



# Winslow & Villages Community Board

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<b>Title:</b>	<b>Great Horwood Speed Limit Petition response</b>
<b>Date:</b>	17 November 2020
<b>Author:</b>	Dave Roberts, Head of Highways, Buckinghamshire Council
<b>Contact officer:</b>	Sue Brown, Network Safety Team Leader, Transport for Buckinghamshire
<b>Local members affected:</b>	J Chilver – CON (Winslow) Sir B Stanier - CON (Great Horwood) L Monger – LD (Winslow) S Renshell – CON (Winslow) S Raven – LD (Quainton)

## Summary

A petition has been received requesting that the Council extend the 30mph speed limit on Nash Road, Great Horwood to the end of the village, thereby replacing the existing 40 mph speed.

## Recommendation

**As the 40 mph section of Nash Road does not currently meet the Department for Transport criteria for a 30 mph speed limit the Parish Council and/or Community Board may wish to progress alternative traffic calming measures.**

## Background



- The Council undertook a Speed Limit Review on all its public roads in Buckinghamshire between 2003 and 2013 and new speed limits were installed as appropriate in accordance with the 2006 Department for Transport Guidance (DfT) which was in place at that time.
- As a result of the review this section of the B4033 Nash Road was reduced from National Speed Limit to 40mph in 2011.
- The DfT guidance was updated in 2013. However, as there has not been any significant change in the nature and function of the layout of Nash Road the revised guidance maintains that a 40 mph speed limit is appropriate.
- This means that a reduction to 30 mph does not currently meet the DfT criteria.
- Buckinghamshire Council follows the central government guidance to set or review speed limits to ensure that they are appropriate for the main use of the road. This current National guidance is “Setting Local Speed Limits, Department for Transport Circular 01/2013” (see link within Background Papers).
- The DfT guidance on rural speed management at section 7 states:
  - The speed limit on single carriageway rural roads should take into account the history of collisions, the road’s function, existing mean traffic speed, use by vulnerable road users, the road’s geometry and engineering, and the road environment including level of road-side development.
  - Also, Speed limit (mph) Where limit should apply: 60 Recommended for most high quality strategic A and B roads with few bends, junctions or accesses. 50 Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow. 40 Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.
- Having checked the collision history on Nash Road there has been one slight reported injury collision in the last 10 years.
- There is footway provision along the length of Nash Road to facilitate pedestrians.
- However, if the Community Board wish to explore the petitioners request further, then the current process is that a speed limit assessment may be requested either directly to TfB or via a Community Board. The assessment involves comparison against the DfT Guidance, a speed survey and a site visit with the Thames Valley Police (TVP) Traffic Management Officer. A written report is then provided to the requester. If TVP do not support the proposal or it does not meet with DfT guidance, then the proposal is not generally recommended to proceed
- It should also be noted that since the conclusion of the countywide speed limit review the Council no longer have funds to progress new speed limits requests. A formal Decision was made by the Cabinet Member for Transport in KDR PT01.13 that any further requests for changes to speed limits will be funded either: -
  - directly by individual Parish/Town Councils, or
  - by a Local Area Forum ( now Community Board) via the Local Priorities Budget process

,or

- from independent sources or
  - as part of a casualty reduction scheme or
  - via a developer funded agreement.
- The report also states that “Irrespective of the funding source, requests for speed limit changes will only be consulted upon and implemented if they comply with the national guidance on setting speed limits”.
  - If the petitioners are concerned about traffic travelling in excess of the 40 mph speed limit then an approach may be made for speed enforcement to Thames Valley Police via the non emergency 101 telephone number.
  - Should the Parish or Community Board wish to consider alternative speed reduction measures then the Council’s Traffic Calming Guide, may be of assistance. This can be accessed by request or by visiting the Parish or Member Portal.
  - Should the Parish Council or Community Board wish to find out more about managing speeding traffic a link to the Council webpage with further information is shown within the Background Papers section.

**Resource implications**

N/A at this stage

**Legal implications**

N/A at this stage

**Other implications/issues**

None identified

**Feedback from consultation, Local Area Forums and Local Member views (if relevant)**

None received

**Background Papers**

Link to DfT Setting Local speed Limits 2013: <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

Link to Key Decision Report : KDR PT01. 2013 : <https://buckinghamshire.moderngov.co.uk/CeListDocuments.aspx?CommitteeId=543&MeetingId=5141&DF=21%2f02%2f2013&Ver=2>

Dealing with Speeding Traffic web link : <https://www.buckscc.gov.uk/services/transport-and-roads/road-safety/managing-speed/>