

Executive summary

The Buckinghamshire Council Network Safety Team, responsible for carrying out speed limit reviews, has been asked to respond to the consultation – Tingewick Road, Buckingham.

The team's full, professional response is detailed below, on completion of the assessment recommend that 40mph is an appropriate speed limit for the section of Tingewick Road, Buckingham under consultation.

Network Safety Team Response to consultation

Speed limit assessments throughout England are carried out in accordance with DfT Circular 01/2013 -Setting local speed limits, used for setting local speed limits on single and dual carriageway roads in both urban and rural areas. Applying a defined set guidance criteria across all authorities should provide consistency across the network, appropriate speed limits and compliance to the posted speed limits.

Summary & Methodology:

The Network Safety team have conducted an assessment of the proposal to reduce the current 50 mph speed limit to 30mph, on Tingewick Rd, Buckingham this briefing note provides a considered recommendation. The assessment on the proposed 30mph limit has considered:

1. DfT 01/2013, applied by experienced competent professionals
 2. Appropriate Traffic Advisory Leaflets,
 3. Legislation,
 4. Thames Valley Police response to statutory consultation
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1. DfT 01/2013 considers:
 - history of collisions, including frequency, severity, types and causes
 - road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
 - road function (strategic, through traffic, local access et cetera)
 - composition of road users (including existing and potential levels of vulnerable road users);
 - existing traffic speeds
 - road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)
 2. TAL 02/2006 - Balancing safety and mobility objectives on rural single carriageway roads
 3. Legislation:
 - Section 84 of the Road Traffic Regulation Act (RATA) 1984 Part VI
 - Section 82(1)(a) RTRA – restricted roads
 - Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)
 4. Thames Valley Police – Objected during the Statutory Consultation to the introduction of a 30mph limit, but would support the introduction of a 40mph limit. Support or otherwise by TVP is based on the overall road environment and centres on the appropriateness of the speed limit for the environment. Essentially, that the

road user feels that the speed limit is appropriate for the environment e.g. speeds are appropriately low in narrow urban areas and generally higher where visibility and road geometry support.

In terms of 1. above:

- Data for the latest 36 month period does not record any collisions resulting in personal injury in the latest 5 year period. The only collision recorded on Tingewick Rd was located at the access to the Tingewick road Industrial Park, within the 30mph limit.
- The road geometry, width, forward visibility etc. are appropriate and in keeping with a rural road.
- At present this section of Tingewick Road offers local access to/from the housing and industrial areas south west of Buckingham and the A421.
- It is reasonable to expected that the completion of the developments will increase the number of traffic movements and NMU movements the existing provision of a continuous footway towards Buckingham provides a suitable facility to support safe NMU journeys.
- Current traffic speeds are unavailable
- Access to the new homes are served by a 3 vehicular access roads, the homes are not accessed or front directly onto Tingewick Road. To that end, despite the construction of the new residential developments, the “look” or road environment has remained largely unchanged, with hedgerows remaining, and no direct access from the properties onto Tingewick Road.

Recommendation:

Based on the information available at the time of the assessment it is the recommendation of the Network Safety Team that:

- The speed limit on the length of Tingewick Rd under review is reduced to 40mph
- The pedestrian refuges should be reinstated when the lower speed limit is in place and they should be appropriate for a section of illuminated carriageway e.g. located to ensure users are conspicuous during the hours of darkness, any associated signage is illuminated in accordance with design standards, etc.
- Speed data and Non-Motorised User (NMU) surveys are undertaken on Tingewick Rd at an appropriate point in the future, when the development work completes and occupancy is sufficient to provide a true representation of NMU and motorised vehicle use as a result of the developments. This will provide and accurate representation of NMU numbers, vehicle flow and speed. Should this data align with a further reduction in speed limit appropriate measures should be implemented.

Observations:

- Currently there are no terminal speed limit signs at the vehicular access for the under construction developments.
- The recommendation to reduce the speed limit to 40mph is based on no further engineering works other than the reinstatement of the pedestrian refuges; should additional traffic calming measures be develop

- The above recommendation takes account of historic speed and flow data captured in 2006 (Flow 2610 – 85%ile 45.5 EB 50.1WB, Ave. 39.9EB 42.7WB)
- There is often disparity between what people would like in their local area and the speeds at which they drive elsewhere in similar situations
- Many people exceed speed limits - including those who campaign for their enforcement!
- Most drivers drive faster than they think or say they do. Most drivers think that they drive more slowly than others – many drivers lack awareness of their own speed
- The perception of speeds, particularly experienced by NMUs, is often higher than actual speeds.
- The overall road environment strongly influences the speed people choose to drive

A handwritten signature in blue ink, appearing to read 'Neil O'Leary', with a stylized flourish at the end.

Neil O'Leary BEng FCIHT
Network Safety Team Leader