



Report to Denham, Gerrard's Cross and the Chalfonts Community Board

Date:	06/07/2021
Title:	A413 Speed Limit Reduction - Chalfont St Peter
Relevant councillor(s):	Cllrs Isobel Darby, Linda Smith, Jonathan Rush
Author and/or contact officer:	Nick Reading, Network Strategy Manager, TfB
Ward(s) affected:	Chalfont St Peter
Recommendations:	Commission Speed Limit Assessment from Transport for Buckinghamshire for the concerned section of A413 Amersham Road.

1. Summary

Buckinghamshire Council have received a petition requesting a speed limit reduction on the A413 Amersham Road between the Greyhound Roundabout and Kingsway Roundabout. This response sets out the considerations made by Buckinghamshire Council in preparing its response.

2. Background information

The A413 Amersham Road between the Greyhound and Kingsway roundabouts is a two-lane dual carriageway in both directions, currently subject to the National Speed Limit.

Just prior to the Greyhound roundabout the speed limit it is reduced to 30mph; the entire section is fully street lit with overhead lighting situated within the central reservation. The section is rather short measuring approximately 740m between the two roundabouts, which does not provide motorists much opportunity to reach the maximum speed limit before

having to slow for the next roundabout. There is good forward visibility in both directions and adequate advance warning signage.

For the majority of this section there is no footpath on either side, and pedestrians are not encouraged to walk alongside it; however there is a short section of narrow footpath heading north from the Kingsway roundabout stretching for approximately 80m before joining a crossing point leading across the A413 to Woodside Hill on the east side. The petition informs us this crossing point is used by residents on the eastern side of the A413 to access the town.

This section of A413 was originally considered for speed limit reduction as part of the County wide speed limit review in 2008, coming under Area 10. At the time it was decided the national speed limit should be retained as there was a good safety record on this section of road, and the current speed limit was appropriate. Following this comprehensive review, the Council is unable to justify funding any further speed limit changes.

Since the speed limit review, there has been little change in terms of collisions, and in the past five years there have been no recorded collisions along this section of dual carriageway away from the roundabouts at either end. The collisions that have occurred are recorded at the two roundabouts, including a fatality late last year.

Unfortunately, collisions cannot always be prevented simply by reducing the speed limit. There are various reasons for this such as driver behaviour, being under the influence of drink or drugs, or the severity of the collision being greater because the occupants of a vehicle have failed to wear a seat belt. It is important to establish exactly what the problem is, as very often concerns are based on perception rather than fact. It is also often the case that anti-social driving is committed by a small percentage of road users, however, are more noticeable and attract more attention and the police authority retain the responsibility to tackle anti-social behaviour.

In evaluating the road for a lower speed limit, Buckinghamshire Council must consider relevant guidance. Requests for speed limit changes can only be formally consulted upon and implemented if they comply with the National Guidance on setting speed limits as set out in Department for Transport Circular 01/2013 'Setting local Speed Limits'.

Requests for speed limit changes must also be supported by the local community, and it is evident from this petition that support is strong and could proceed to the formal application and assessment stage.

A fee will be charged to enable a formal assessment of this request to take place. This assessment will include:

- a site visit.
- analysis of existing traffic data (speed, flow and crash records).
- comparison of the proposal with the criteria of the national speed limit guidance.
- evaluation of the implications on the local road network.

- assessment of factors affecting cost of implementation (e.g. sign placement, vegetation issues).
- liaison with police traffic management officer and identification of enforcement issues.
- identification of the suitability of the proposed extent of the speed limit and possible alternatives.
- assessment of signing changes required including illuminated signs.
- need for and potential environmental impact of, additional engineering/other measures to encourage compliance with proposed speed limit.

If there is no current speed/flow survey on record, which appears to be the case here, then an additional charge to collect this data so a full assessment can take place will apply. Requests for an assessment or survey can be made by contacting Transport for Buckinghamshire. A formal report will then be produced detailing the outcome of the speed limit appraisal.

Following the speed limit appraisal, changing the speed limit requires a legal process to be followed which includes a formal public consultation. This includes the following:

- advertisement in local newspaper(s) of the proposed and final Traffic Order.
- legal services' fees.
- analysis of consultation feedback.
- formal consultation report.
- sign installation.
- preparatory work and correspondence associated with all of the above.

Unfortunately, Buckinghamshire Council are unable to fund the speed limit assessment or reduction in speed limit, and the Community Board or Parish Council should be approached for funding.

3. Other options considered

The Parish Council may wish to consider as part of an application to the Community Board the inclusion of 'rumble strips' or 'bar markings' on the road surface on the approach to both roundabouts. However, this may create additional road noise, and the residents living closest to the road may want to consider this before they are requested.

4. Legal and financial implications

4.1 None identified.



5. Corporate implications

- a) None identified

6. Local councillors & community boards consultation & views

6.1 N/A

7. Communication, engagement & further consultation

7.1 N/A.

8. Next steps and review

8.1 N/A

9. Background papers

Buckinghamshire Council follow Department of Transport Guidance when setting local speed limits. A copy of this guidance can be found at <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

10. Your questions and views (for key decisions)

10.1 N/A

