



North West Chilterns Community Board

Title:	Petition Response - B4009 Little Kimble Speed Limit
Date:	8 February 2021
Author:	Dave Roberts - Head of Highways, Buckinghamshire Council
Contact officer:	Sue Brown - TfB Road Safety Team Leader
Local members affected:	C Harriss – CON (Icknield) G Hall – CON (The Risboroughs) D Knights – CON (The Risboroughs) A Turner – CON (The Risboroughs)

Summary

A petition has been received requesting the Council to reduce the speed limit on the B4009, Lower Icknield Way, Little Kimble in the vicinity of The Swan PH. The lead petitioner states:

“My Son was hit by a van a few months ago and was badly injured. He is not the first person to be injured. It is a nasty crossing with cars going too fast ninety percent of the time. All too often cars are going past 60mph or more so something needs to be done. Will it take someone to be killed before something is done to reduce the speed limit. Lots of children use the park and having a crossing on such a busy road is just a disaster waiting to happen. So please sign today to keep us and our children safe”

Recommendation

- 1. Should the Parish and or Community Board or wish to explore the potential for a speed limit reduction then a Speed Limit Assessment can be undertaken by Transport for Buckinghamshire.**

2. **Should the Parish and or Community Board wish to explore additional traffic calming measures to support a new or existing speed limit and raise driver's awareness of the pedestrian island then Transport for Buckinghamshire can advise further on the most suitable measures.**

Background Information:

- Buckinghamshire Council follows the central Government guidance when setting or reviewing 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 (DfT) 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".
- The speed limit on the B4009 was reviewed as part of area 5 of the countywide speed limit review in 2006 and the speed limit was reduced from the national speed limit to 40 mph.
- This means that a reduction to 30 mph does not currently meet the DfT criteria for the whole length of Lower Icknield Way from A4010 to the start of the 50mph speed limit.
- Having checked the collision history on this section of road there has been two reported injury collisions in the last 10 years at or near the Swan PH. Both involved children under the age of 16. Excess speed was not noted by TVP as a contributory factor in either collision.
- There is footway provision on both sides of the road and a pedestrian island to facilitate pedestrians crossing. Visibility is good in either direction.
- Notwithstanding the above, if the Community Board or Parish Council wish to explore the petitioners request further, then the current process is that a speed limit assessment should be undertaken.
- The assessment involves a comparison against the DfT Guidance, a speed survey (already undertaken) 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.
- The minimum length of a speed limit should be 650m or 450m in exceptional circumstances. This is to avoid too many frequent changes in speed limit within a short distance. A full speed

limit assessment would offer the opportunity to take measurements to determine if a reduced length of speed limit to incorporate the pedestrian crossing could be achieved.

- It should be noted however, that if a 30mph speed limit were to be proposed then additional traffic calming measures would also be recommended to reinforce the new speed limit.
- 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 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 to either to re enforce a new 30 mph speed limit or the existing 40 mph limit 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.

These measures might include:

- Vehicle activated sign
 - Red surfacing at the crossing location
 - Upgraded bollards on the pedestrian island
 - SLOW markings located near 'playground warning signs'
 - Yellow backed speed limit signs
- 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 below in the Background papers section.

Resource implications

Funding for any future proposals will need to be sourced via the Community Board process or third party.

Legal implications

Should the speed limit reduction proposal be progressed then a full public consultation will need to be undertaken to amend the existing Traffic Regulation Order.

Other implications/issues

None identified

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

Local MP Greg Smith wishes to make it known that he supports the petition.

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/>
