camera enforcement site. Thames Valley Police have confirmed that a mobile camera van has been deployed to this location 3 times this calendar year.
- 3.7 The measures requested (horizontal traffic calming features), would require to be developed from an initial design through to detailed design. It is likely that at the location requested by the PC (at the existing 30/40mph speed limit change) the installation of horizontal traffic calming would reduce visibility for users exiting/entering the cricket club and adjacent private properties.

4. Other options considered

- 4.1 Fixed speed cameras are often considered as a method of traffic calming. The installation of a fixed camera is based on a number of criteria, including a demonstrable history of incidents involving vehicles travelling in excess of the posted speed limit/at inappropriate speed and also the exploration of engineering measures to reduce vehicle speeds.
- 4.2 Buckinghamshire Council pay for the procurement and installation of speed cameras within Buckinghamshire. The cost to maintain the installation is shared with Thames Valley Police. Revenue generated from penalties is not paid to Buckinghamshire Council.
- 4.3 Based on the above and considering the petition as submitted the installation of a fixed speed camera is not feasible.

5. Legal and financial implications

- 5.1 Unable to comment in full due to lack of detail on scope of potential works involved.
- 5.2 Installation of traffic calming measures can be subject to statutory public consultation.

6. Corporate implications

- 6.1 At this stage there appear to be no corporate implications.

7. Policy Context (local and national)

- 7.1 Buckinghamshire Council's Network Safety Team are responsible for the delivery of statutory obligation under the Road Traffic Act 1988 Section 39. Generally:

- promoting road safety by disseminating information or advice relating to the use of roads.
- prepare and carry out a programme of measures designed to promote road safety

7.2 Under the Road Traffic Act each Local Authority must:

1. carry out studies into accidents arising out of the use of vehicles
2. in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of (roads for the maintenance of which they are responsible) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads
3. In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use

7.3 By completing 1. above we determine emerging patterns across the county thereby identifying our most vulnerable road users and developing trends. This information informs our Education, Training, Publicity (ETP) work. From this same analysis we identify locations across the county where injury collisions have been reported, this output satisfies 2. above.

7.4 The 3rd obligation is covered through the completion of Road Safety Audits in line with the current Buckinghamshire Council Road Safety Audit policy.

7.5 Once this analysis has taken place the cluster list and route list will be reordered to account for those locations satisfying 2. above.

7.6 In order to make fair and reasonable comparisons across the network, clusters are defined as an occurrence of 5 injury incidents within 50m in a 5 year period. Route/road sections are generated from a table of populated by roads/routes which have witnessed injury collisions over the same 5 year period. The severity of the incident is classified as Slight, Serious or fatal and the list is ranked based on the These reordered lists, with outline mitigation measures, are passed to designers to develop the detailed designs.

7.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.

7.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.

- 7.9 Based on the personal injury records made available by Thames Valley Police, Chinnor Road does not appear on either route or cluster list and as such would not be subject to a capital funded local safety scheme.
- 7.10 No national policy for the identification of potential Road Safety intervention works currently exists.
- 7.11 No national targets for casualty reduction exist.

8. Local councillors & community boards consultation & views

- 8.1 Unitary Councillors and Community Board Members were invited to provide comments on the petitioners request via email on 13/04/2023.
- 8.2 North West Chilterns Community Board's Transport and Road Issues Action Group (TRIAG) support both the specific measures described and the principle of physical traffic calming outlined in the petition (email received from Jackie Binning 03/05/23)

9. Communication, engagement & further consultation

- 9.1 Contact was made with Thames Valley Police (06/06/23) to determine if they were aware of the issues outlined in the petition. Thames Valley Police's response is summarised in section 2 paras 2.5 and 2.6 of this report.
- 9.2 Contact was made with Buckinghamshire Councils Development Management, S106 Management and Transport Strategy groups to determine if there are proposed works in programme which would alter or provide the means to alter the highway environment. At the time of writing there are no planned works which would provide funding from the aforementioned groups to alter the highway environment.

10. Background papers

- 10.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>
- 10.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>
- 10.3 [Bledlow-cum-Saunderton-Adopted-Neighbourhood-Plan.pdf \(bledlow-cum-saundertonparishcouncil.org.uk\)](#) 2017
- 10.4 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)
- 10.5 TVP JOU Speed Enforcement – Position Paper Version 1 2022

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Report North West Chilterns Community Board

Date:	7 th September 2023
Title:	ePetition - Speed Calming in Lacey Green
Relevant councillor(s):	Councillor Shade Adoh, Councillor Robert Carington, Councillor Carl Etholen, Councillor Matthew Walsh.
Author and/or contact officer:	Neil O'Leary
Ward(s) affected:	Ridgeway West
Recommendations:	<ol style="list-style-type: none">1. Commission a review of available speed data to determine its suitability as the bases of a formal speed limit assessment2. Liaise with the LAT (Local Area Technician), to determine if maintenance could increase the available width of the existing footway3. Commission a review of options to improve conspicuity of the 30mph gateway; this could include foliage cutback and enhanced signage.4. St John's Church of England (VA) Combined School should re-engage with the Schools' Sustainable Travel team to update and continue their School Travel Plan.

