



Report to Beaconsfield & Chepping Wye Community Board

Date:	21/09/2021
Title:	B474 Penn Road Speed Limit Reduction - Beaconsfield
Relevant councillor(s):	Mark Dormer / Jonathon Waters / Mark Flys
Author and/or contact officer:	Nick Reading, Network Strategy Manager, TfB
Ward(s) affected:	Beaconsfield / Penn Wood & Old Amersham
Recommendations:	Commission Speed Limit Assessment from Transport for Buckinghamshire for the concerned section B474 Penn Road, Beaconsfield.

1. Summary

- 1.1 Buckinghamshire Council have received a petition requesting a speed limit reduction to 30mph on the B474 Penn Road, Beaconsfield. This response sets out the considerations made by Buckinghamshire Council in preparing its advice.

2. Background information

- 2.1 The B474 Penn Road is a single carriageway road in both directions heading north out of the town of Beaconsfield. The section concerned with this petition is currently subject to a 40 mph speed limit, and extends from a point near High March School where the current 30 mph limit ends and changes to 40 mph, and travels a distance of approximately 1.84 km north to the junction with Clay Hill.
- 2.2 This section of Penn Road was originally looked as part of the County Wide Speed Limit Review Area 4 in November 2003, to reduce its existing 40mph limit down to a 30mph limit. At that time the Members and police did not support it and it was decided that the section should retain its existing 40mph limit.

In 2009 this section of road was again reviewed for a reduction in its speed limit from the existing 40mph to a 30mph limit. It went out to Public Consultation between 9th March 2009 and 24th April 2009. There were fifteen responses to the consultation, twelve were against the proposed reduction to 30mph, and three were in favour. As a result of the public consultation it again was decided that the section of road should retain its existing 40mph limit.

In 2016, a further request was received in the lowering of the speed limit, from its current 40mph to a 30mph, but due to the negative feedback from the two previous occasions, and as funding would be required to progress, no further action was taken.

- 2.3 Since the speed limit review, there has been little change in terms of collision history, and in the past five years there has been one serious injury collision along this section of road. This occurred on 26th October 2015, when a vehicle turned right out of Forty Green Road to travel towards Beaconsfield across the path of a motorcycle travelling towards Penn.

There is a small cluster of three slight injury collisions around the junction with Clay Lane, however these are at the northern extent of the 1.85 km section reviewed and not speed related. In summary the section concerned with this petition has a negligible collision rate.

- 2.4 Vehicle speed and flow data was collected on the B474 Penn Road, Beaconsfield, located near the southern junction with Woodchester Park. Speed data was obtained between Monday 17th August 2020 and Sunday 23rd August 2020. The north bound carriageway showed the average mean speed over 12 hours to be 36.8mph, and over a 24-hour period to be 37mph. The south bound carriageway showed the average mean speed over 12 hours to be 38mph, and over a 24-hour period to be 38.1mph.

- 2.5 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 present 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 the 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.

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 the above.

2.6 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

3.1 None identified.

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