



Report to Wexham and Ivers Community Board

Date: 30/10/2022

Title: Iverdale Close, Iver

Relevant councillor(s): Paul Griffin, Wendy Matthews, Luisa Sullivan
Ralph Bagge, Trevor Egleton, Thomas Hogg

Author and/or contact officer: Neil O'Leary, Network Safety Team Leader, TfB

Wards affected: Iver and Stoke Poges & Wexham

Recommendations:

- I. Consider parking restrictions on Mansion Lane on the approaches to Iverdale Close to improve intervisibility

1. Summary

Buckinghamshire Council have received an ePetition, attracting 71 signatures, requesting “a speed table at the entrance of Iverdale Close and a further speed hump... on Mansion Lane prior to 52 Mansion Lane”. Cllr. Luisa Sullivan has offered her support for any design that improves highway safety and reduces speed in the area. This response sets out the considerations made by Buckinghamshire Council in preparing its response.

2. Background information

The section of Mansion Lane, Iver relevant to this report is predominantly of a rural nature bounded by hedgerow and farmland on the east with residential development present on the west side. A footway runs along the west side of Mansion Lane. Iverdale Close is situated on the west side of Mansion Lane and forms a priority give way junction with Mansion Lane, Mansion Lane has priority. Concern has been raised by residents that there has been damaged caused to wing mirrors of parked vehicles on Mansion Lane due to the “speed of cars travelling along Mansion Lane...pets run over and near misses of those exiting Iverdale Close”.

The residents petition for the installation of a “speed table” at the junction of Iverdale Close and Mansion Lane and a further vertical traffic calming measure in the vicinity of No. 52 Mansion Lane.

In terms of collision history, there has been 1 recorded injury collisions within the last 5 years of data (01/10/2017 – 30/09/2022) on Mansion Lane. This collision involved a police pursuit and resulted in the slight injury of a vehicle passenger. It is unlikely that the presence of physical traffic calming would have prevented this collision.

In evaluating a road for physical traffic calming measures Buckinghamshire Council must consider how the area identified compares to other areas which have witnessed injury collisions across the county. The current Buckinghamshire Council policy is to direct the available funding for this type of work towards those sites which have a demonstrable personal injury collision record, meeting agreed criteria, outlined below. This method of targeting measures supports the objective of improving the safety of the network through the reduction in frequency and severity of reported injuries. 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.

There are currently 2 primary criteria in place for the selection of sites which receive detailed analysis with a view to determine if mitigation measures could reduce the frequency and / or severity of injury collisions throughout the county. These identify; Routes across the county are ranked according to the rate of injury collisions per km that have resulted in a road user being Killed or Seriously injured (KSI rate per km), taking account of slight injuries. Collision sites are those that have a history of 5 or more collisions (of any severity) within a 50m radius within the last 5 years. There are currently in excess of 100 sites meeting the criteria across Buckinghamshire.

Based on the above Buckinghamshire Council will not provide capital funding for traffic calming measures at the entrance at Iverdale Close and on Mansion Lane.

3. Other options considered

An alternative option to improve the situation as described by the petitioners, that being, “near misses of those exiting Iverdale Close”, could be achieved by improving visibility for exiting vehicles by removing existing pavement parking on Mansion Lane south of the junction. However, any such measures would need to be appropriate investigation to ensure all relevant aspects are considered, such as the availability of available alternative parking, accessibility needs etc. This would involve a review and feasibility study being undertaken by a Highways professional should the Community Board feel this is a local priority to pursue.

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 identification of injury collision sites for further analysis: [Road traffic collisions | Buckinghamshire Council](#)

10. Your questions and views (for key decisions)

10.1 N/A