1. Instruction to Community Board

- 1.1 Based on the North West Chilterns Community Board's agreed priorities consider the Recommendations presented in this report.
- 1.2 Where appropriate and subject to meeting agreed Community Board way of working and availability of funding, determine, with the support of the relevant Council Directorate(s) and appropriate parties e.g. Parish/Town Councils, the feasibility of progressing with any number of the Recommendations made.

2. Executive summary

- 2.1 The petitioners request “the council to Investigate and implement traffic calming measures in Lacey Green, in particular the stretch of New Road from Walters Ash to Lacey Green and Main Road around St John’s School.”
- 2.2 Requesting the following:
- a) “THE 40MPH SPEED LIMIT IS CONTINUED FROM RAF HIGH WYCOMBE ON NEW ROAD TO LACEY GREEN REDUCING IT FROM 60MPH TO 40MPH. WE ALSO REQUEST THAT THE 30MPH AREA IS PUSHED FURTHER ALONG NEW ROAD TOWARDS WALTERS ASH TO ENABLE VEHICLES TO SAFELY SLOW DOWN BEFORE THEY REACH THE BEND IN THE ROAD.”
 - b) “THAT A ZEBRA CROSSING IS INSTALLED TO CONNECT THE CHURCH TO THE SCHOOL IN LACEY GREEN WITH CLEARER SCHOOL SIGNAGE PLACED AT BOTH DIRECTIONS PLUS OTHER SPEED REDUCING MEASURES ALONG MAIN ROAD TO BE INSTALLED.”
- 2.3 The petition references speed data collected by automatic counters and Community Speed Watch. This information was not supplied as part of the submission.
- 2.4 This ePetition ran from 13/04/2023 to 12/05/2023.
- 2.5 330 people signed this ePetition.
- 2.6 Based on Buckinghamshire’s Network Safety Policy, detailed in Section 6, the requests outlined in the ePetition cannot be funded from the capital Network Safety Budget.

3. Content of report

- 3.1 The section of roads described in the petition are predominately rural in nature, with little obvious development frontage throughout the section relating to the petition.
- 3.2 The speed limit change from National Speed Limit (60mph) to restricted (30mph) occurs after a left hand bend. Due to foliage cover and the geometry of the road forward visibility to the 30mph signs is limited.
- 3.3 The change in speed limit is preceded by a bend warning sign, depicting a right hand bend when the road appears to bend to the left. This is possibly left over from a period when the NSL continued beyond its current terminal point.
- 3.4 There is a continuous available footway connecting the settlements of Lacey Green and Walters Ash.

4. Other options considered

- 4.1 Changes to speed limits will require an assessment in line with DfT (Department for Transport) guidance. To ensure consistency across the county there is a requirement to collect speed data over a fixed period (usually 7 days), during “neutral” periods i.e. during school term time, avoiding public holidays etc. although speed data has been referenced in the petition details have not been provided. To avoid unnecessary cost the existing data could be reviewed to determine its applicability for a formal assessment which would be based on the 2 proposals presented to and supported by TRIAG.
- 4.2 The installation of controlled crossings is generally undertaken based on pedestrian counts indicating demand and connectivity benefit. The use as described in the petition is limited to a single user group and is limited to specific time periods. Consideration would have to be given to the requirements of physical dimensions for waiting areas, existing infrastructure (overhead power), location of the bus stop, availability of power and the requirement to amend existing restrictions (School Keep Clear, parking restrictions) amongst other before a controlled crossing could be installed.

5. Legal and financial implications

- 5.1 Unable to comment in full due to lack of detail on scope of potential works involved.
- 5.2 Speed limit changes and promotion are subject to statutory public consultation.

6. Corporate implications

- 6.1 At this stage there appear to be no corporate implications.

