



## Report to Wendover and Villages Community Board

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| <b>Date:</b>                          | 6/10/2022  |
| <b>Reference number:</b>              | for cabinet member decisions only  |
| <b>Title:</b>                         | <b>Report in response to Petition - Thorne Way, Buckland, Aylesbury received in response to Buckland Wharf Traffic Calming statutory public consultation</b>   |
| <b>Relevant councillor(s):</b>        | Bill Chapple OBE / Michael Collins / Julie Ward  |
| <b>Author and/or contact officer:</b> | Neil O'Leary Network Safety Team Leader, TfB   |
| <b>Ward(s) affected:</b>              | Aston Clinton and Bierton  |
| <b>Recommendations:</b>               | <p><b>(i) That the received petition is considered as a formal response to the statutory consultation and included in all resultant reports, where appropriate, relating to the Statutory Consultation on the S106 funded traffic calming scheme.</b></p> <p><b>(ii) Those traffic calming elements included in the initial S106 proposal, but currently unfunded, are considered for implementation when funding is identified.</b></p> |
| <b>Reason for decision:</b>           | It is not financially viable for the Council to fund extensive traffic calming schemes on the network where there is not a demonstrable road safety issue resulting in injury.   |

### 1. Executive summary

- 1.1 Buckinghamshire Council have received a Petition from residents of Thorne Way, Buckland Wharf, signed by in response to statutory consultation of the Aston Clinton Traffic Calming measures, requesting the introduction of Zone 4 and Zone 5 traffic calming features, previously developed as part of the initial outline design, but were

not developed and included in the statutory consultation of proposed traffic calming measures on London Road through Buckland Wharf signed by 27 people.

## **2. Content of report**

### **Background**

- 2.1 TfB receive many requests to introduce additional traffic calming measures on sections of roads and/or junctions of public concern throughout the county on a regular basis. Our policy is to direct the available funding for this type of work towards those sites which have a demonstrable personal injury collision record meeting an agreed intervention level. This supports our work to reduce the frequency and severity of injuries across Buckinghamshire. This policy has been adopted so that the casualty data provided by Thames Valley Police (TVP) can be analysed in detail to ensure that schemes are designed to address the particular factors that have been attributed to the recorded collisions at those locations.
- 2.2 At present we work with 2 intervention levels. For defined sites e.g. junctions, isolated bends etc our intervention level is 5 injury incidents within 50m within a 5 year period. For routes or sections of road we analysis the injury data provided by TVP and produce a ranked table accounting for the number of injury collisions along each route and calculate the number of injuries per kilometre. This ranked table generally identifies in excess of 75 individual sections/routes which warrant further investigation.
- 2.3 During the period 01/07/2017 – 30/06/2022 there were no injury incidents recorded on Thorne Way, it's junction with Buckland Road or the section of London Road between Buckland Road and Wenwell Close. This section of London Road has not been identified as an area warranting further investigation during the most recent route analysis exercise.
- 2.4 As this section of London Road or Thorne Way does not meet the intervention levels stated Buckinghamshire Council would not approve Network Safety capital expenditure to install traffic calming measures.
- 2.5 S106 money has been secured to develop outline traffic calming measure along London Road through Buckland Wharf and Aston Clinton. The initial outline design has, in consultation with Aston Clinton Parish Council and local members, been amended to suit the available S106 contribution to facilitate delivery. The traffic calming measures which are unlikely to progress, at this time, are generally on the section of London Road which is the subject of this ePetition.
- 2.6 The exact extents of the amended scheme are not yet finalised as the scheme is progressing to Statutory Consultation later this month. Once the Statutory

Consultation period is complete the final design can progress which will define the extents of the scheme.

- 2.7 The installation of the proposed traffic calming scheme is likely to effect traffic volume and speeds on the section of London Road subject to this Petition, the magnitude of which can only be determined once construction is complete and a 3-6 month “bedding in” period has elapsed. This is likely to be late Summer 2023.
- 2.8 The currently unfunded elements of the initial traffic calming proposal, Zones 4 & 5 should be considered for implementation should funding become available, such as relevant S106 agreements

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

- 3.1 N/A.

### **4. Legal and financial implications**

- 4.1 All reports will need to include the legal and financial implications and will need to be cleared by a named officer by the monitoring officer (for direct legal implications) and section 151 officer (financial implications affecting the budget). Early engagement is recommended to ensure option appraisal includes legal and financial considerations.

### **5. Corporate implications**

- 5.1 This section will need to include the relevant corporate plan priority relating to this report and make reference to any other implication that need to be taken into account such as:-
  - a) Property
  - b) HR
  - c) Climate change
  - d) Sustainability
  - e) Equality (does this decision require an equality impact assessment)
  - f) Data (does this decision require a data protection impact assessment)
  - g) Value for money

## **6. Local councillors & community boards consultation & views**

- 6.1 If you require a key decision, please ensure you have consulted with relevant local Councillors and you may also need to consult the relevant Community Boards. If any consultation has been carried out with local Councillors or Community Boards, please refer to it here. Please ensure you include details of what the feedback received has been (from local councillors and community boards).

## **7. Communication, engagement & further consultation**

- 7.1 If any further consultation or engagement has been carried out you need to refer to it here. If relevant, this must also include feedback from select committees which will need to be taken into account before the decision is made.
- 7.2 It would also be helpful to make reference to any communication plans in relation to your decision.

## **8. Next steps and review**

- 8.1 What action will be taken following the decision being made and will the decision be reviewed, if so what is the timescale?

## **9. Background papers**

- 9.1 Details of the planning application and associated documents relating to the proposed traffic calming scheme, including the S106 agreement, are available on the Council website.
- 9.2 Buckinghamshire road safety policy: [Road traffic collisions | Buckinghamshire Council](#)

## **10. Your questions and views (for key decisions)**

- 10.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone [ ] or email [ ]