



Amersham Community Board meeting

Title:	Petition Response regarding the Speed Limit on Magpie Lane
Date:	February 2021
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Summary

An ePetition was published on the council's website on 5th January 2021 with an end date of 2nd February 2021 requesting the Council:

“take action to make Coleshill safer by reducing the speed limit on Magpie Lane to 30mph (from 40mph). This petition asks villagers to support this change and make our village safer.

In 2006 speed limits in Coleshill were reviewed and changed to 30mph EXCEPT IN THE MAJORITY OF MAGPIE LANE. We want the road to be safer for villagers, alpacas, horses, walkers, cyclists and drivers by reducing the speed limit to 30mph THROUGHOUT ALL of Magpie Lane. Support our petition and send a clear message to drivers that this is a 30mph for a reason and it is not safe to drive at higher speeds”.

Recommendation

If the Parish Council or Community Board wish to further investigate the petitioners request to reduce the speed limit along the 40 mph section of Magpie Lane to 30 mph then a full Speed Limit Assessment by Transport for Buckinghamshire should be requested.

Background Information

- The Speed Limits along Magpie Lane were considered within Area 4 of the County Wide Speed Limit Review, and limits changed in accordance with the Department of Transport Guidance in place at the time.
- As a result, the speed limit at the Coleshill Village end was reduced from national speed limit to 30mph. The proposal was also to retain the national speed limit on the remaining section of Magpie Lane. However, this was not supported by the working group or the Parish Council. As a result, a compromise was to reduce the speed limit to 40 mph. These proposals were supported by at public consultation and the speed limit changes made on the 10th January 2006.
- In 2013 the Department of Transport reviewed its guidance on speed limits. A link to the guidance can be seen within the background papers section of this report.
- When considering this more recent guidance there appears to be no change in the criteria, and the 40 mph speed limit remains appropriate for the rural nature of the road.

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.

- Notwithstanding the above, if the Parish Council or Community Board wish to explore the petitioners request further, then the current process is that a full speed limit assessment may be undertaken.
- The assessment involves a 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. There is currently a cost of £895 for this service (plus £490 per set of data collection tubes if required).

- It should also be noted that since the conclusion of the countywide speed limit review in 2013, 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 (see link within Background Papers section) that any further requests for changes to speed limits will be funded either:
 - directly by individual Parish/Town Councils, or
 - by a Community Board via the Community Area 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.
- Having checked the 5 year collision history on the 40 mph section of Magpie Lane there has not been any reported injury collisions between 01/10/2015 – 31/09/2020 (our most recent data available). As a result, the Council is unable to progress the speed limit reduction from a casualty reduction perspective.
- 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.

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

Resource implications

None identified

Legal implications

None identified

Other implications/issues

None identified

Feedback from consultation, Community Boards and Local Member views (if relevant)

Comments from Cllr Tim Butcher: I am supportive of this minor change requested by the Residents as this will ensure greater safety in Magpie Lane where there are many walkers and no pavements.

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?Committeed=543&MeetingId=5141&DF=21%2f02%2f2013&Ver=2>