7. Policy Context (local and national)

- 7.1 Buckinghamshire Council’s Network Safety Team are responsible for the delivery of statutory obligation under the Road Traffic Act 1988 Section 39. Generally:
- promoting road safety by disseminating information or advice relating to the use of roads.
 - prepare and carry out a programme of measures designed to promote road safety
- 7.2 Under the Road Traffic Act each Local Authority must:
1. carry out studies into accidents arising out of the use of vehicles
 2. in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of

information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of (roads for the maintenance of which they are responsible) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads

3. In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use
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- 7.3 By completing 1. above we determine emerging patterns across the county thereby identifying our most vulnerable road users and developing trends. This information informs our Education, Training, Publicity (ETP) work. From this same analysis we identify locations across the county where injury collisions have been reported, this output satisfies 2. above.
 - 7.4 The 3rd obligation is covered through the completion of Road Safety Audits in line with the current Buckinghamshire Council Road Safety Audit policy.
 - 7.5 Once this analysis has taken place the cluster list and route list will be reordered to account for those locations satisfying 2. above.
 - 7.6 To make fair and reasonable comparisons across the network, clusters are defined as an occurrence of 5 injury incidents within 50m in a 5 year period. Route/road sections are generated from a table of populated by roads/routes which have witnessed injury collisions over the same 5 year period. The severity of the incident is classified as Slight, Serious or Fatal and the list is ranked based on the These reordered lists, with outline mitigation measures, are passed to designers to develop the detailed designs.
 - 7.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.
 - 7.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.
 - 7.9 Based on the personal injury records made available by Thames Valley Police, during the 5 year period 01/01/2018 – 31/12/2022 the sections of road described in the petition do not appear on either route or cluster list and as such would not receive capital funding for the Local Safety Scheme budget for speed limit alterations or a controlled crossing.
 - 7.10 No national policy for the identification of potential Road Safety intervention works currently exists.
 - 7.11 No national targets for casualty reduction exist.

8. Local councillors & community boards consultation & views

- 8.1 Contact was made with councillors (Ward and Parish) via email on 19 April 2023.
- 8.2 The North West Chilterns Community Board's Transport and Road Issues Action Group (TRIAG) support the petitioners request for reduced speed limit(s) as this has been discussed previously.
- 8.3 The request for a Zebra crossing has not previously been considered by TRIAG.

9. Communication, engagement & further consultation

- 9.1 Thames Valley Police were contacted to provide information on communication relating to the subject and responded as follows: the local Neighbourhood Team have been working with St. John's School regarding drop off/pick up time. Community Speed watch operates at 2 locations locally, Main Road and New Road. A mobile camera site is active on New Road, Walters Ash, 7 visits to date in 2023.
- 9.2 Buckinghamshire Council's Development Management, S106 Management and Transport Management teams were contacted to advise if they are aware of projects in the area which could provide funding to for works. Currently the aforementioned are not aware of potential funding.
- 9.3 Buckinghamshire Council's Schools' Sustainable Travel team have noted that St John's Church of England (VA) Combined School was last active on Modeshift STARS in 2020, and the last record of surveys taken in relation to school travel is dated 2017.
- 9.4 The Schools' Sustainable Travel team were recently contacted by the school to enquire about the process for implementing a School Crossing Patrol. The school were informed that Buckinghamshire Council are not currently creating new sites and any positions would have to be sponsored by a 3rd party.

10. Next steps and review

- 10.1 Following Community Board decision next steps and timescales can be determined.

11. Background papers

- 11.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>
- 11.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>
- 11.3 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)

- 11.4 Change a speed limit: [Change a speed limit | Buckinghamshire Council](#)
- 11.5 School travel planning: [School Travel Planning – Buckinghamshire Council](#)



Report to North West Chilterns Community Board

Date: 7th September 2023

Title: Radnage School Safety

Relevant councillor(s):

Cllr Matthew Walsh, Cllr Shade Adoh, Cllr Marcus Angell, Cllr Steve Broadbent, Cllr Robert Carington, Cllr David Carroll, Cllr Carl Etholen, Cllr Gary Hall, Cllr Clive Harriss, Cllr Darren Hayday, Cllr Orsolya Hayday, Cllr Mazamal Hussain, Cllr Melanie R Smith, Cllr Alan Turner, Cllr Paul Turner

Author and/or contact officer: Neil O'Leary – Team Leader Network Safety

Ward(s) affected: Ridgeway West

- Recommendations:**
- 1. Commission a review of existing signage and road markings, with a view to improve in line with current design standards and provide opportunity to support the installation of MVAS unit(s).**
 - 2. Establish ownership of hedgerows, trees etc in verge. Determine available verge width to assist pedestrian movement if the hedges/trees are cut back / pruned.**
 - 3. Engage with Buckinghamshire Council's Schools' Sustainable Transport Team with a view to develop a School Transport Plan which reflects the recent changes to catchment and age groups**
 - 4. Consider the relocation of the School Bus Stop from its current location at The Crown public house to a location closer to the school building.**

1. Instruction to Community Board

- 1.1 Based on the North West Chilterns Community Board's agreed priorities consider the Recommendations presented in this report.
- 1.2 Where appropriate and subject to meeting agreed Community Board way of working and availability of funding, determine, with the support of the relevant Council Directorate(s) and appropriate parties e.g. Parish/Town Councils, the feasibility of progressing with any number of the Recommendations made.

