



## Report to South West Chilterns Community Board

<b>Date:</b>	28/10/2021
<b>Title:</b>	<b>Barnards Hill / Terrington Hill, Marlow</b>
<b>Relevant councillor(s):</b>	<b>Alex Collingwood, Carol Heap, Neil Marshall</b>
<b>Author and/or contact officer:</b>	Nick Reading, Network Strategy Manager, TfB
<b>Ward(s) affected:</b>	Marlow
<b>Recommendations:</b>	<b>Commission Speed Limit Assessment from Transport for Buckinghamshire. Request SLOW markings via Community Board funding application.</b>

### 1. Summary

Buckinghamshire Council have received a petition requesting a SLOW sign and speed limit reduction on Barnards Hill and Terrington Hill in Marlow. This response sets out the considerations made by Buckinghamshire Council in preparing its response.

### 2. Background information

Barnards Hill and Terrington Hill are residential roads situated between Chalkpit Lane and Spinfield Lane in Marlow. A concern has been raised by residents that Barnards Hill and Terrington Hill are being used as a cut through, presumably to avoid congestion on the A4155. As a result, residents have stated this is leading to a higher volume of traffic and higher speeds resulting in reduced road safety and a domestic pet being involved in a collision with a motor vehicle.

Barnards Hill and Terrington Hill are both residential roads subject to a 30 mph speed limit with cars parked either side of the road. There are several gradients on the two roads which may inadvertently contribute to higher speeds on the downhill sections.

In terms of collision history, there have been two recorded injury collisions within the last 5 years of data (01/09/2016 – 31/08/2021) on Barnards Hill.

*11/11/2020 – 75 year old lost control at low speed and collided with a building.*

*14/09/2020 – 72 year old collided with parked car.*

The collision data does not record 'excess speed' as a contributory factor in either collision.

Unfortunately, collisions cannot always be prevented simply by reducing the speed limit, this includes collisions with animals. There are various reasons for this such as driver behaviour, age, being under the influence of drink/drugs/medication, 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 can be 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, is more noticeable and attracts more attention; the police authority retains the responsibility to tackle anti-social behaviour and have powers under Section 59 (1) of the Police Reform Act 2002 to deal with the anti-social use of motor vehicles, including powers to seize vehicles if an offence is committed on two occasions.

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. In the first instance a speed limit assessment should be conducted. A fee will be charged to enable the 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 data on record, which appears to be the case here, then an additional charge to collect this data in the form of a speed survey will apply so a full assessment can take place. Parish councils and Community Groups can request a speed survey from the Traffic Information Data Team at Transport for Buckinghamshire. The cost is £412 + VAT for a 7 day survey and requests can be made by e-mailing [tfbtrafficinfo@buckinghamshire.gov.uk](mailto:tfbtrafficinfo@buckinghamshire.gov.uk) or phone 01296 382416.

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.

Unfortunately, due to the low collision rate on these two roads, Buckinghamshire Council are unable to fund the speed limit assessment or reduction in speed limit, and the Community Board or Parish Council should be considered for funding.

### **3. Other options considered**

A SLOW road marking(s) painted onto the road surface are a relatively low cost method of high lighting potential danger and reminding motorists of hazards. Consideration should be given as to where these are located along the two roads to provide maximum effectiveness, and an application for funding requested via the South West Chilterns Community Board should be considered. Advice on the most suitable locations can be provided by Buckinghamshire Council.

### **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