2. Executive summary

- 2.1 The petitioners request the improvement of warning signs, signs to highlight pedestrian movement and speed to support pedestrian movements to and from Radnage C of E school.
- 2.2 The ePetition ran from 15/05/2023 to 12/06/2023.
- 2.3 The ePetition attracted 78 signatures.
- 2.4 Based on Buckinghamshire's Network Safety Policy, detailed in Section 6, the requests outlined in the ePetition cannot be funded from the capital Network Safety Budget.

3. Content of report

- 3.1 The section of City Road on the wester approach to Radnage School is subject to a 30mph.
- 3.2 It is rural in nature and broadly straight. The presence of centre line road markings indicates the carriageway is in excess of 5.5m wide. There is a narrow footway on the northern side for approximately 150m terminating at the junction with Bottle Square Ln. a short section of footpath (c.40m) is present on the southern side serving a bus stop and notice board, this facility terminates at Green Lane.
- 3.3 From the junction of Bottle Green Ln/ Square Ln. City Road narrows and bends right with visibility is limited due to the geometry of the road and the proximity of mature hedges.
- 3.4 It is understood that the school has recently changed from an infant school to include primary children. It is not clear if any changes to School Travel Plans or infrastructure were made to support this change.

4. Other options considered

- 4.1 None at this time.

5. Legal and financial implications

- 5.1 Unable to comment in full due to lack of detail on scope of potential works involved.

6. Corporate implications

- 6.1 At this stage there appear to be no corporate implications.

7. Policy Context (local and national)

- 7.1 Buckinghamshire Council's Network Safety Team are responsible for the delivery of statutory obligation under the Road Traffic Act 1988 Section 39. Generally:
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 2. in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of (roads for the maintenance of which they are responsible) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads
 3. In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use
- 7.3 By completing 1. above we determine emerging patterns across the county thereby identifying our most vulnerable road users and developing trends. This information informs our Education, Training, Publicity (ETP) work. From this same analysis we identify locations across the county where injury collisions have been reported, this output satisfies 2. above.
- 7.4 The 3rd obligation is covered through the completion of Road Safety Audits in line with the current Buckinghamshire Council Road Safety Audit policy.
- 7.5 Once this analysis has taken place the cluster list and route list will be reordered to account for those locations satisfying 2. above.

- 7.6 In order to make fair and reasonable comparisons across the network, clusters are defined as an occurrence of 5 injury incidents within 50m in a 5 year period. Route/road sections are generated from a table of populated by roads/routes which have witnessed injury collisions over the same 5 year period. The severity of the incident is classified as Slight, Serious or fatal and the list is ranked based on the These reordered lists, with outline mitigation measures, are passed to designers to develop the detailed designs.
- 7.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.
- 7.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.
- 7.9 Based on the personal injury records made available by Thames Valley Police, the measures outlined in the petition would not be subject to a capital funded local safety scheme.
- 7.10 No national policy for the identification of potential Road Safety intervention works currently exists.
- 7.11 No national targets for casualty reduction currently exist.

8. Local councillors & community boards consultation & views

- 8.1 Ward and Parish councillors and Community Board members were invited to comment on the ePetition on 19/05/23.
- 8.2 In advance of this ePetition North West Chilterns Community Board's Transport and Road Issues Action Group (TRIAG) were engaged by the Parish Council on these issues and as a result TRIAG have provided the following comments:

“TRIAG discussed with Radnage Parish Council representatives a range of possible options to reduce road safety risks at this location, for example: yellow flashing lights with a school warning sign, additional advanced school warning signs, removing the centre line of the road and extending the existing road edge lines through the bend, painting slow on the road and adding yellow bar markings (this solution is used in the Exmoor National Park to very good effect), enhanced speed limit entry features ie dragons teeth, roundels etc. TRIAG have indicated they do share the Parish Council’s concerns for road safety at this location and have requested that the petition response comments on the acceptability of these types of measures so measures to help inform the Parish Council should they decide Community Board funding.”

9. Communication, engagement & further consultation

- 9.1 Thames Valley Police were contacted by a resident in July 2021 expressing their concern over traffic and vulnerable road users due to the lack of footways. The concern was passed to the Local Neighbourhood Police Team.
- 9.2 Buckinghamshire Council's Development Management team were contacted in order to identify any potential developments in the area which could contribute to improvements. Currently there are no planned developments which could contribute.

10. Next steps and review

- 10.1 Following Community Board decision next steps and timescales can be determined.

11. Background papers

- 11.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>
- 11.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>
- 10.3 School Travel Planning: [School Travel Planning – Buckinghamshire Council](#)

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